

DRAFT
TRAFFIC STUDY
FOR THE
8777 WASHINGTON BOULEVARD PROJECT

Prepared for:

VCN LP

MARCH 2017

Submitted by:

 **RAJU** Associates, Inc.

DRAFT
TRAFFIC STUDY
FOR THE
8777 WASHINGTON BOULEVARD PROJECT

MARCH 2017

Prepared for:

VCN LP

Prepared by:

RAJU ASSOCIATES, INC.
505 E. Colorado Boulevard, Suite 202
Pasadena, California 91101
(626) 792-2700

Ref: RA 517

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

I. INTRODUCTION..... 3

 PROJECT DESCRIPTION 3

 STUDY SCOPE..... 6

 ORGANIZATION OF REPORT 8

II. EXISTING CONDITIONS..... 9

 STUDY AREA..... 9

 EXISTING STREET SYSTEM..... 9

 EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE..... 13

 EXISTING TRANSIT SERVICE 21

 EXISTING BICYCLE FACILITIES..... 25

III. PROJECT TRAFFIC PROJECTIONS..... 26

 PROJECT TRAFFIC VOLUMES..... 26

 EXISTING (2016) PLUS PROJECT TRAFFIC VOLUMES 28

IV. FUTURE YEAR 2019 TRAFFIC PROJECTIONS 34

 CUMULATIVE (2019) BASE TRAFFIC PROJECTIONS 34

 CUMULATIVE (2019) PLUS PROJECT TRAFFIC VOLUMES..... 37

V. TRAFFIC CONDITIONS & IMPACT ANALYSIS 46

 SIGNIFICANT TRAFFIC IMPACT CRITERIA 46

 EXISTING (2016) PLUS PROJECT TRAFFIC CONDITIONS..... 47

 CUMULATIVE (2019) BASE TRAFFIC CONDITIONS 50

 CUMULATIVE (2019) PLUS PROJECT TRAFFIC CONDITIONS..... 51

 PROJECT IMPACTS..... 51

VI. STREET SEGMENT AND PARKING/ACCESS ANALYSIS 52

 REGIONAL STREET SEGMENT TRAFFIC IMPACT ANALYSIS 52

 PARKING EVALUATION 55

 ACCESS AND CIRCULATION..... 56

 CUMULATIVE ACTIVE TRANSPORTATION IMPROVEMENTS..... 57

VII. REGIONAL/CMP ANALYSIS 58

 CMP TRAFFIC IMPACT ANALYSIS 58

VIII. CALTRANS FREEWAY IMPACT SCREENING ANALYSIS..... 60

IX. SUMMARY OF CONCLUSIONS..... 65

APPENDICES

LIST OF FIGURES

NO.

1	LOCATION OF PROJECT AND ANALYZED INTERSECTIONS	4
2	PROJECT SITE PLAN	5
3	EXISTING (2016) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES	14
4	EXISTING TRANSIT LINES.....	24
5	PROJECT TRIP DISTRIBUTION.....	29
6	PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES.....	30
7	EXISTING (2016) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES.....	32
8	EXISTING PLUS AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES.....	35
9	LOCATION OF RELATED PROJECTS	39
10	RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES.....	40
11	CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES	42
12	CUMULATIVE (2019) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES	44

LIST OF TABLES

NO.

1	LIST OF ANALYZED INTERSECTIONS.....	7
2	LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS	16
3	LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS	17
4	EXISTING (2016) INTERSECTION LEVEL OF SERVICE ANALYSIS.....	20
5	ESTIMATED PROJECT TRIP GENERATION	27
6	ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS.....	38
7	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS.....	48
8	RESIDENTIAL STREET TRAFFIC ANALYSIS.....	53
9	CALTRANS FREEWAY IMPACT SCREENING ANALYSIS - MAINLINE.....	62
10	CALTRANS FREEWAY IMPACT SCREENING ANALYSIS – OFF-RAMP	64

APPENDICES

A	MEMORANDUM OF UNDERSTANDING
B	INTERSECTION LANE CONFIGURATIONS
C	TRAFFIC COUNTS
D	LEVEL OF SERVICE WORKSHEETS

EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed 8777 Washington Boulevard Mixed-Use Project within the City of Culver City, California. The Project is located at 8777 Washington Boulevard.

The Proposed Project consists of the construction of 128,000 square feet of office use and 4,500 square feet of retail use. The Project would provide 392 parking spaces of which the ground floor would contain 31 parking spaces and the subterranean parking levels would contain 361 spaces. The proposed project would provide 32 bicycle stalls – 20 long-term and 12 short-term. The existing site contains 12,485 square feet of retail and 4,731 square feet of restaurant which will be demolished. As proposed, one driveway located along Washington Boulevard would provide access to the Project site.

Current and future traffic analyses at 28 intersections within the Cities of Culver City and Los Angeles were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project; deficiencies and impacts, if any, identified; improvements and mitigation measures, if required, developed; their effectiveness determined and residual traffic impacts, if any, ascertained as part of this study. Access and circulation at the proposed driveway to the parking area for the Project were also evaluated. The following executive summary highlighting the key findings of this study is presented below.

- Twenty-eight intersections were analyzed within the study area for this project. These locations are within the study area bounded by Cattaraugus Avenue on the north, Jefferson Boulevard/Rodeo Road on the south, Hughes Avenue/Duquesne Avenue on the west and La Cienega Boulevard on the east. Of the 28 intersections, 14 intersections are located within the City of Culver City and 14 intersections within the City of Los Angeles.
- Currently, 26 of the 28 analyzed intersection locations are operating at levels of service (LOS) D or better during the morning peak hour. During the evening peak hour, 25 of the 26 analyzed intersections are operating at LOS D or better. The remaining intersections are operating at LOS E or F.
- In the Cumulative (Future Year 2019) Base conditions, i.e., future conditions without the implementation of the Proposed Project, 21 of the 28 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.

- The Proposed Project consists of the construction of 128,000 square feet of office use and 4,500 square feet of retail use. The Project is estimated to generate a net total of 120 trips during the morning peak hour and 69 trips during the evening peak hour.
- A traffic signal at the project driveway along Washington Boulevard at Wesley Street is proposed as part of the project.
- In the Existing (2016) plus Project conditions, both the morning and evening peak hour operating conditions would be similar to those for the Existing conditions. Under this scenario, 25 of 28 analyzed intersection locations would continue to operate at acceptable levels of service (LOS) D or better during the morning peak hour. During the evening peak hour, 26 of the 28 analyzed intersections would continue to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.
- The Existing (2016) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2019) plus Project conditions, both the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Under this scenario, 21 of the 28 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.
- The Cumulative (Future Year 2019) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during both the weekday morning and evening peak hours.
- The Proposed Project would not have a significant impact on the residential streets in the local neighborhood.
- The Proposed Project will contribute \$150,000 towards early implementation of active transportation improvement measures that the City of Culver City is currently in the process of designing.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during both the weekday morning and evening peak hours. Per CMP guidelines, no further CMP analysis is required.
- The screening analysis determined that the screening threshold criteria would not be triggered at any of the two freeway mainline segments and two freeway off-ramps. Furthermore, since the project traffic did not trigger the screening thresholds at the mainline segments and off-ramps most likely to be used by project traffic, there is no need to look at segments or ramps farther away. Therefore, a Freeway Impact Analysis and Freeway Ramp Impact Analysis is not required.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed project located at 8777 Washington Boulevard within the City of Culver City, California.

PROJECT DESCRIPTION

The Proposed Project is located on the northeast corner of National Boulevard and Washington Boulevard. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

The Proposed Project consists of the construction of 128,000 square feet of office and 4,500 square feet of retail. The Project would provide 392 parking spaces of which the ground floor would contain 31 parking spaces and the subterranean parking levels would contain 361 spaces. The proposed project would provide 32 bicycle stalls – 20 long-term and 12 short-term. The existing site contains 12,485 square feet of retail and 4,731 square feet of restaurant which will be demolished.

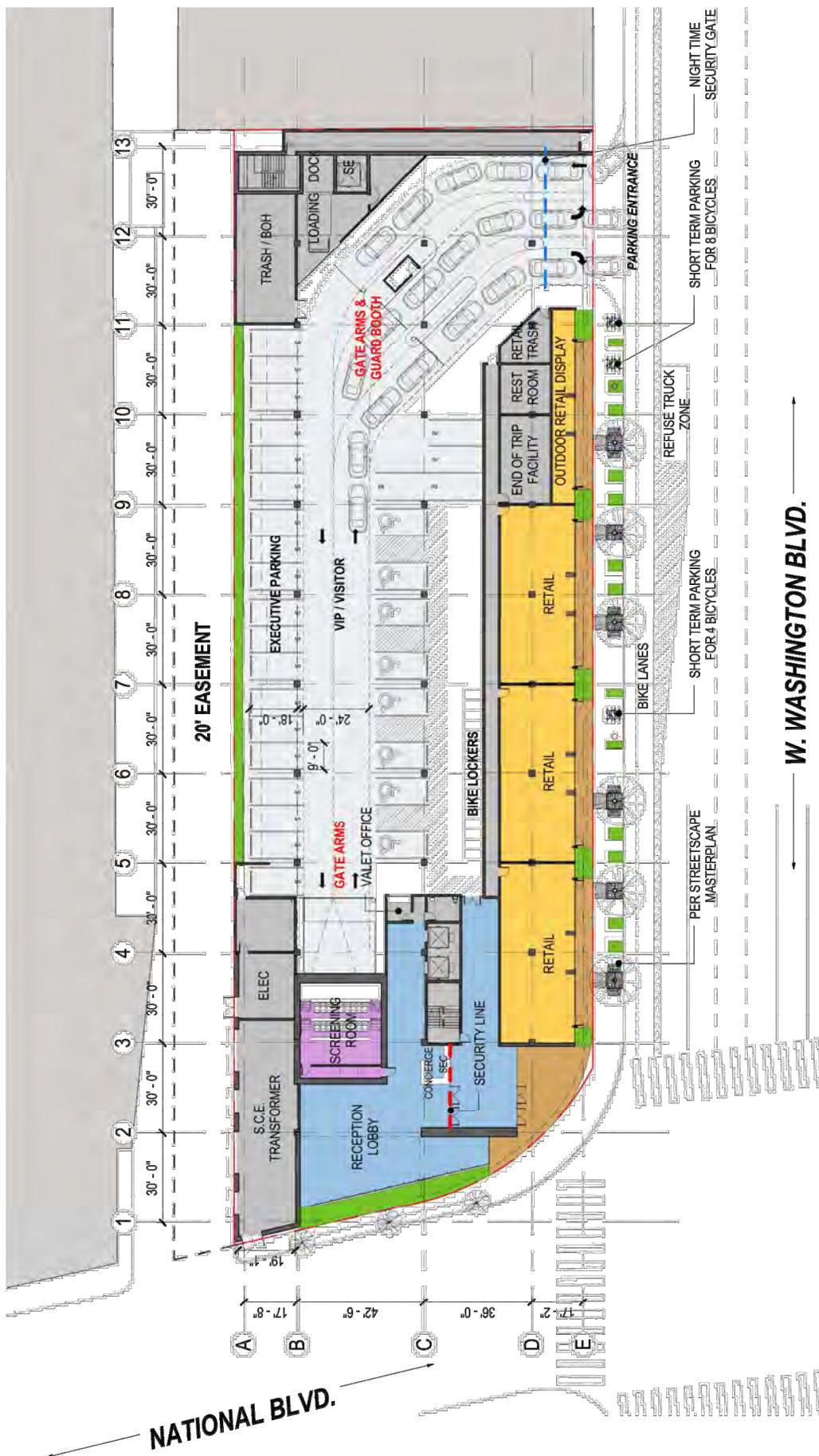
As shown on Figure 2, the proposed project driveway is located along the north side of Washington Boulevard on the eastern boundary of the project site. This driveway along Washington Boulevard at Wesley Street would be signalized as part of the project. The proposed project driveway would provide full access to the Project site.



FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS



RAJU Associates, Inc.



SOURCE: GENSLER

FIGURE 2
PROJECT SITE PLAN



RAJU Associates, Inc.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the Cities of Culver City and Los Angeles staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the Proposed Project per the City of Culver City traffic impact significance criteria. For locations within the City of Los Angeles, the City of Los Angeles traffic impact significance criteria have been used. The scenarios identified below have been evaluated in this study.

- Existing (2016) Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Existing (2016) Plus Project Conditions – The net traffic expected to be generated by the Proposed Project is estimated and added to the Existing (2016) traffic volumes. The impacts of the Proposed Project on existing traffic operating conditions are then identified.
- Cumulative (2019) Base Conditions - Future traffic conditions in the year 2019 without the Proposed Project have been developed. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional ambient growth and related projects in the vicinity of the study area by the year 2019.
- Cumulative (2019) Plus Project Conditions – The net traffic expected to be generated by the Proposed Project is estimated and added to the Cumulative (2019) Base traffic forecasts. The impacts of the Proposed Project on future traffic operating conditions are then identified.

As part of this traffic study, a total of 24 signalized intersections and four unsignalized intersections within two jurisdictions have been analyzed. A list of these intersections is presented in Table 1 and their locations are illustrated in Figure 1. Of the 28 study locations, 14 intersections are in the City of Culver City and 14 intersections are in the City of Los Angeles. These study locations were coordinated with the affected jurisdictions as part of the scoping for the study and were analyzed for the scenarios described above.

A detailed Memorandum of Understanding (MOU) was prepared in coordination with the City of Culver City staff. The MOU includes among other details, a description of the Proposed Project, its trip generation and distribution characteristics. A copy of the MOU is attached in Appendix A of this report.

**TABLE 1
LIST OF STUDY INTERSECTIONS**

#	Intersection		Jurisdiction	Signalized?
	Northbound/Southbound	Eastbound/Westbound		
1.	Robertson Boulevard	I-10 WB Off-Ramp/Kincardine Avenue	City of Los Angeles	Yes
2.	Robertson Boulevard	National Boulevard	City of Los Angeles	Yes
3.	National Boulevard	I-10 Eastbound On-Ramp	City of Los Angeles	Yes
4.	Bagley Avenue	Venice Boulevard	City of Los Angeles	Yes
5.	Culver Boulevard	Venice Boulevard	City of Los Angeles	Yes
6.	Robertson Boulevard	Venice Boulevard	City of Los Angeles	Yes
7.	National Boulevard	Venice Boulevard	City of Los Angeles	Yes
8.	Helms Avenue	Venice Boulevard	City of Los Angeles	Yes
9.	Cattaraugus Avenue	Venice Boulevard	City of Los Angeles	Yes
10.	La Cienega Boulevard	Venice Boulevard [1]	City of Los Angeles	Yes
11.	Washington Boulevard/Irving Place	Culver Boulevard	Culver City	Yes
12.	Main Street	Culver Boulevard	Culver City	Yes
13.	Washington Boulevard/Canfield Avenue	Culver Boulevard	Culver City	Yes
14.	Ince Boulevard	Washington Boulevard	Culver City	Yes
15.	Robertson Boulevard/Higuera Street	Washington Boulevard	Culver City	Yes
16.	Landmark Street	Washington Boulevard	Culver City	Yes
17.	National Boulevard	Washington Boulevard	Culver City	Yes
18.	Helms Avenue	Washington Boulevard	Culver City	Yes
19.	La Cienega Avenue	Washington Boulevard	Culver City	Yes
20.	La Cienega Boulevard	Washington Boulevard	Culver City	Yes
21.	Wesley Street	National Boulevard	Culver City	Yes
22.	Hayden Avenue	National Boulevard	Culver City	Yes
23.	Jefferson Boulevard	National Boulevard	City of Los Angeles	Yes
24.	Jefferson Boulevard	Higuera Street/Rodeo Road	City of Los Angeles	Yes
25.	Robertson Boulevard	I-10 Westbound On-Ramp	City of Los Angeles	No
26.	Robertson Boulevard	Exposition Bl./I-10 Eastbound Off-Ramp	City of Los Angeles	No
27.	Wesley Street	Washington Boulevard	Culver City	No (Yes in future)
28.	Cattaraugus Avenue	Washington Boulevard	Culver City	No

[1] Los Angeles County Congestion Management Program monitoring location.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter III describes the development of the Proposed Project's traffic projections. The methodology to develop Future Year 2019 traffic volume forecasts without and with the Proposed Project is described and applied in Chapter IV. Chapter V presents assessment of traffic conditions with and without the project and the potential traffic impacts due to the Proposed Project. Residential street segment analysis, parking, and access/circulation evaluations are presented in Chapter VI. The results of the analysis of the Proposed Project's impacts on the CMP regional transportation system are provided in Chapter VII. Chapter VIII presents the freeway impact screening analysis for the freeway mainline and ramps. A summary of the analysis and study conclusions is included in Chapter IX. Appendices to this report include details of the technical analyses.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system serving the study area is also described in this chapter.

STUDY AREA

The Project site is located on the north side of Washington Boulevard between National Boulevard and Wesley Street. The San Diego (I-405) Freeway is located approximately two miles west of the Project site and the Santa Monica (I-10) Freeway is located less than a half mile north of the Project site. The study area is bounded by Santa Monica (I-10) Freeway on the north, Jefferson Boulevard/Rodeo Road on the south, Hughes Avenue/Duquesne Avenue on the west and La Cienega Boulevard on the east.

EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional highway system, primary arterials, secondary arterials, and neighborhood feeder streets/collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The San Diego (I-405) and Santa Monica (I-10) Freeways provide the primary regional access to the study area. The key arterials serving the site are Venice Boulevard, National Boulevard, Washington Boulevard, Culver Boulevard, Duquesne Avenue, Robertson Boulevard, Higuera Street, Hayden Avenue, La Cienega Boulevard, Rodeo Road, Jefferson Boulevard, and Fairfax

Avenue. The remaining neighborhood streets (collector and local streets) offer local circulation possibilities. A brief description of these facilities follows.

- Santa Monica (I-10) Freeway – The I-10 Freeway is an east-west freeway that transverses the Southern California region from its western terminus at Pacific Coast Highway in the City of Santa Monica into San Bernardino County and points east. In the vicinity of the study area, this freeway generally provides four lanes in the westbound direction and four lanes in the eastbound direction. There are interchanges at Robertson Boulevard, National Boulevard, La Cienega Boulevard/Venice Boulevard and Washington Boulevard/Fairfax Avenue in the vicinity of the study area. This freeway provides access to the regional interstate system.
- San Diego (I-405) Freeway – The I-405 Freeway is a north-south freeway that transverses the Southern California region from its northern terminus at the I-5 Freeway in Sylmar to its southern terminus at the I-5 Freeway in Irvine. In the vicinity of the study area, this freeway provides six lanes in the each direction (including one HOV lane). There are interchanges at Culver Boulevard and Venice Boulevard/Washington Boulevard in the vicinity of the study area. This freeway provides access to the regional interstate system.
- Venice Boulevard – Venice Boulevard is classified as a primary arterial/major highway, within the study area, and traverses in an east-west direction across several jurisdictions. Within the study area, Venice Boulevard generally offers six travel lanes, three lanes in each direction, with left-turn lanes at key intersections and a large raised median island. On-street parking is allowed on both sides of the street throughout the study area. Venice Boulevard provides access to the I-10 (Santa Monica) Freeway.
- Washington Boulevard – Washington Boulevard is classified as a primary arterial roadway within the City of Culver City and a major highway within the City of Los Angeles. It defines the northern frontage of the Project site. Washington Boulevard traverses in an east-west direction across several jurisdictions and generally offers four travel lanes, two lanes per direction, with a central left-turn lane or median. On-street parking is generally allowed along this roadway in the vicinity of the study area.
- Culver Boulevard – Culver Boulevard is a primary arterial within the City of Culver City and a major highway within the City of Los Angeles and traverses diagonally in an east-west direction from Playa del Rey to its terminus at Venice Boulevard. Within the study area, this roadway offers four travel lanes, two lanes per direction, with a raised median and turn lanes at major or key intersections. On-street parking is allowed along this roadway throughout the study area, except at major intersections where turn lanes are provided. Culver Boulevard currently provides access to the I-405 (San Diego) Freeway to and from the north.
- Jefferson Boulevard – Jefferson Boulevard is a primary arterial/major highway west of La Cienega Boulevard and traverses in an east-west direction across several jurisdictions. East of La Cienega Boulevard, Jefferson Boulevard is classified as a secondary highway. Within the study area, this roadway generally provides four travel lanes, two lanes in each direction with a central left-turn lane. On-street parking is generally allowed along this roadway.

- La Cienega Boulevard – La Cienega Boulevard is classified as a primary arterial/major highway and traverses in a north-south direction across several jurisdictions. This roadway offers six travel lanes, three lanes per direction, with a central left-turn median. There is no stopping at any time along the roadway within the study area. This roadway provides access to the I-10 (Santa Monica) Freeway, as well as, the I-405 (San Diego) Freeway to and from the south.
- Fairfax Avenue – Fairfax Avenue is a primary arterial/major highway that traverses in a north-south direction and offers four travel lanes, two lanes per direction, with left-turn lanes at key intersections. On-street parking is generally prohibited along this roadway within the study area. This roadway provides access to the I-10 (Santa Monica) Freeway.
- Rodeo Road – Rodeo Road is classified as a major highway and runs in an east-west direction across the City of Los Angeles. Within the study area, this roadway generally provides six travel lanes during peak commute hours, three lanes in each direction, with a central left-turn median. Restricted on-street parking is generally allowed along this roadway.
- Robertson Boulevard – Within the City of Los Angeles, Robertson Boulevard is classified as a secondary highway. Within Culver City, south of Venice Boulevard, Robertson Boulevard is classified as a primary arterial. This roadway runs in a north-south direction and generally provides four travel lanes, two lanes in each direction. On-street parking is allowed on both sides of the streets within the study area. Some segments of Robertson Boulevard have parking prohibitions and/or restrictions on one or both sides of the street. Robertson Boulevard provides access to the I-10 (Santa Monica) Freeway.
- National Boulevard – National Boulevard is a secondary arterial/highway that runs in an east-west direction. It generally offers two lanes in each direction and provides connection to the I-10 (Santa Monica) Freeway north of the Project site. On-street parking is available along many stretches of this roadway, generally, except at major intersections where turn lanes are provided.
- Duquesne Avenue – Duquesne Avenue is a secondary arterial roadway that traverses in a north-south direction. Within the study area, this roadway offers two travel lanes, one lane per direction. On-street parking is generally allowed on both sides of the street.
- Hayden Avenue – Hayden Avenue is a secondary arterial that traverses in a north-south direction. This roadway offers two travel lanes, one lane in each direction. Between National Boulevard and Higuera Street, on-street parking is generally prohibited or restricted.
- Higuera Street – Higuera Street is classified as a secondary arterial between Hayden Avenue and Jefferson Boulevard and provides four travel lanes, two lanes in each direction. Between Washington Boulevard and Hayden Avenue, Higuera Street is classified as a neighborhood feeder street and provides two travel lanes, one lane per direction. On-street parking is generally allowed along many stretches of this roadway. At the intersection of Hayden Avenue-Hayden Place/Higuera Street, a raised median barrier has been placed to prevent eastbound and westbound through traffic movements. All traffic in either direction along Higuera Street must turn onto Hayden Avenue or Hayden Place.

- Hughes Avenue – Hughes Avenue is classified as a local street and traverses in a north-south direction. Within the study area, this roadway provides two travel lanes, with one lane in each direction. On-street parking is generally allowed along this roadway throughout the study area. Between Venice Boulevard and Washington Boulevard, on-street parking is prohibited.
- Wesley Street – Wesley Street is a discontinuous local roadway that runs in a north-south direction. One segment of Wesley Street extends south from Washington Boulevard, terminating in a cul-de-sac. The other segment of Wesley Street connects National Boulevard to Higuera Street. This roadway provides two travel lanes, one lane per direction. On-street parking is generally allowed along this roadway within the study area.
- Irving Place – Irving Place is a local roadway that traverses in a north-south direction. North of 'A' Street, the roadway provides one travel lane per direction with metered parking on both sides of the street. South of 'A' Street to its terminus at Lucerne Avenue, the roadway provides one-way northbound circulation. Parking is generally allowed on both sides of the street along this segment.
- Braddock Drive – Braddock Drive is a neighborhood feeder street that runs in a northwest to southeast direction. It provides two travel lanes, one lane per direction. On-street parking is generally allowed on the south side of the street within the study area.
- Landmark Street – Landmark Street is a local roadway that traverses in a north-south direction and adjacent to the Project site. This roadway offers two travel lanes, one lane in each direction, and it is undivided. On-street parking is allowed along this roadway.
- Cattaraugus Avenue – Cattaraugus Avenue is classified as a local roadway within the City of Culver City and is classified as a collector street within the City of Los Angeles. This roadway traverses in a north-south direction and generally offers two travel lanes, with one lane per direction. On-street parking is generally allowed along this roadway.
- Lucerne Avenue - Lucerne Avenue is a neighborhood feeder street that runs in a northwest to southeast direction. It provides two travel lanes, one lane per direction. On-street parking is generally allowed on the south side of the street within the study area.

The existing lane configurations of the analyzed intersections are included in Appendix B.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections.

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the analyzed intersections in February, April, September, and October 2015, and March and November 2016. Traffic counts collected in 2015 were factored upward 1% per year to reflect existing 2016 conditions. These traffic volumes reflect typical weekday operations during current year 2016 conditions. The traffic volumes in Figures 3A and 3B represent, for the purposes of this analysis, the Existing 2016 AM and PM peak hour conditions.

The raw data showing the raw traffic counts are attached in Appendix C.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas.

The Level of Service definitions for signalized and unsignalized intersections is provided in Table 2 and Table 3, respectively. Twenty-four of the 28 analyzed intersections are controlled by traffic signals and four analyzed intersections are unsignalized.

The Intersection Capacity Utilization (ICU) method was used to determine the intersection V/C ratio and corresponding level of service for City of Culver City study intersections. Per City of Culver City Traffic Study Criteria, a capacity of 1,600 vehicles per lane per hour is assumed, a total of 2,880 vehicles per hour for dual left-turn lanes, and a 10% reduction factor to account for the loss time of the yellow signal clearance periods was utilized in the capacity calculations.

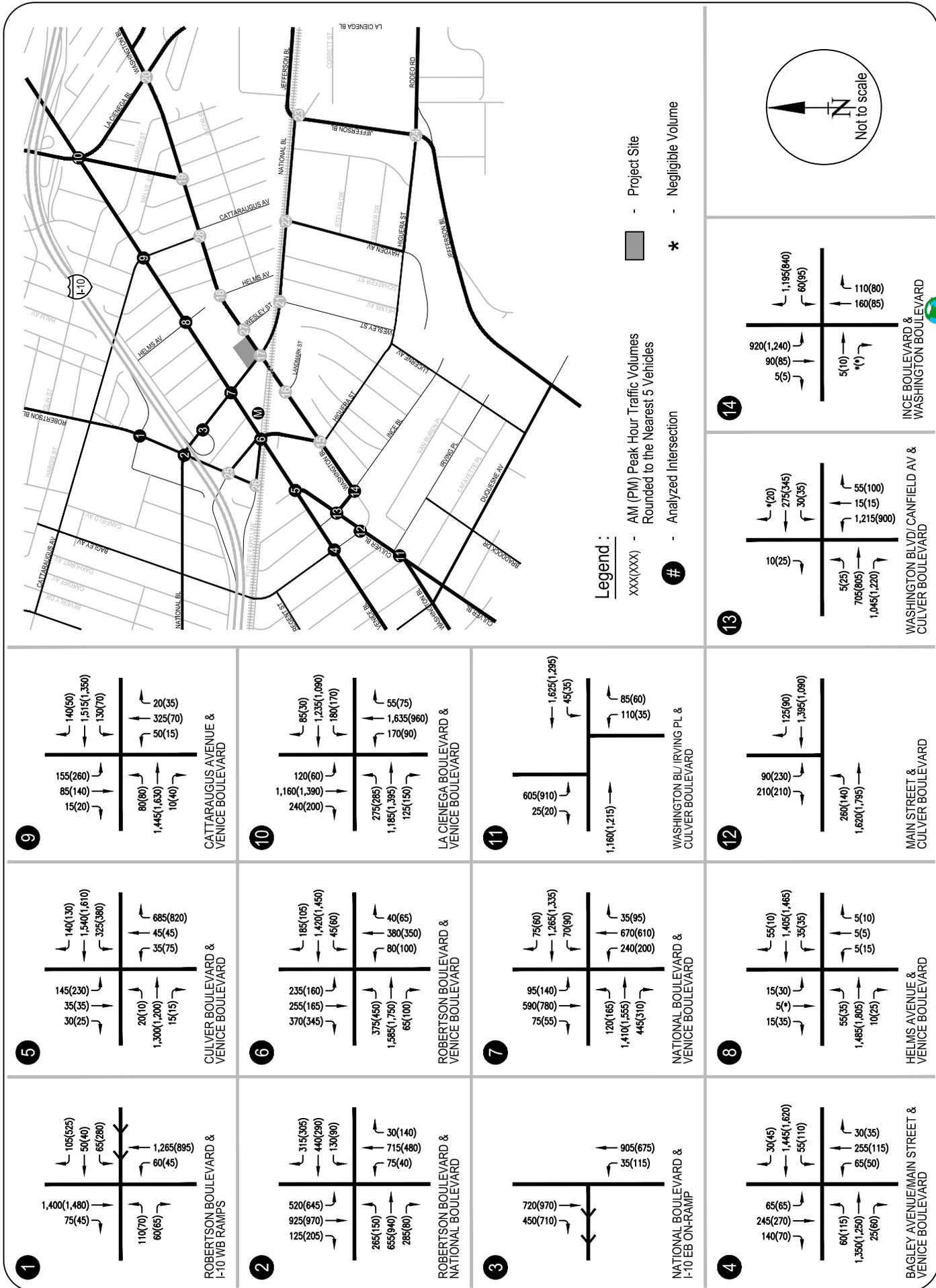


FIGURE 3A
EXISTING (2016) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

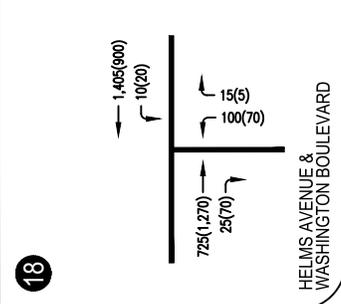
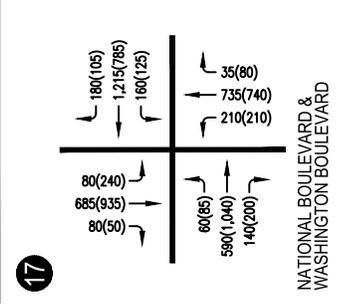
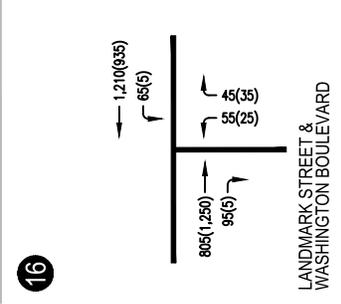
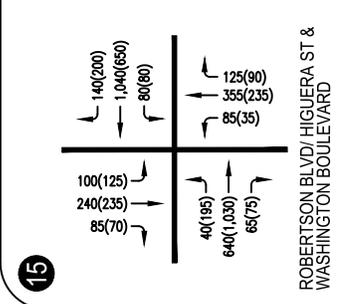
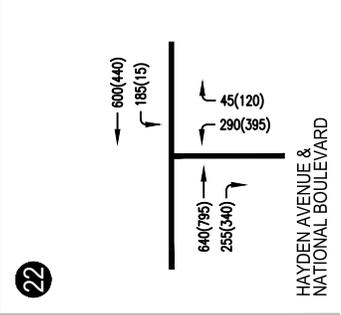
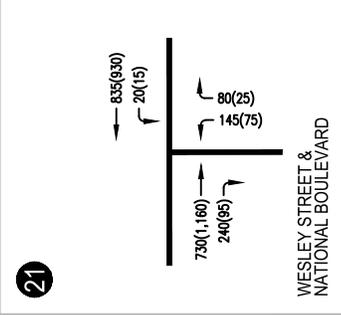
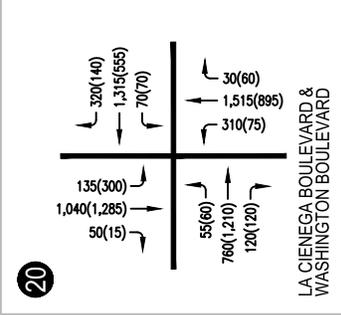
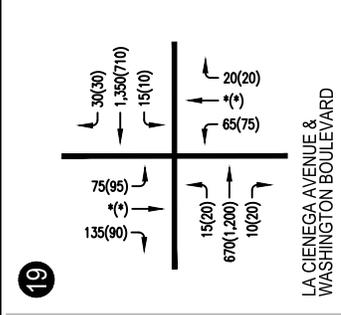
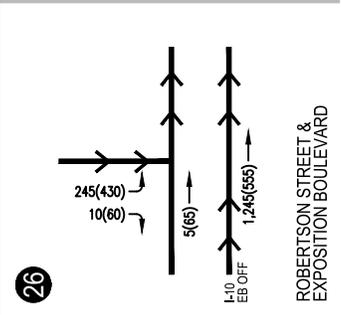
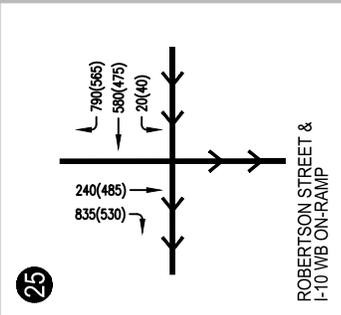
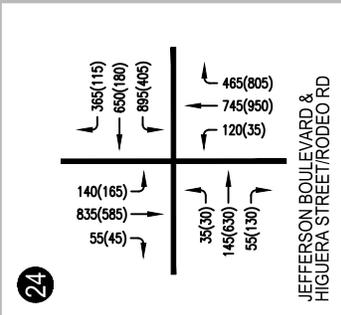
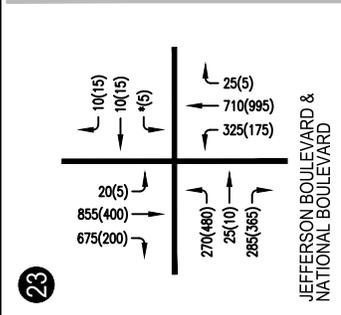
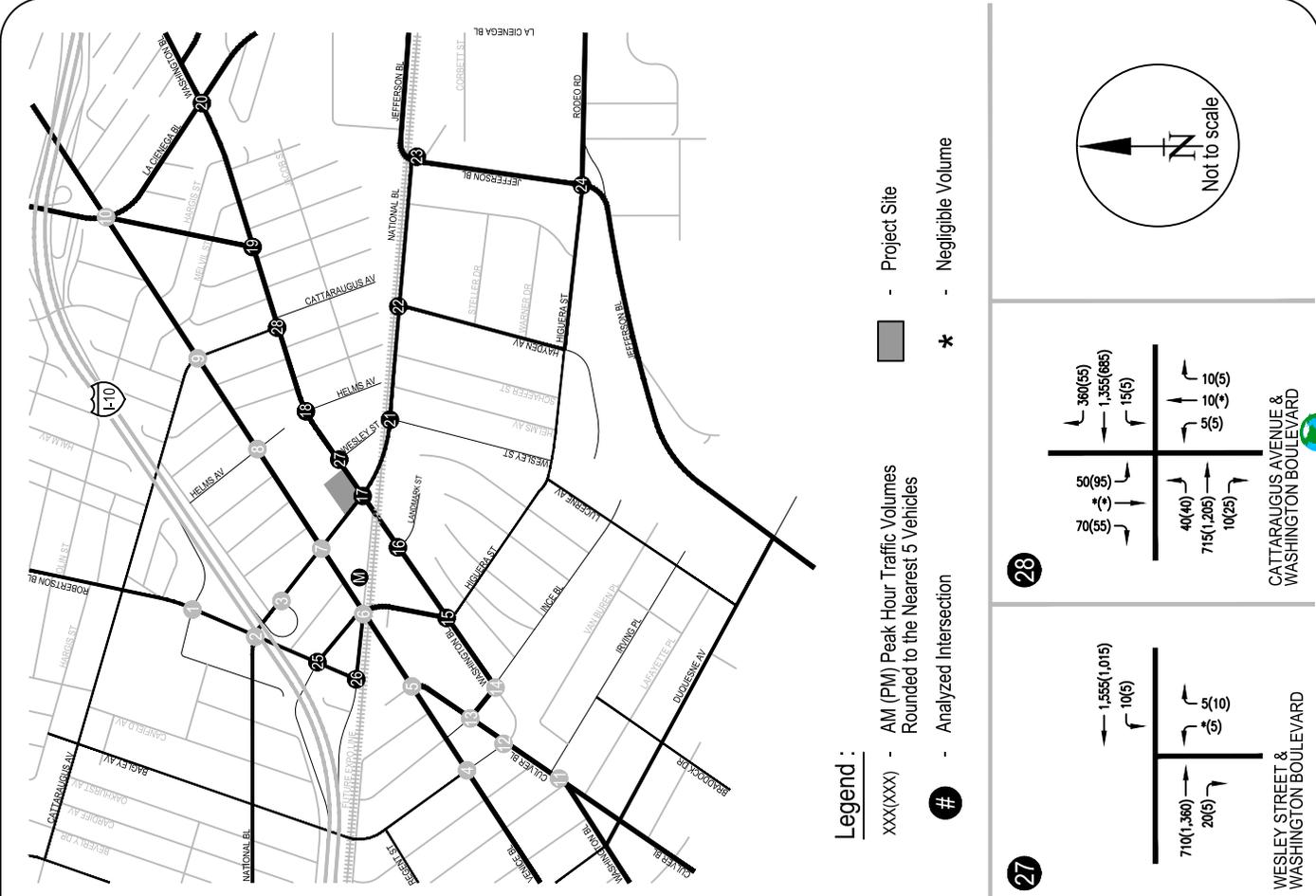


FIGURE 3B
EXISTING (2016) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	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	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010*.

For the City of Los Angeles study locations, the "Critical Movement Analysis-Planning", (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at the signalized intersections. Level of service spreadsheets developed by LADOT were used to implement the CMA (Circular 212 Method) methodology.

The 12 signalized study intersections under City of Los Angeles jurisdiction are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS). In accordance with LADOT procedures, a capacity increase of 10% (0.07 V/C adjustment for ATSAC and 0.03 V/C adjustment for ATCS) was applied to reflect the benefits of ATSAC/ATCS control at these intersections.

The remaining 12 signalized study intersections under the jurisdiction of the City of Culver City currently operate under a signal coordination system similar to ATSAC, but have not yet been upgraded with the ATCS-type operations. Therefore, a capacity increase of 7% (0.07 V/C adjustments) was applied to reflect the benefits of ATSAC-type control at these intersections.

The Highway Capacity Manual (HCM) 2010 method of unsignalized intersection analysis was used to determine the delay (in seconds) and corresponding level of service at the stop-controlled intersections. The intersection delay is defined as the worst case delay experienced by drivers at the intersection who must stop or yield to unimpeded major street traffic. This method uses a "gap acceptance" technique to predict driver delay and is applicable to unsignalized intersections where there is potential for difficulty for minor street or stopped traffic to cross the traffic on the major or unimpeded street. Table 3 defines the ranges of delay and corresponding levels of service for unsignalized intersections.

Existing Levels of Service

The existing traffic volumes presented in Figures 3A and 3B for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 4 summarizes the results of the intersection capacity analysis for existing conditions at each of the study intersections in the study area. The table indicates the existing V/C ratio during the morning and evening peak hours and the corresponding LOS at the study intersections. As illustrated in the table, 26 of the 28 study intersections are currently operating at LOS D or better during the morning peak hour. During the evening peak hour, 25 of the 26 analyzed intersections are operating at LOS D or better. The remaining locations are operating at LOS E or F and includes:

- Robertson Boulevard/I-10 Westbound On-Ramp: AM Peak Hour – LOS F
PM Peak Hour – LOS E
- Wesley Street/Washington Boulevard: PM Peak Hour – LOS E
- Cattaraugus Avenue/Washington Boulevard: AM Peak Hour – LOS F
PM Peak Hour – LOS E

Capacity calculation worksheets for Existing (2016) conditions are provided in Appendix D of the report.

**TABLE 4
EXISTING (2015) INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Existing (2016) Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1.	Robertson Boulevard & I-10 WB Off-Ramp/Kincaidine Avenue [1]	0.588	A	0.839	D
2.	Robertson Boulevard & National Boulevard [1]	0.892	D	0.817	D
3.	National Boulevard & I-10 Eastbound On-Ramp [1]	0.223	A	0.452	A
4.	Bagley Avenue & Venice Boulevard [1]	0.672	B	0.710	C
5.	Culver Boulevard & Venice Boulevard [1]	0.565	A	0.624	B
6.	Robertson Boulevard & Venice Boulevard [1]	0.728	C	0.721	C
7.	National Boulevard & Venice Boulevard [1]	0.707	C	0.792	C
8.	Helms Avenue & Venice Boulevard [1]	0.284	A	0.375	A
9.	Cattaraugus Avenue & Venice Boulevard [1]	0.688	B	0.604	B
10.	La Cienega Boulevard & Venice Boulevard [1] [2]	0.813	D	0.814	D
11.	Washington Boulevard/Irving Place & Culver Boulevard [3]	0.656	B	0.648	B
12.	Main Street & Culver Boulevard [3]	0.684	B	0.602	B
13.	Washington Boulevard/Canfield Avenue & Culver Boulevard [3]	0.697	B	0.622	B
14.	Ince Boulevard & Washington Boulevard [3]	0.858	D	0.813	D
15.	Robertson Boulevard/Higuera Street & Washington Boulevard [3]	0.710	C	0.649	B
16.	Landmark Street & Washington Boulevard [3]	0.442	A	0.444	A
17.	National Boulevard & Washington Boulevard [3]	0.670	B	0.816	D
18.	Helms Avenue & Washington Boulevard [3]	0.540	A	0.510	A
19.	La Cienega Avenue/McManus Avenue & Washington Boulevard [3]	0.573	A	0.521	A
20.	La Cienega Boulevard & Washington Boulevard [3]	0.898	D	0.840	D
21.	Wesley Street & National Boulevard [3]	0.429	A	0.463	A
22.	Hayden Avenue & National Boulevard [3]	0.461	A	0.468	A
23.	Jefferson Boulevard & National Boulevard [1]	0.875	D	0.514	A
24.	Jefferson Boulevard & Higuera Street/Rodeo Road [1]	0.757	C	0.727	C
25.	Robertson Boulevard & I-10 Westbound On-Ramp [1] [4]	55.2	F	41.8	E
26.	Robertson Boulevard & Exposition/I-10 Eastbound Off-Ramp [1] [4]	10.4	B	14.9	B
27.	Wesley Street & Washington Boulevard [3] [5]	22.3	C	49.7	E
28.	Cattaraugus Avenue & Washington Boulevard [3] [5]	***	F	41.9	E

V/C - Volume to Capacity Ratio

LOS - Level of Service

[1] Study intersection is located within the City of Los Angeles.

[2] Los Angeles County Congestion Management Program arterial monitoring location.

[3] Study intersection is located within the City of Culver City.

[4] All-way stop-controlled intersection. LOS based on average vehicular delay in seconds.

[5] Stop-controlled on minor approach(es). LOS based on worst case approach delay in seconds.

*** Oversaturated conditions per Highway Capacity Manual 2010 (HCM).

EXISTING TRANSIT SERVICE

Fourteen bus lines operated by four different transportation agencies currently serve the study area. Four bus lines are operated by the Culver City Bus (CC), eight bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (MTA), one bus line is operated by the Santa Monica Big Blue Bus (SM) and one bus line is operated by the Los Angeles Department of Transportation (LADOT CE). Metro (MTA) also operates the Light Rail Line (Expo Line). These transit lines are described below:

- CC Line 1 – Line 1 is a local east/west line that provides service from Venice Beach to West Los Angeles and travels primarily along Washington Boulevard within the study area. This line runs every day, including holidays. The frequency of service during peak commute hours is approximately 10-15 minutes. The western terminus is at the intersection of Windward Avenue and Main Street in Venice. The eastern terminus is at the West Los Angeles Transit Center located at the intersection of Apple Street/Fairfax Avenue in West Los Angeles.
- CC Line 4 – Line 4 is a local north/south line that provides service from the Playa Vista area to West Los Angeles and travels primarily along Jefferson Boulevard, La Cienega Boulevard, and Fairfax Avenue within the study area. This line runs Monday through Friday at a frequency of approximately 25-40 minutes during peak commute hours. No weekend or holiday service is provided. The southern terminus is in the Playa Vista area. The northern terminus is at the West Los Angeles Transit Center located at the intersection of Apple Street/Fairfax Avenue in West Los Angeles.
- Culver City Bus Line 5 – Line 5 is a local east/west line that provides service from the west side of Culver City to Blair Hills on the east side, and travels primarily along Culver Boulevard, Washington Boulevard, Higuera Street, Hayden Avenue, and Rodeo Road within the study area. This line operates only when school is in session, Monday through Friday from 7:15-7:40 AM and from 2:45-4:05 PM. No weekend or holiday service is provided. It provides westbound/eastbound service from the intersection of Elenda Street/Braddock Drive (Culver City Schools) to the intersection of La Cienega Boulevard/Rodeo Road and eastbound only service from Venice High School (at Maplewood Road) to Culver City Schools.
- Culver City Bus Line 7 – Line 7 is a local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Washington Boulevard, Venice Boulevard, and Culver Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 30-40 minutes. Service on weekends and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the Metro Expo Line Robertson Station in Culver City.

- Metro Line 17 - Line 17 is a local east/west line that provides service from West Los Angeles to Culver City and travels primarily along Robertson Boulevard, National Boulevard, and Washington Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 30-35 minutes during peak commute hours. Service is not provided on weekends and holidays. The southern terminus is at the Metro Expo Line Robertson Station in Culver City. The northern terminus is at the Beverly Center in West Los Angeles.
- Metro Line 33 - Line 33 is a local east/west line that provides service from Santa Monica to Downtown Los Angeles and travels primarily along Venice Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 6-15 minutes in the northbound direction and 15-20 minutes in the eastbound direction during peak commute hours. The western terminus is at the intersection of Ocean Avenue/Santa Monica Boulevard in Santa Monica. The eastern terminus is at the Patsaouras Transit Plaza (Union Station) in Downtown Los Angeles.
- Metro Line 37 - Line 37 is a local east/west line that provides service from West Los Angeles to Downtown Los Angeles and travels primarily along Adams Boulevard, Washington Boulevard, and Fairfax Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 5-8 minutes during peak commute hours. The western terminus is at the West Los Angeles Transit Center located at the intersection of Apple Street/Fairfax Avenue in West Los Angeles. The eastern terminus is at the intersection of Beaudry Avenue/1st Street in Downtown Los Angeles.
- Metro Line 38 - Line 38 is a local east/west line that provides service from West Los Angeles to Downtown Los Angeles and travels primarily along Jefferson Boulevard, La Cienega Boulevard, Washington Boulevard, and Fairfax Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 12-24 minutes during peak commute hours. The western terminus is at the West Los Angeles Transit Center located at the intersection of Apple Street/Fairfax Avenue in West Los Angeles. The eastern terminus is at the intersection of Broadway/Venice Boulevard in Downtown Los Angeles.
- Metro Line 105 - Line 105 is a local southeast/northwest line that provides service from West Hollywood to Vernon and travels primarily along Fairfax Avenue, La Cienega Boulevard, and Rodeo Road within the study area. This line runs every day, including holidays, at a frequency of approximately 10-20 minutes during peak commute hours. The northwestern terminus is at the intersection of San Vicente/Santa Monica Boulevard in West Hollywood. The southeastern terminus is at the intersection of Santa Fe/Vernon Avenue in Vernon.
- Metro Line 217 – Line 217 is a local north/south line that provides service from West Los Angeles to Hollywood and travels primarily along Fairfax Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 12-20 minutes during peak commute hours. The southern terminus is at the Howard Hughes Center located near the intersection of Sepulveda Boulevard/Centinela Avenue in Fox Hills. The northern terminus is at Vermont/Sunset Metro Station in Hollywood.

- MTA 705 - Line 705 is a northwest/southeast 'Rapid Bus' line that provides service from West Hollywood to Vernon and travels primarily along Fairfax Avenue and Rodeo Road within the study area. This line runs Monday through Friday at a frequency of approximately 10-20 minutes during peak commute hours. No service is provided on weekends or holidays. The northern terminus is at the intersection of San Vicente Boulevard/Santa Monica Boulevard in West Hollywood. The southern terminus is at the intersection of Santa Fe/Vernon Avenue in the Vernon.
- MTA 733 - Line 733 is an east/west 'Rapid Bus' line that provides service from Santa Monica to Downtown Los Angeles and travels primarily along Venice Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 10-20 minutes during peak commute hours. Service is also provided on weekends and holidays. The western terminus is at the intersection of Ocean Avenue/Arizona Avenue in Santa Monica. The eastern terminus is at the Patsaouras Transit Plaza (Union Station) in Downtown Los Angeles.
- Santa Monica Big Blue Bus Line 17 – Line 17 is a local north/south line that provides service from Westwood to Culver City and travels primarily along Robertson Boulevard, National Boulevard, and Washington Boulevard within the study area. This line runs every day at a frequency of 30-35 minutes during peak commute hours. No holiday service is provided. The northern terminus is at the University of California, Los Angeles (UCLA) in Westwood. The Southern terminus is at the Metro Expo Line Robertson Station in Culver City.
- LADOT Commuter Express Line 437 – Line 437 is a LADOT Commuter Express line that provides service from Downtown Los Angeles to Marina Del Rey and travels primarily along Washington Boulevard and Culver Boulevard within the study area. This line runs Monday through Friday and provides service only during peak commute hours. During the morning peak hours, it runs in the eastbound direction only, from Marina Del Rey to Downtown Los Angeles, with a frequency of approximately 22-24 minutes. During the evening peak hours, it runs in the westbound direction only, from Downtown Los Angeles to Marina Del Rey, with a frequency of approximately 30 minutes. Service is not provided during weekday off-peak hours and on weekends and holidays. The western terminus is at the intersection of Pacific Avenue/Washington Boulevard in Marina Del Rey. The eastern terminus is at the intersection of San Pedro Street/Temple Street in Downtown Los Angeles.
- Metro Expo Line – Expo Line is an east/west light-rail line that provides service from Union Station to Santa Monica with a station in Culver City. This line runs every day, including holidays, at a frequency of approximately 12 minutes during peak commute hours.

These transit lines within the study area are illustrated in Figure 4. It can be observed from Figure 4 that there is a robust transit network serving the study area. Further, the Exposition Line Light Rail Transit (LRT) with its Culver City Station adjacent to the Project site will provide mass transit connections to the University of Southern California (USC) and Downtown Los Angeles and to West Los Angeles and Downtown Santa Monica.

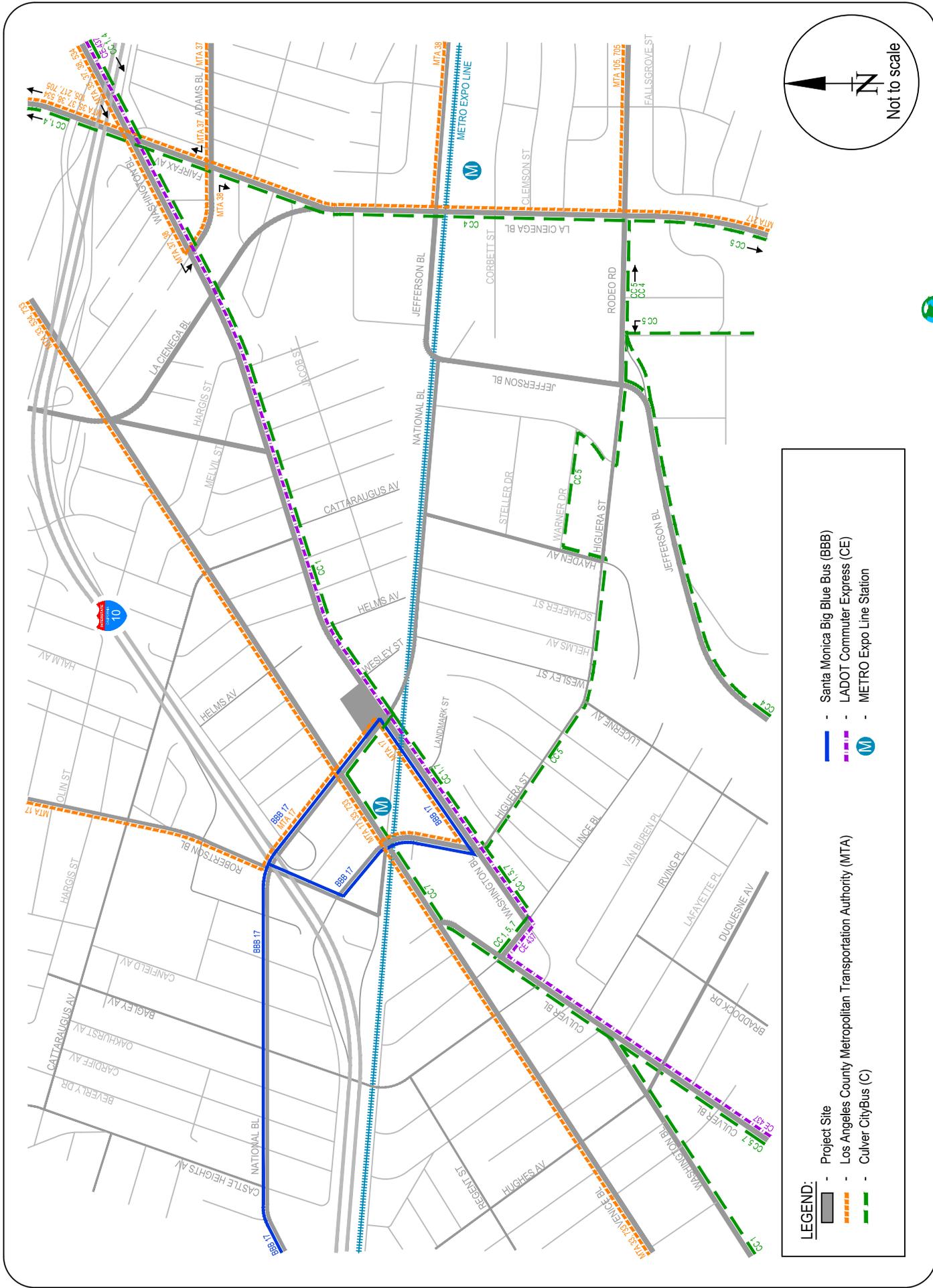


FIGURE 4
EXISTING TRANSIT LINES

EXISTING BICYCLE FACILITIES

The City of Culver City Bicycle Plan and City of Los Angeles 2010 Bicycle Plan documents the existing and planned bicycle facilities within each respective jurisdiction. Class I Bikeways (Bike Path) provide an exclusive paved right-of-way separated from the street or highway. Class II Bikeways (Bike Lane) provide a striped and signed bike lane for one-way travel on a street or highway. Class III Bikeways (Bike Routes) provide for a shared use of the roadway with posted signage for bicycle use which can include Sharrows pavement markings. In the study area, bicycle facilities are provided on the following roadways:

- Along Expo Line: La Cienega Boulevard to Washington Boulevard (Bike Path)
- Ballona Creek: Jefferson Boulevard to Duquesne Avenue (Bike Path)
- Venice Boulevard: Hughes Avenue to Fairfax Avenue (Bike Lane)
- Jefferson Boulevard: La Cienega Boulevard to La Brea Avenue (Bike Lane)
- Jefferson Boulevard: National Boulevard to Duquesne Avenue (Bike Lane)
- Duquesne Avenue: south of Jefferson Boulevard (Bike Lane)
- Jefferson Boulevard: National Boulevard to La Cienega Boulevard (Bike Route/Sharrows)
- Wesley Street: Higuera Street to National Boulevard (Bike Route/Sharrows)
- Lucerne Avenue: Higuera Street to Duquesne Avenue (Bike Route/Sharrows)
- Higuera Street: Lucerne Avenue to Wesley Street (Bike Route/Sharrows)
- Irving Place: Lucerne Avenue to Culver Boulevard (Bike Route/Sharrows)
- Van Buren Place: A Street to Lucerne Avenue (Bike Route/Sharrows)
- A Street: Irving Place to Van Buren Place (Bike Route/Sharrows)
- Along Expo Line/National Boulevard: La Cienega Boulevard to Washington Boulevard (Bike Path)
- North side of Washington Boulevard between Wesley Street and National Boulevard (Bike Lane). Bike lanes will be installed on the south side of Washington Boulevard between Wesley Street and National Boulevard with the development of 8770 Washington Boulevard project.
- South side of Washington Boulevard between Landmark Street and Expo Bridge.
- Bike lanes will be installed on both sides of National Boulevard between Venice Boulevard and Washington Boulevard with the Ivy Station project.

III. PROJECT TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Project traffic volumes were developed. The traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and existing traffic volumes represents the Existing (2016) plus Project scenario. Traffic projections for future scenarios are described in the next chapter.

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

Project Trip Generation

Implementation of the Proposed Project consists construction 128,000 square feet of office and 4,500 square feet of retail. The existing site contains 12,485 square feet of retail and 4,731 square feet of restaurant which will be demolished.

Utilizing the ITE's *Trip Generation Manual*, 9th Edition trip rates, the Proposed Project's trip generation was determined. Table 5 presents details of the Proposed Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips, internal capture, pass-by trips and existing use trip credit.

From Table 5, it can be observed that the Proposed Project's trip generation would result in a net total of approximately 30 daily trips of which 120 net trips would occur during the morning peak hour and 69 net trips during the evening peak hour.

**TABLE 5
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Retail	4,500 s.f.	905	15	9	24	36	39	75
Office	128,000 s.f.	1,584	205	28	233	38	184	222
Project Trip Generation Total		2,489	220	37	257	74	223	297
Transit Trip Use (25%) - Office		(396)	(51)	(7)	(58)	(10)	(46)	(56)
*Internal Capture (10%) Trip Credit		(91)	(2)	(1)	(3)	(4)	(4)	(8)
**Pass-By (25%) Trip Reduction - Retail		(204)	(3)	(2)	(5)	(8)	(9)	(17)
Existing Uses (to be removed)								
Retail	(12,485) s.f.	(1,756)	(27)	(17)	(44)	(72)	(77)	(149)
High-Turnover Restaurant	(4,731) s.f.	(602)	(28)	(23)	(51)	(28)	(19)	(47)
Pass-By (25%) Trip Reduction - Retail/Café		590	14	10	24	25	24	49
Project Net Trip Generation Total		30	123	(3)	120	(23)	92	69
Trip Rates [1]								
Office (ITE Land Use 710)	Trips per 1,000 s.f.	[2]	88%	12%	[2]	17%	83%	[2]
Retail/Shopping Center (ITE Land Use 820)	Trips per 1,000 s.f.	[3]	62%	38%	[3]	48%	52%	[3]
High-Turnover Restaurant (ITE Land Use 932)	Trips per 1,000 s.f.	127.15	55%	45%	10.81	60%	40%	9.85

* Internal capture credit taken after reduction of transit trips.

** Pass-by trip reduction taken after internal capture credits.

[1] Trip Generation Manual, 9th Edition, ITE 2012

[2] Trip generation estimates for office was calculated using the following equations:

Daily:	$\ln(T) = 0.76 \ln(X) + 3.68$	Where:
AM Peak Hour:	$\ln(T) = 0.80 \ln(X) + 1.57$	Ln = Natural logarithm
PM Peak Hour:	$T = 1.12 (X) + 78.45$	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 gross square feet of leasable area

[3] Trip generation estimates for retail/shopping center was calculated using the following equations:

Daily:	$\ln(T) = 0.65 \ln(X) + 5.83$	Where:
AM Peak Hour:	$\ln(T) = 0.61 \ln(X) + 2.24$	Ln = Natural logarithm
PM Peak Hour:	$\ln(T) = 0.67 \ln(X) + 3.31$	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 square feet of gross leasable area

Project Trip Distribution

The geographic distribution for Project trips was assumed to be the following:

- To and From the North: 20%
- To and From the South: 15%
- To and From the East: 35%
- To and From the West: 30%

Intersection level trip distribution percentages are shown in Figure 5. Based on these distribution assumptions, location and points of access of the project driveways, and trip generation estimates from the Proposed Project, traffic estimates of project-only trips were developed. These project-only trips are presented in Figures 6A and 6B.

EXISTING (2016) PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Existing (2016) plus Project conditions were developed. The existing (2016) traffic volumes were combined with the project-only traffic volumes to obtain the Existing with Project traffic volume forecasts. The Existing (2016) plus Project traffic volumes during both AM and PM peak hours are presented in Figures 7A and 7B.

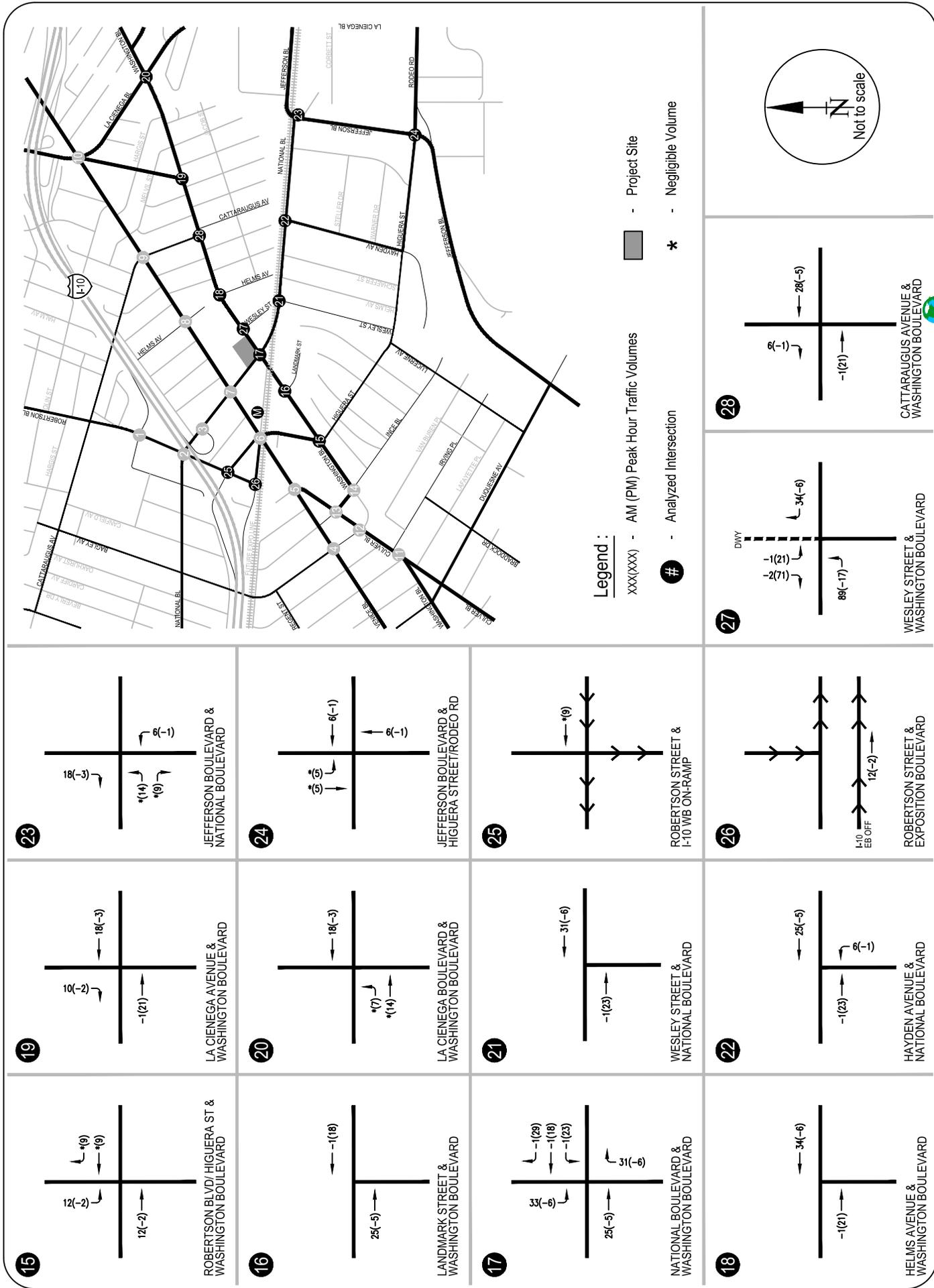


FIGURE 6B
PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES

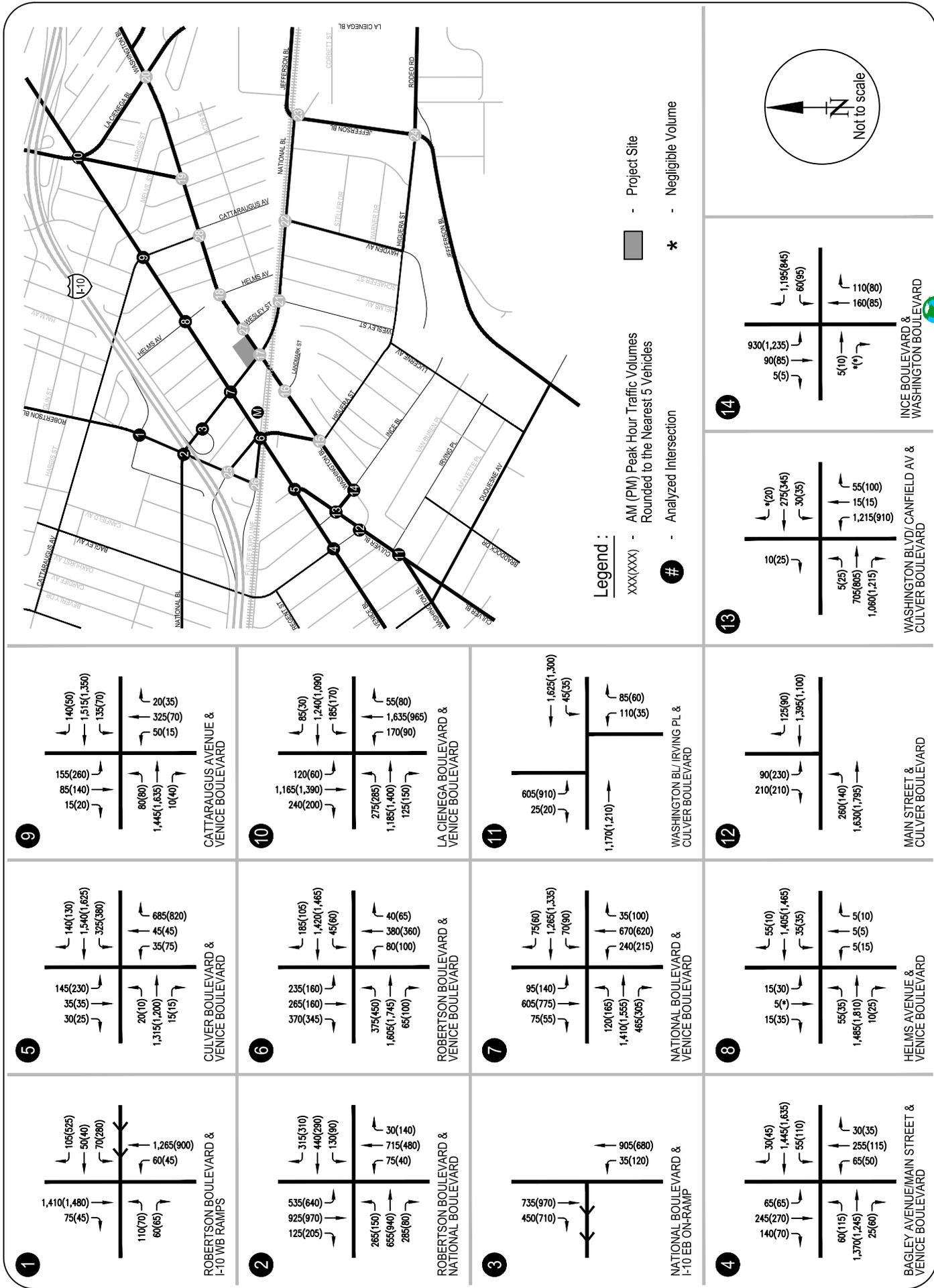


FIGURE 7A
 EXISTING (2016) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

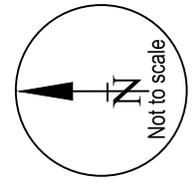
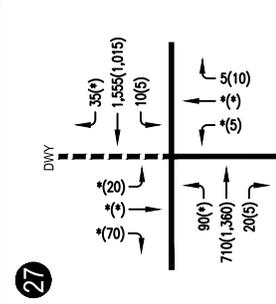
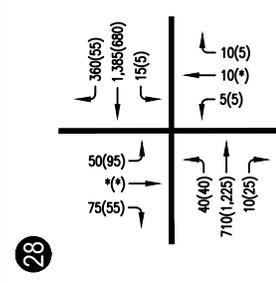
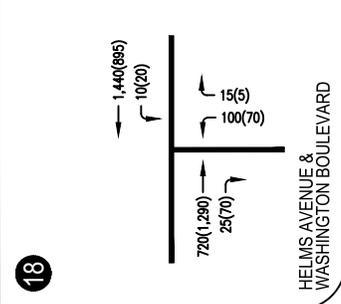
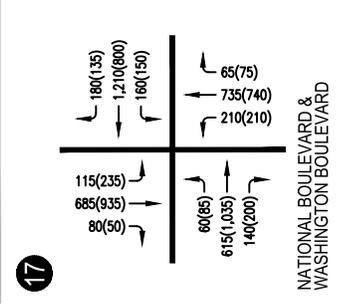
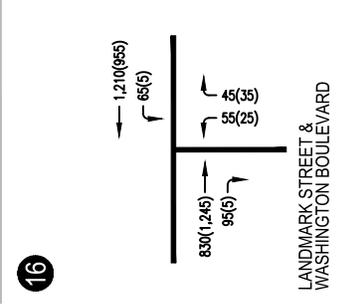
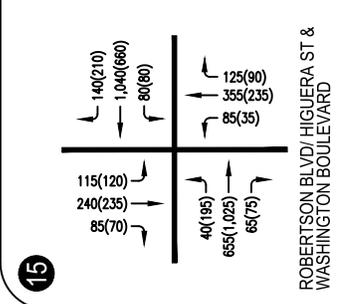
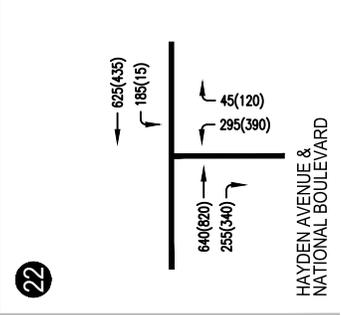
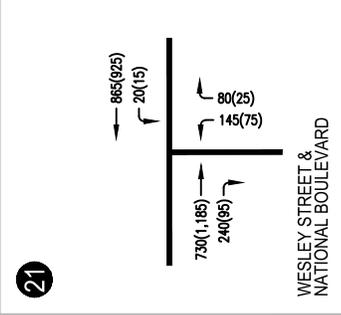
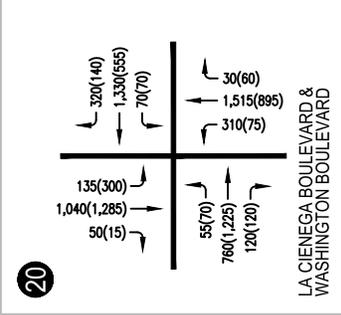
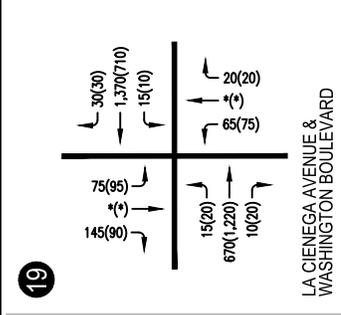
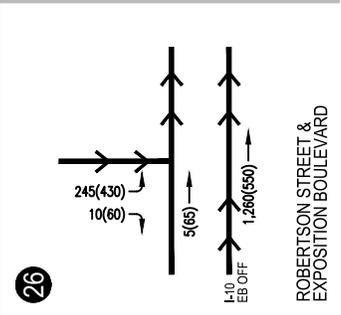
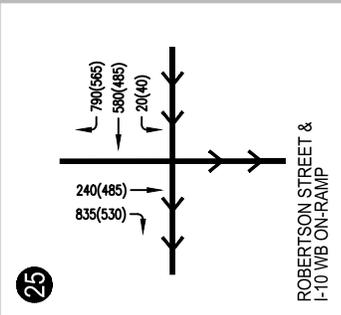
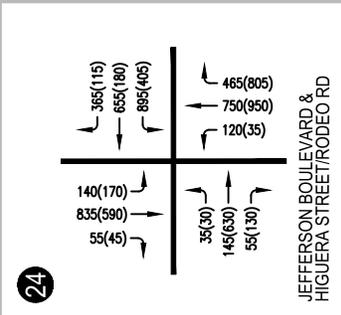
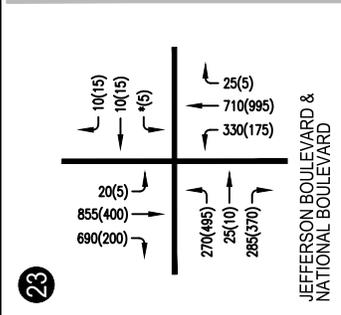


FIGURE 7B
 EXISTING (2016) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

IV. FUTURE YEAR 2019 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Future Year 2019 traffic volumes both with and without the Project were developed. The Future Year 2019 without the Project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments (related projects) in the vicinity of the study area. The Future (2019) without Project traffic represents the cumulative base conditions. Next, the traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and the cumulative base traffic volumes provides traffic volume estimates for the Future Cumulative (2019) plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

CUMULATIVE (2019) BASE TRAFFIC PROJECTIONS

The Cumulative (2019) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area was estimated to increase at a rate of about 1.0% per year per the Memorandum of Understanding. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2019, the Existing 2016 traffic volumes were adjusted upward by a factor of 3% to reflect this area-wide regional growth. The resulting Existing plus Ambient Growth (2019) traffic volumes are illustrated in Figures 8A and 8B.

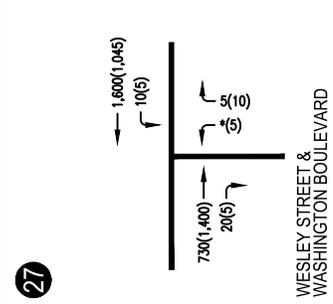
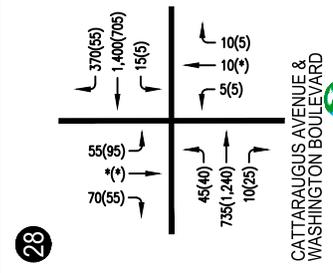
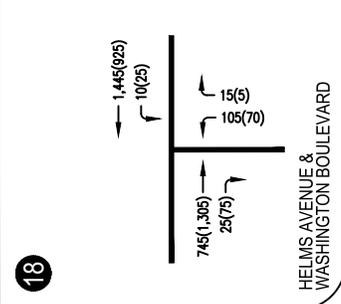
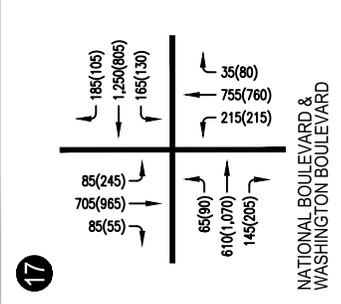
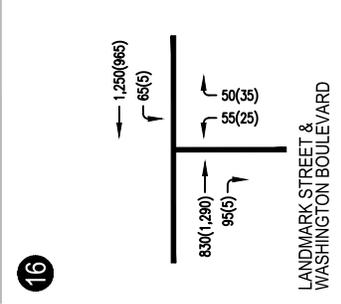
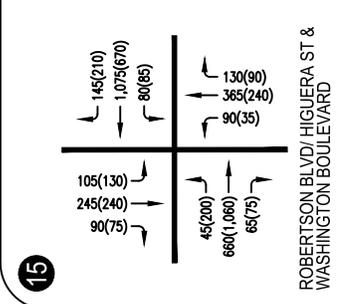
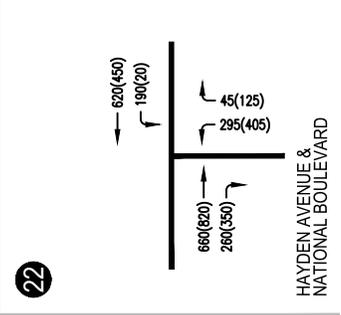
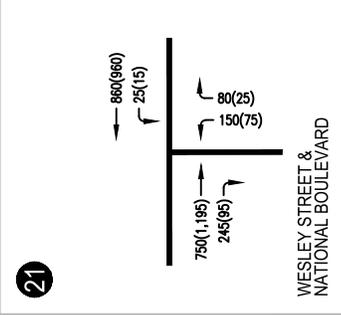
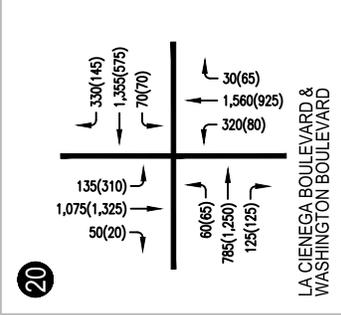
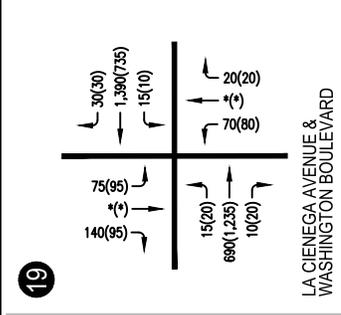
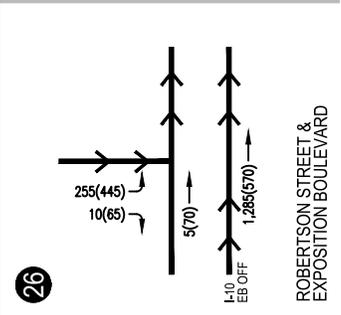
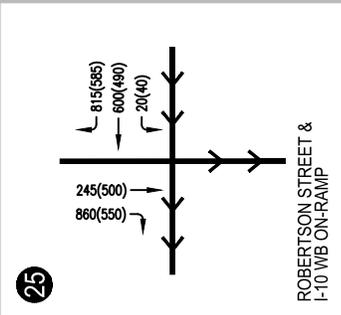
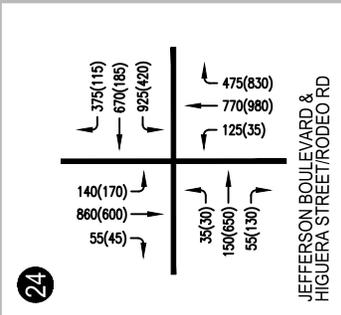
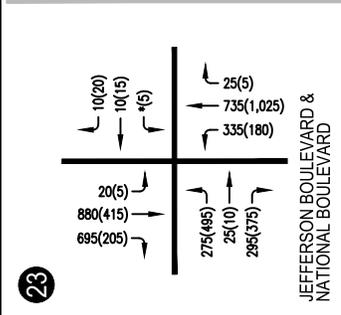
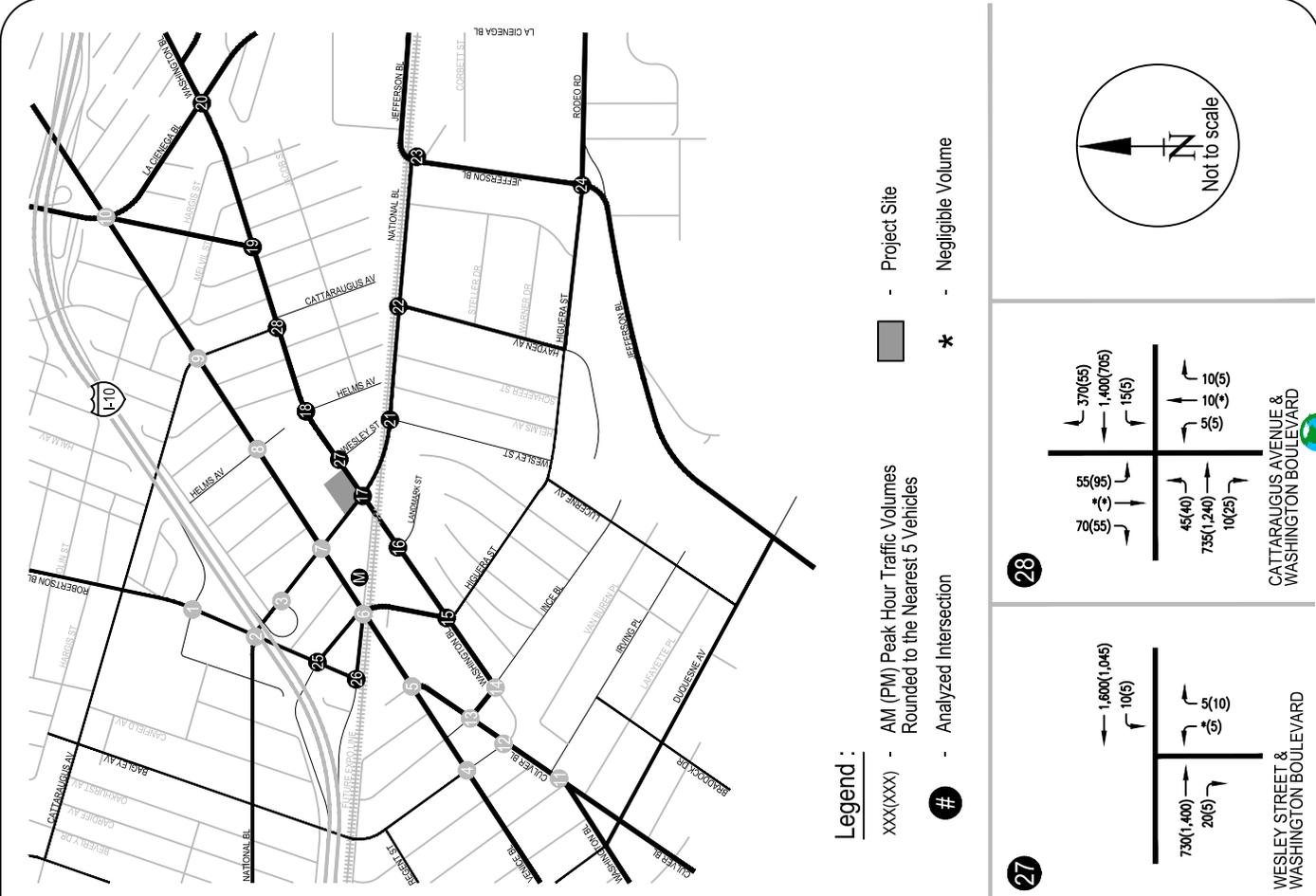


FIGURE 8B
EXISTING WITH AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES - RAJU Associates, Inc.

Related Projects Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing related projects in the area was solicited from the City of Culver City and the City of Los Angeles. Thirty-five (35) related projects were identified within the study area and are listed in Table 6. The locations of these projects are shown in Figure 9.

The trip generation estimates for the related projects were based on different sources including trip generation rates contained in the ITE's *Trip Generation Manual*, 9th Edition, trip generation estimates provided by the recently completed traffic studies for projects in Culver City, and trip generation estimates for the related projects within the City of Los Angeles provided by the City of Los Angeles Department of Transportation. The trip generation estimates for the related projects are shown in Table 6. As summarized in Table 6, the related projects are expected to generate approximately 3,995 trips during the morning peak hour and 4,728 trips during the evening peak hour. The geographic distribution and the traffic assignment of the related projects were performed and the results are shown in Figures 10A and 10B.

Cumulative (2019) Base Traffic Volumes

The related projects' traffic estimates were added to the Existing plus Ambient Growth traffic to obtain the Cumulative (2019) Base traffic volumes. Figures 11A and 11B provides the Cumulative (2019) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future (2019) Cumulative Base (without project) conditions.

CUMULATIVE (2019) PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2019 plus Project conditions were developed. The Cumulative (2019) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2019 Cumulative plus Project traffic volumes during both AM and PM peak hours are presented in Figures 12A and 12B.

**TABLE 6
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS**

Map No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Culver City [1]										
1	Residential Project	3440 Caroline Avenue	Two (2) new detached residential condominium dwelling units (net addition of one unit)	6	0	0	0	1	0	1
2	Mixed-Use Project	9355 Culver Boulevard	Three story mixed use building consisting of a ground level salon, mezzanine, and office totaling 2,947 s.f., and four residential units on the third floor.	89	4	2	6	3	5	8
3	The Wende Museum	10808 Culver Boulevard	Tenant improvements to convert existing 12,596 s.f. armory building into a museum	57	4	1	5	0	8	8
4	Chapel/Dormitory Project	10775 Deshire Place	4,740 s.f. addition to existing dormitory and replace existing chapel with a 1,660 s.f. chapel.	82	2	4	6	4	3	7
5	Residential Project	4109-4111 Duquesne Avenue	Addition of two (2) residential dwelling units to existing duplex	12	0	1	1	1	0	1
6	Residential Project	4139-4145 Duquesne Avenue	Seven unit condominiums with 15 subterranean parking spaces.	41	1	2	3	3	1	4
7	Residential Project	4058 Madison Avenue	New four unit condominium, 7,422 s.f. total.	41	1	2	3	3	1	4
8	Retail/Restaurant Project	8511 Warner Drive	Five level parking structure with retail/restaurant. 51,520 s.f. of retail/restaurant uses. Parking Structure -307,522 s.f.	3,112	93	70	163	109	103	212
9	Mixed-Use Project [2]	8770 Washington Boulevard	TOD Mixed Use with 31,240 s.f. of retail and restaurant uses and 115 residential units (5 story)	2,914	69	85	154	150	125	275
10	Platform Project [3]	8810-8850 Washington Boulevard & 3920 Landmark Street	New commercial development (38,732 s.f. office, 41,745 s.f. of retail and restaurant)	2,357	71	20	91	100	100	200
11	Mixed-Use Project	8888 Washington Boulevard	Construct new office building with 59,325 s.f. of office use, 2,878 s.f. of retail, and 3,184 s.f. of restaurant. Demolish existing 9,992 s.f. auto repair shop.	1,146	82	18	100	33	91	124
12	Triangle Site - Washington/National TOD [4]	Corner of Washington Boulevard/National Boulevard	Transit oriented development to include 200 d.u. mid-rise apartments, 148-room hotel, 201,000 s.f. office, 24,000 s.f. specialty retail, 10,000 s.f. of high-turnover restaurant & 10,000 s.f. quality restaurant.	4,124	173	83	256	127	174	301
13	The Culver Studios [5]	9336 Washington Boulevard	Net increase of 413,127 s.f. of office and support facilities.	4,562	433	58	491	131	337	468
14	Office & Retail Project	10000 Washington Boulevard	Renovation of existing 9-story office building. Convert ground floor lobby space to office, retail and restaurant space. New construction includes a new stand-alone 3,115 sq. ft. one-story restaurant building and a second floor within the atrium to add 5,500 sq. ft. of office space.	3,612	136	81	217	102	112	214
15	Sony Pictures	10202 Washington Boulevard	New 8-story, 218,450 s.f. office building, a new 4-story, 51,716 s.f. Production Services support building, and expansion of an existing parking structure. Total demolition of 57,642 s.f. Net New square feet is 212,524 s.f.	2,328	308	42	350	54	262	316
16	Sony Pictures	10202 Washington Boulevard	New 22,929 s.f. 4- story office building (net new 9,875 s.f.)	109	13	2	15	3	12	15
17	Union 76	10638 Culver Boulevard	Gas station and convenience store; 2,676 G.S.F.	651	21	20	41	9	45	54
18	Willows School Comprehensive Plan	809 Higuera & 8476 Warner Drive	Phase II & III - increase student enrollment by 100, from 475 to 575	276	50	40	90	3	15	18
19	Culver Center Shopping Center - New restaurant	10799 Washington Boulevard	New 2,000 sq. ft. restaurant at existing commercial shopping center	254	12	10	22	12	8	20
20	Parcel B [5]	9300 Culver Boulevard	118,000 G.S.F. of office, retail, and restaurant space.	3,702	124	31	155	167	188	355
21	Three unit condominium/ townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/ townhomes, resulting in two net new residential dwelling units	17	0	1	1	1	1	2
22	Office Building	9919 Jefferson Boulevard	New 3-story, 62,558 sq. ft., office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements	919	115	16	131	25	124	149
23	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 dwelling units, and 14,237sq. ft. of office/gallery on a vacant lot.	278	16	9	25	16	20	36
24	Mixed-Use Project	3710 & 3750 S.Robertson Boulevard	141-unit apartment, 30,000 s.f. retail, 64,200 s.f. office. Existing FedEx distribution center to be removed.	2,013	33	-6	27	45	48	93
25	Washington & Helms Mixed-Use Development	Helms Avenue & Washington Boulevard	262-unit apartment, 69,500 s.f. office, 22,000 s.f. retail, 5,000 s.f. restaurant. Existing manufacturing, retail, auto body, residential uses to be removed.	2,354	-18	63	45	68	6	74
City of Los Angeles [6]										
26	Apartment [7]	3822 S. Dunn Drive	7-story, 86-Unit Apartment building over ground floor	543	8	34	42	33	17	50
27	Wrapper Office Building Project	5790 W. Jefferson Boulevard	Construct new 10-story 150,761 s.f. office building	1,794	234	32	266	42	205	247
28	Jefferson & La Cienega Mixed Use Project [8]	3221 S. La Cienega Boulevard	Converting existing ABC Lot to a Mixed-Use: 1,218-Unit Apartment, 200,000 s.f. Office, 50,000 s.f. Grocery Store, 30,000 s.f. Retail & 20,000 s.f. Restaurant project.	10,136	319	419	738	467	382	849
29	Mixed-use Apartment & Retail	3425 Motor Avenue	115-unit apartment and 975 s.f. retail. Existing 15 apartment units, 2 single family dwellings and 3,300 s.f. office to be demolished.	999	12	43	55	58	35	93
30	Restaurant & Retail [6]	10612 National Blvd	1,726 s.f. Coffee Shop (Coffee Bean) including 250 s.f. Outdoor Seating. Existing vacant lot.	636	46	38	84	19	12	31
31	Mixed-Use: Apartment & Restaurant [6]	3644 S. Overland Avenue	New Mixed-Use: 92-Unit Apartment & 1,573 sf Restaurant use (110 spaces).	750	17	42	59	38	22	60
32	Venice Fairfax Residential Project	5930 W. Sawyer Street	Construct 60 single-family homes	656	13	39	52	42	24	66
33	Coffee Shop with Drive Through [6]	9829 W. Venice Boulevard	Coffee Bean & Tea Leaf Coffee Shop with Single-Lane Drive Through to replace existing Rally's with Dual-Lane Drive Through.	145	13	12	25	3	2	5
34	Mixed-use Apartment & Retail	9901 Washington Boulevard	131-unit apartment & 12,000 s.f. retail. Existing 16,900 s.f. retail to be removed.	507	8	50	58	42	12	54
35	Mixed-use Apartment, office, retail, and restaurant	10601 Washington Boulevard	126-unit apartment, 23,000 s.f. office, 9,000 s.f. retail, 9,000 s.f. restaurant. Existing 10,000 s.f. office to be removed.	3,595	106	112	218	170	144	314
RELATED PROJECTS TRIP GENERATION TOTAL				54,817	2,519	1,476	3,995	2,084	2,644	4,728

* Trip generation estimates are based on trip generation rates included in *Trip Generation Manual*, 9th Edition, ITE 2012, unless noted otherwise.

[1] Source: Culver City Planning Division Active Projects List - October 2016 and Planning Staff.

[2] Trip generation from *Traffic Impact Analysis Report, Proposed Mixed-Use Development (115-Unit Residential and 31,240 Square Foot Retail) Located at 8770 Washington Boulevard in Culver City, California*, Hirsch/Green Transportation Consulting, Inc., July 2010.

[3] Trip generation from *Traffic Study for the Platform at Culver Station Project*, Raju Associates Inc., July 2011.

[4] Trip generation estimates provided by the City of Culver City.

[5] Trip generation from *Culver Studios Modified Comprehensive Plan Update #6, Transportation Analysis Report*, Fehr & Peers, September 2015.

[6] Source: Los Angeles Department of Transportation.

[7] Trip generation totals provided by LADOT, February 2011. Directional distribution based on *Trip Generation Manual*, 9th Edition, ITE 2012.

[8] Trip generation from *Traffic Study for the Jefferson & La Cienega Mixed-Use Development*, Gibson Consulting, Inc., June 2015.

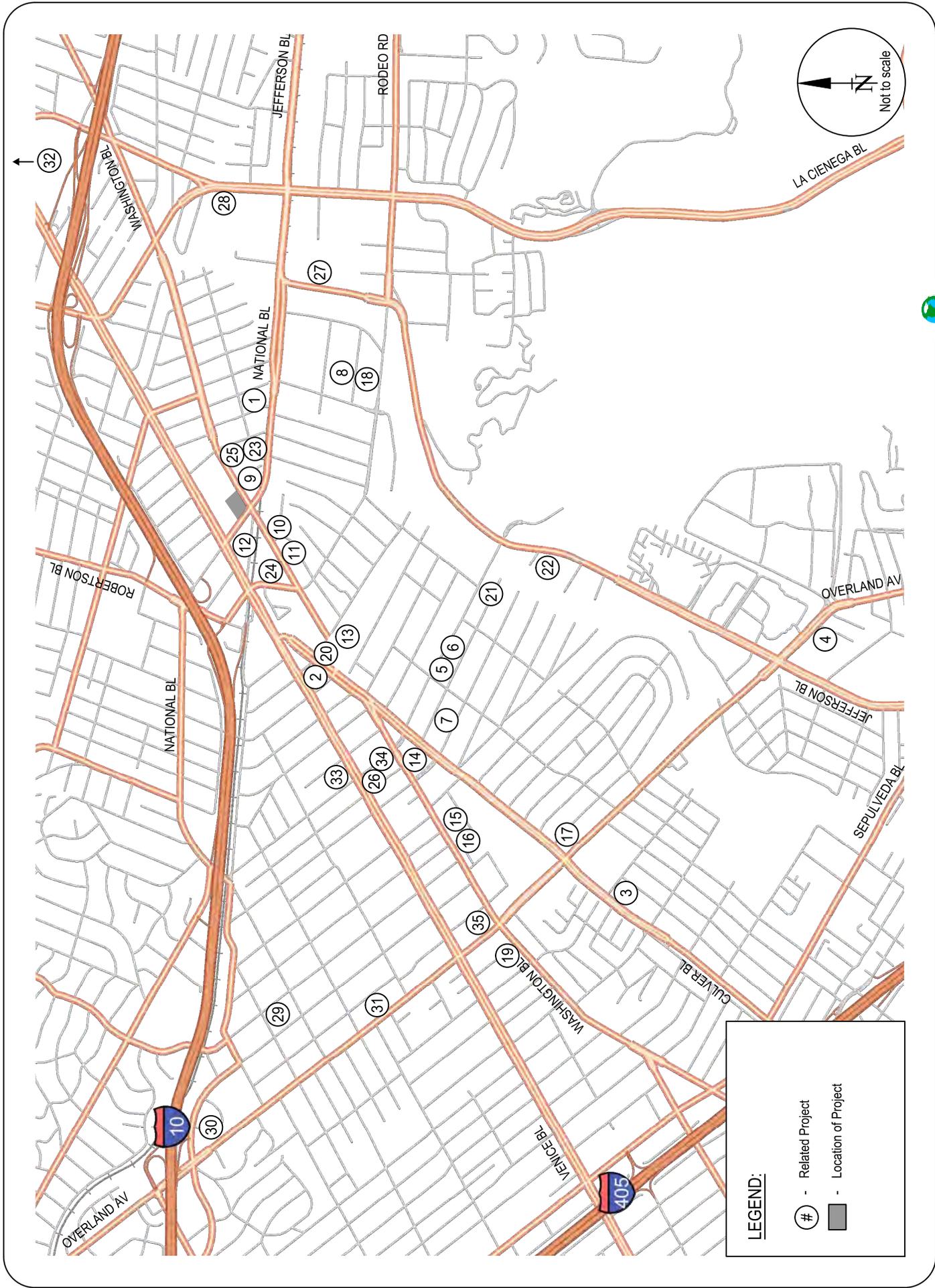


FIGURE 9
LOCATION OF RELATED PROJECTS

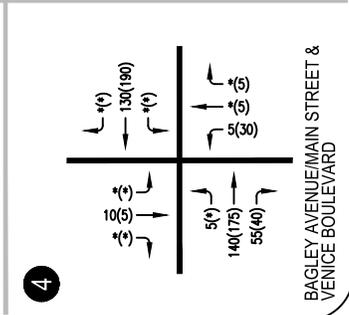
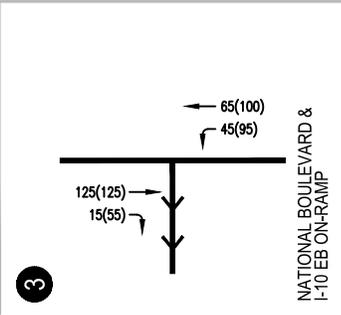
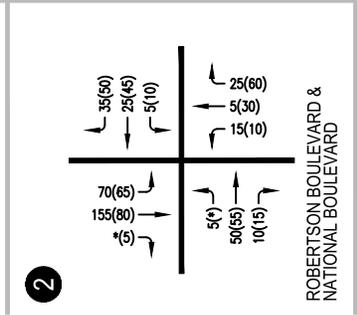
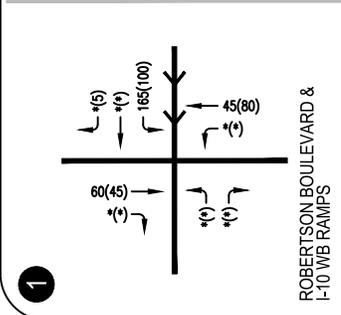
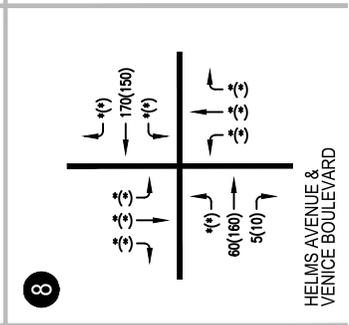
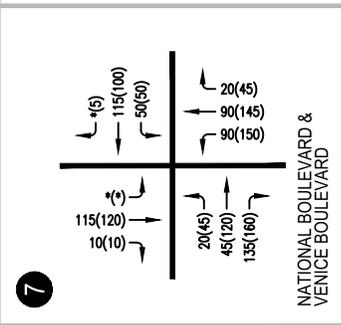
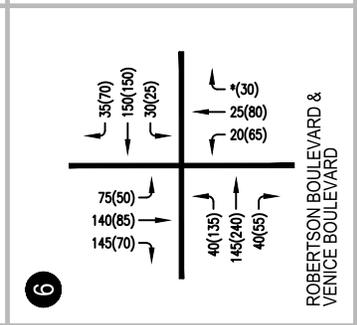
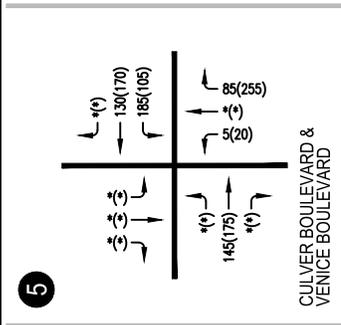
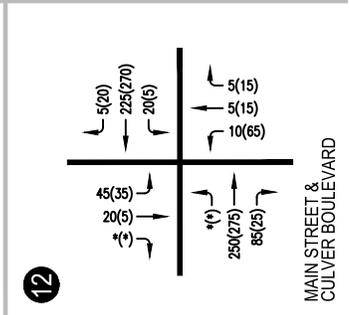
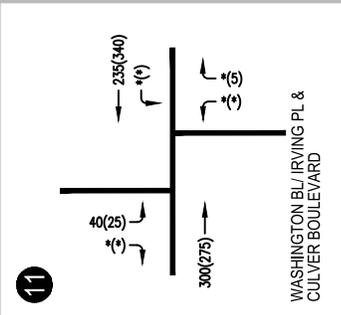
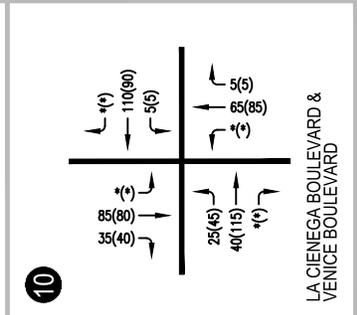
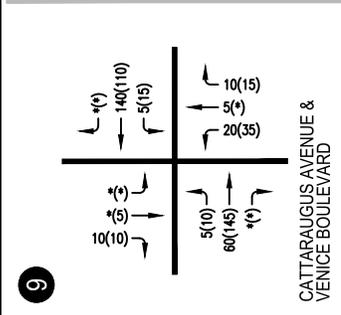
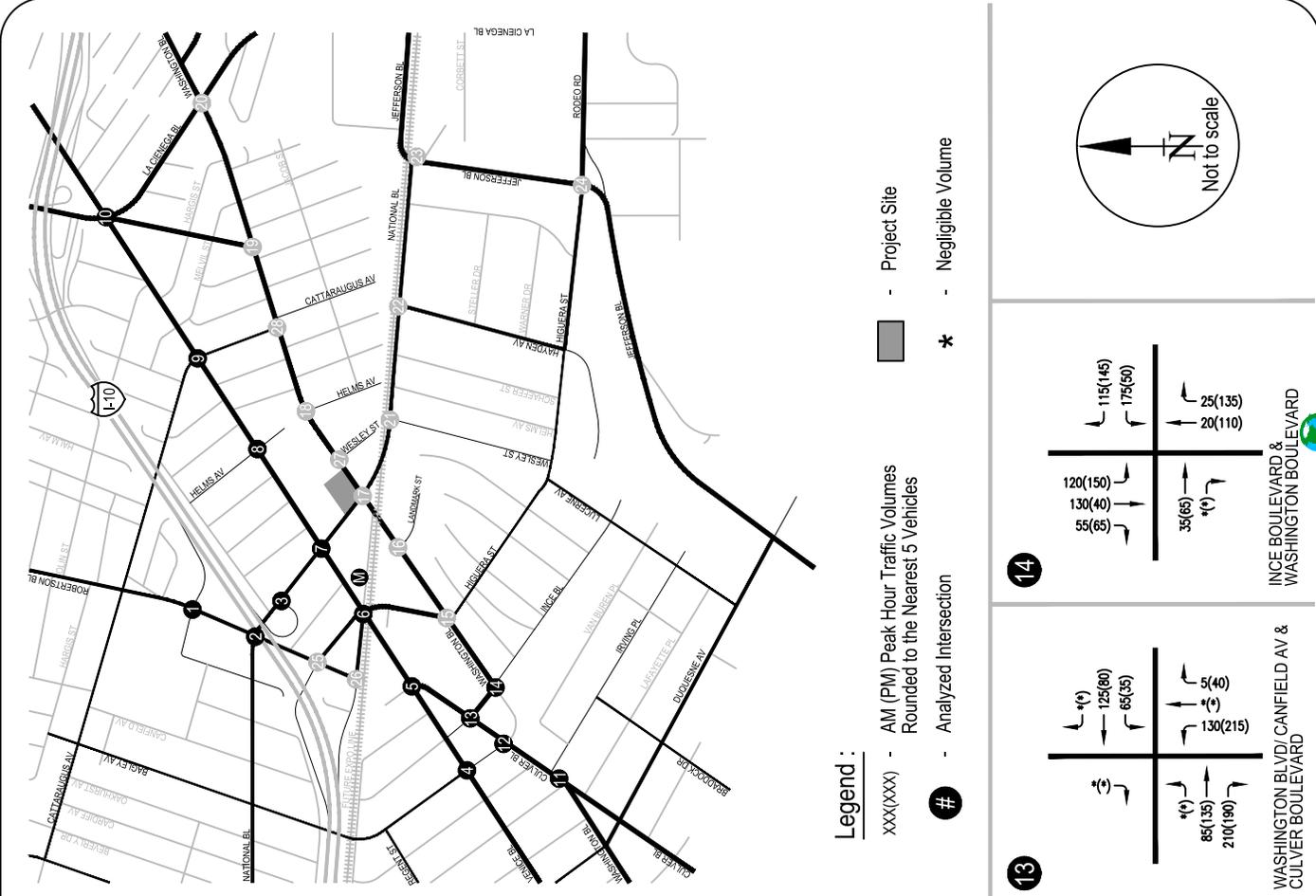


FIGURE 10A
RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES

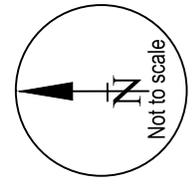
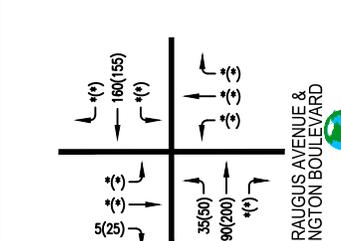
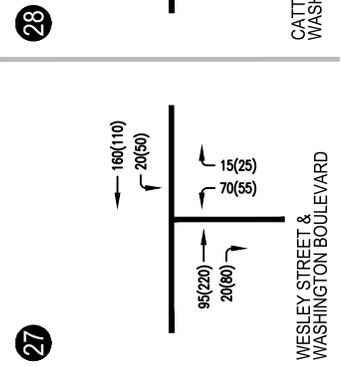
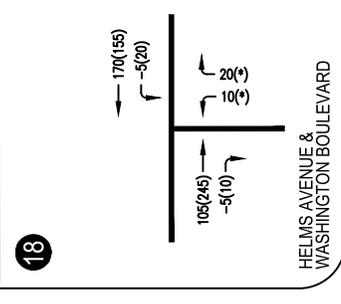
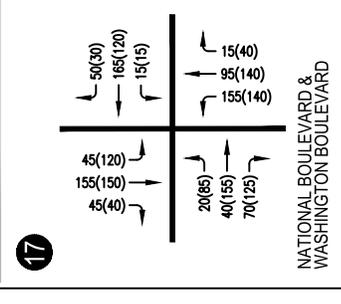
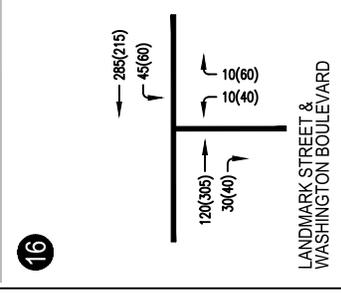
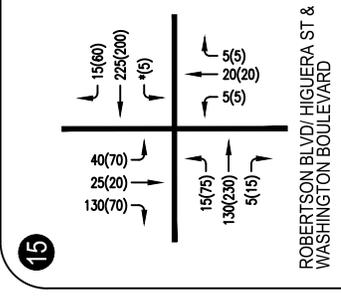
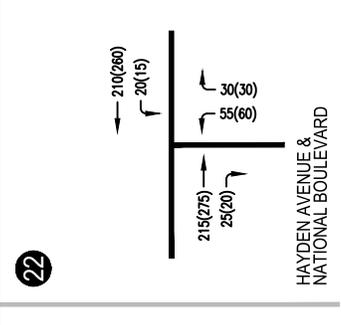
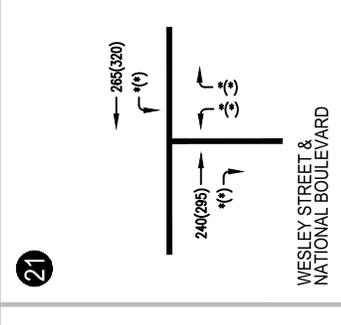
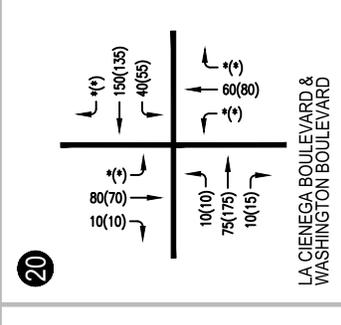
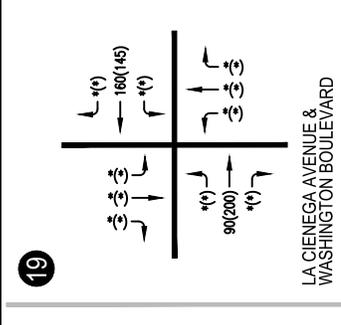
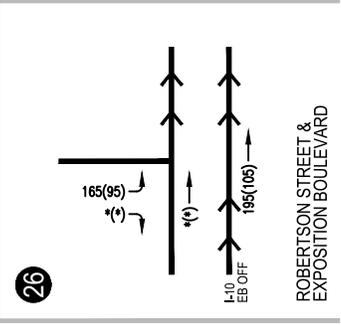
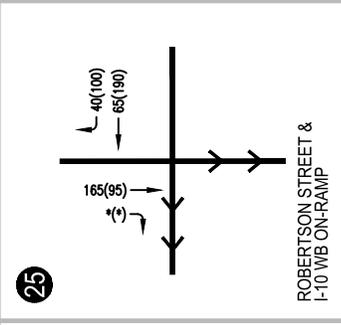
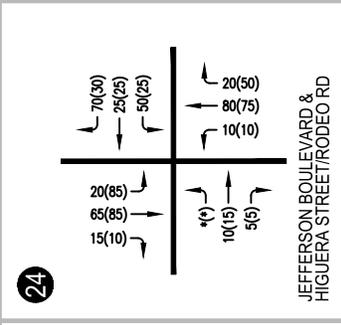
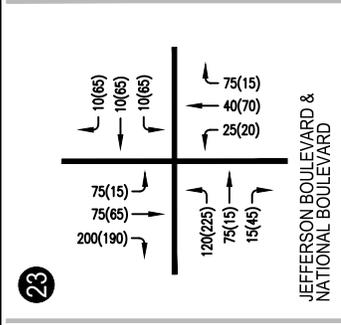
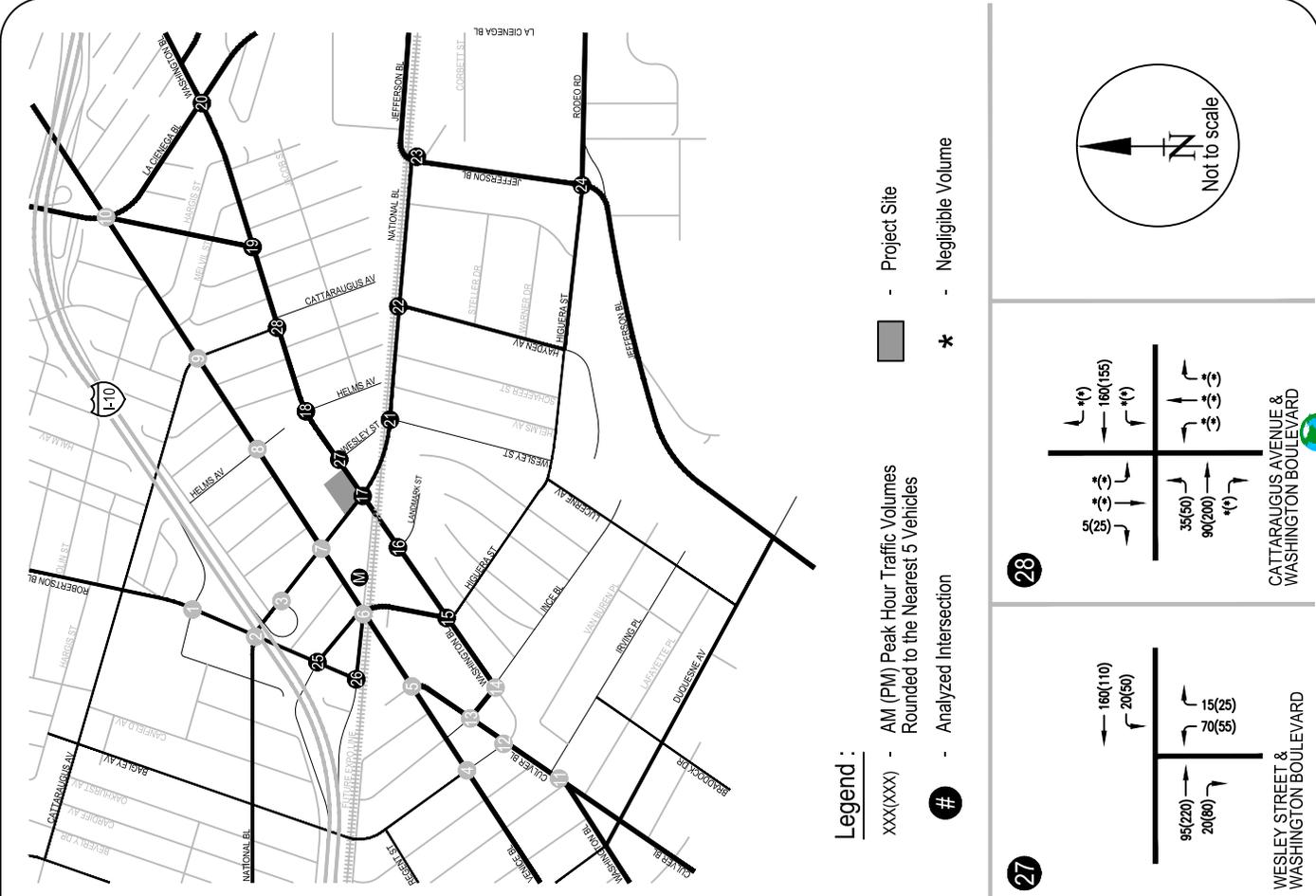


FIGURE 10B
 RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES

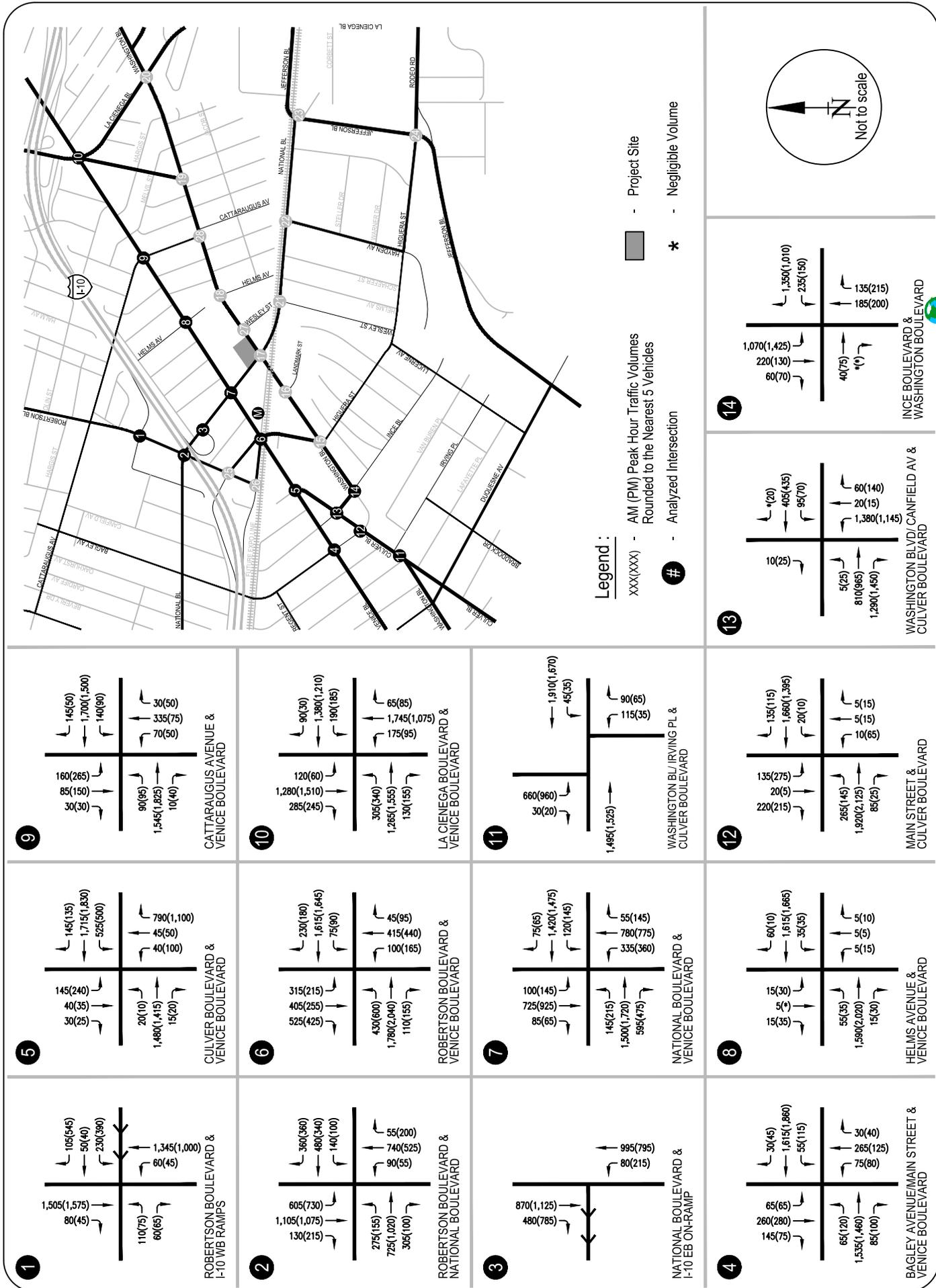


FIGURE 11A
CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

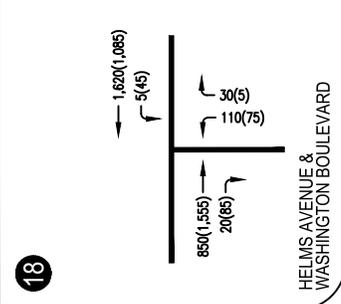
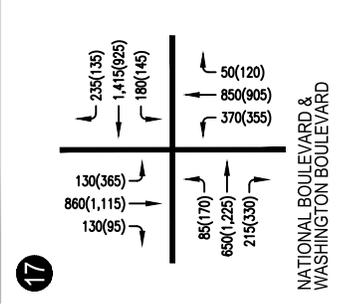
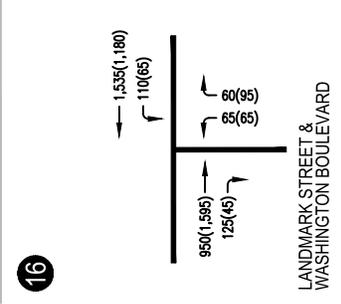
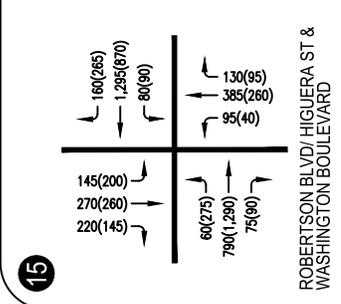
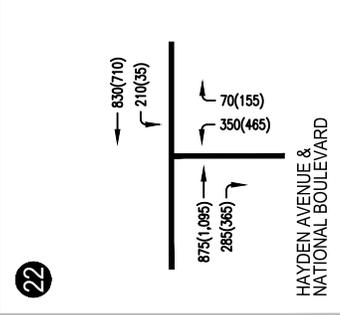
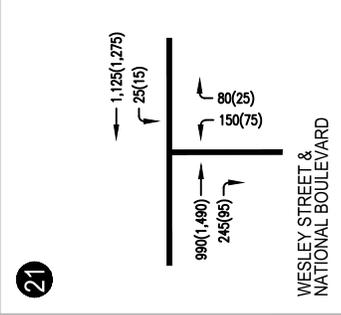
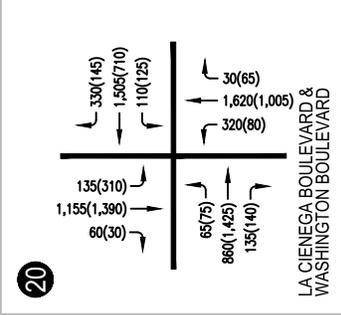
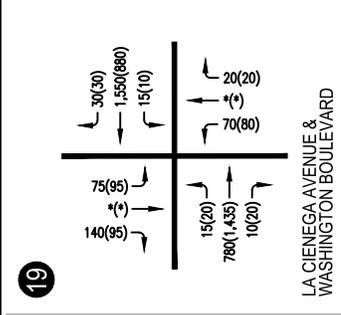
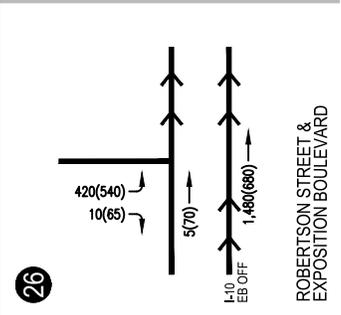
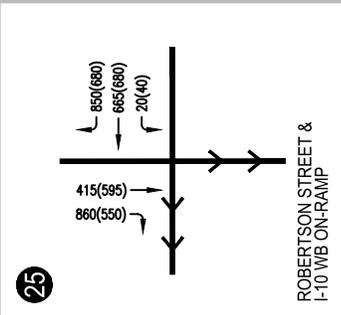
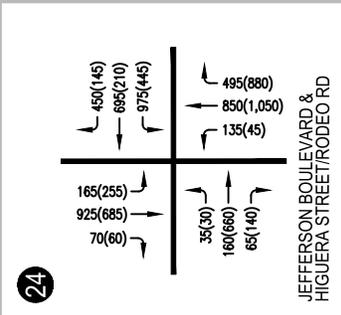
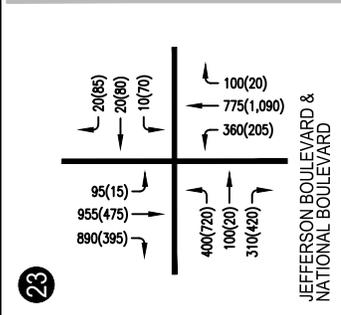
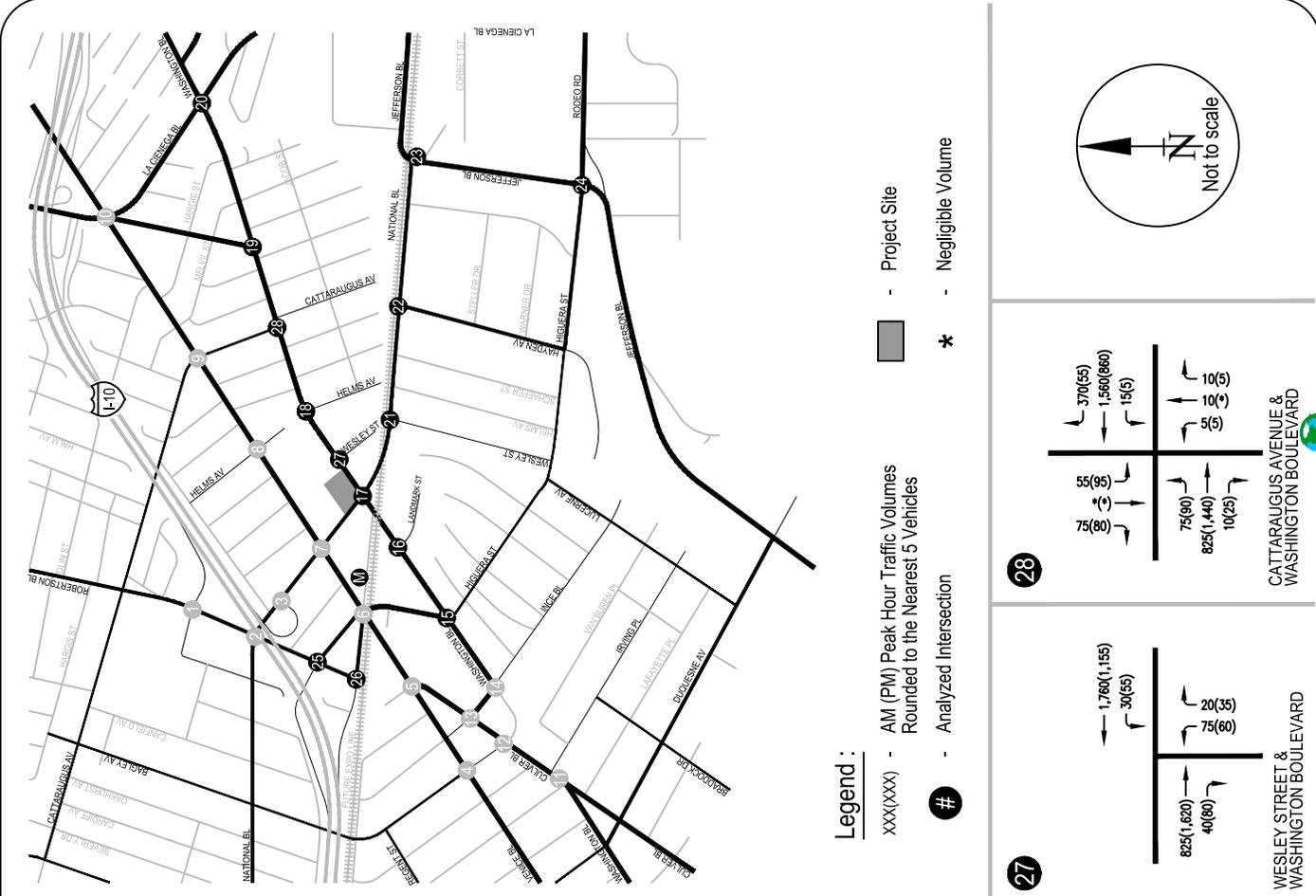


FIGURE 11B
 CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

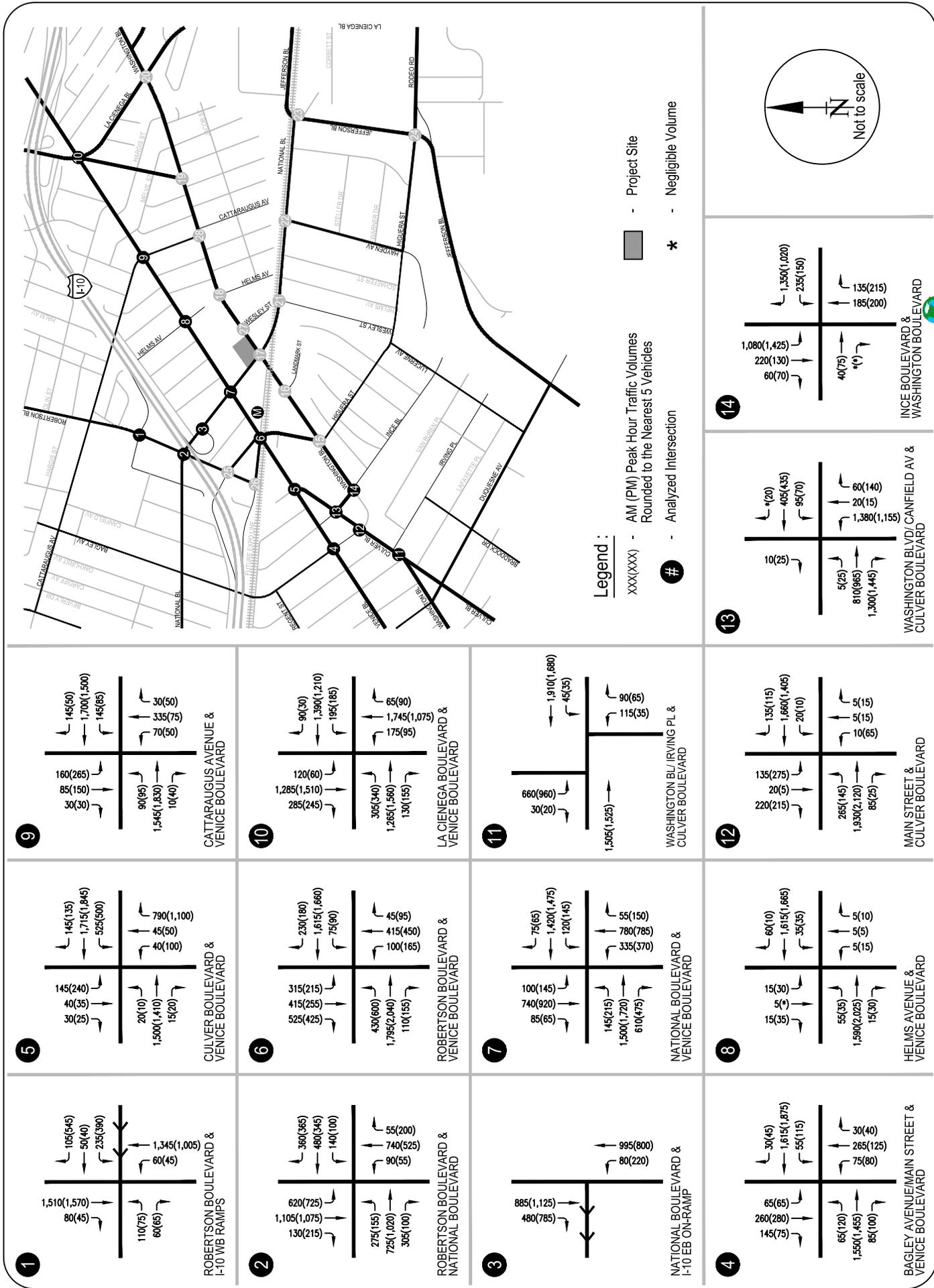


FIGURE 12A
CUMULATIVE (2019) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

V. TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Existing (2016) and Future Year (2019) Cumulative conditions without and with the Project were analyzed utilizing the methodologies and assumptions per the City of Culver City traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the Cities of Culver City and Los Angeles.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

City of Culver City Significant Impact Criteria

For intersections under the City of Culver City jurisdiction, the City of Culver City has established threshold criteria¹ for determining the significance of impacts of a project at a specific location. According to the criteria provided by the City of Culver City, a project impact is considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.050
D	0.801 – 0.900	equal to or greater than 0.040
E, F	> 0.900	equal to or greater than 0.020

¹ *Traffic Study Criteria For The Review of Proposed Development Projects Within the City of Culver City, July 2012, Public Works Department/Engineering Division and Community Development Department/Planning Division.*

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS D after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.020 or greater, the project would be considered to have a significant impact.

City of Los Angeles Significant Impact Criteria

Intersections under the jurisdiction of the City of Los Angeles are evaluated using threshold criteria² established by the City of Los Angeles to determine if a project has a significant traffic impact. According to the criteria provided by the City of Los Angeles, a project impact is considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

EXISTING (2016) PLUS PROJECT TRAFFIC CONDITIONS

The Existing (2016) plus Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 7 presents the results of the Existing (2016) plus Project traffic analysis. As illustrated in the table, 25 of the 28 study intersections are currently operating at LOS D or better during the morning peak hour. During the evening peak hour, 26 of the 28 study intersections are operating at LOS D or better. The remaining locations are projected to operate at LOS E or F and include:

- La Cienega Boulevard/Washington Boulevard: AM Peak Hour – LOS E
- Robertson Boulevard/I-10 Westbound On-Ramp: AM Peak Hour – LOS F
PM Peak Hour – LOS E
- Cattaraugus Avenue/Washington Boulevard: AM Peak Hour – LOS F
PM Peak Hour – LOS E

² *Transportation Impact Study Guidelines, December 2016, City of Los Angeles Department of Transportation (LADOT).*

**TABLE 7
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Jurisdiction	Peak Hour	Existing (2016) Conditions		Existing (2016) Plus Project Conditions		Project Increase in V/C	Significant Project Impact	Cumulative (2019) Base Conditions		Cumulative (2019) Plus Project Conditions		Project Increase in V/C	Significant Project Impact
				V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Robertson Boulevard & I-10 WB Off-Ramp/Kincaid Avenue	Los Angeles	AM PM	0.588 0.839	A D	0.595 0.839	A D	0.007 0.000	No No	0.738 0.884	C D	0.745 0.884	C D	0.007 0.000	No No
2.	Robertson Boulevard & National Boulevard	Los Angeles	AM PM	0.892 0.817	D D	0.898 0.816	D D	0.006 -0.001	No No	0.981 0.936	E E	0.987 0.934	E E	0.006 -0.002	No No
3.	National Boulevard & I-10 Eastbound On-Ramp	Los Angeles	AM PM	0.223 0.452	A A	0.223 0.455	A A	0.000 0.003	No No	0.272 0.569	A A	0.272 0.572	A A	0.000 0.003	No No
4.	Bagley Avenue & Venice Boulevard	Los Angeles	AM PM	0.672 0.710	B C	0.672 0.714	B C	0.000 0.004	No No	0.739 0.807	C D	0.739 0.810	C D	0.000 0.003	No No
5.	Culver Boulevard & Venice Boulevard	Los Angeles	AM PM	0.565 0.624	A B	0.569 0.624	A B	0.004 0.000	No No	0.653 0.791	B C	0.657 0.790	B C	0.004 -0.001	No No
6.	Robertson Boulevard & Venice Boulevard	Los Angeles	AM PM	0.728 0.721	C C	0.728 0.728	C C	0.000 0.007	No No	0.912 0.888	E D	0.915 0.896	E D	0.003 0.008	No No
7.	National Boulevard & Venice Boulevard	Los Angeles	AM PM	0.707 0.792	C C	0.712 0.801	C D	0.005 0.009	No No	0.889 1.043	D F	0.895 1.052	D F	0.006 0.009	No No
8.	Helms Avenue & Venice Boulevard	Los Angeles	AM PM	0.284 0.375	A A	0.284 0.377	A A	0.000 0.002	No No	0.333 0.425	A A	0.333 0.426	A A	0.000 0.001	No No
9.	Cattaraugus Avenue & Venice Boulevard	Los Angeles	AM PM	0.688 0.604	B B	0.688 0.605	B B	0.000 0.001	No No	0.769 0.702	C C	0.769 0.703	C C	0.000 0.001	No No
10.	La Cienega Boulevard & Venice Boulevard [1]	Los Angeles	AM PM	0.813 0.814	D D	0.818 0.815	D D	0.005 0.001	No No	0.885 0.904	D E	0.886 0.904	D E	0.001 0.000	No No
11.	Washington Boulevard/Irving Place & Culver Boulevard	Culver City	AM PM	0.656 0.648	B B	0.656 0.648	B B	0.000 0.000	No No	0.738 0.741	C C	0.738 0.743	C C	0.000 0.002	No No
12.	Main Street & Culver Boulevard	Culver City	AM PM	0.684 0.602	B B	0.684 0.605	B B	0.000 0.003	No No	0.874 0.749	D C	0.874 0.752	D C	0.000 0.003	No No
13.	Washington Boulevard/Canfield Avenue & Culver Boulevard	Culver City	AM PM	0.697 0.622	B B	0.697 0.625	B B	0.000 0.003	No No	0.829 0.778	D C	0.829 0.782	D C	0.000 0.004	No No
14.	Ince Boulevard & Washington Boulevard	Culver City	AM PM	0.858 0.813	D D	0.862 0.815	D D	0.004 0.002	No No	1.040 1.057	F F	1.044 1.058	F F	0.004 0.001	No No
15.	Robertson Boulevard/Higuera Street & Washington Boulevard	Culver City	AM PM	0.710 0.649	C B	0.718 0.646	C B	0.008 -0.003	No No	0.853 0.847	D D	0.861 0.851	D D	0.008 0.004	No No
16.	Landmark Street & Washington Boulevard	Culver City	AM PM	0.442 0.444	A A	0.442 0.442	A A	0.000 -0.002	No No	0.550 0.624	A B	0.549 0.622	A B	-0.001 -0.002	No No
17.	National Boulevard & Washington Boulevard	Culver City	AM PM	0.670 0.816	B D	0.670 0.828	B D	0.000 0.012	No No	0.865 1.005	D F	0.864 1.019	D F	-0.001 0.014	No No

**TABLE 7 (Continued)
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Jurisdiction	Peak Hour	Existing (2016)		Existing (2016) Plus Project Conditions		Significant Project Impact	Cumulative (2019)		Cumulative (2019) Plus Project Conditions		Project Increase in V/C	Significant Project Impact
				V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS		
18.	Helms Avenue & Washington Boulevard	Culver City	AM PM	0.540 0.510	A A	0.550 0.516	A A	No No	0.626 0.618	B B	0.637 0.625	B B	0.011 0.007	No No
19.	La Cienega Avenue/McManus Avenue & Washington Boulevard	Culver City	AM PM	0.573 0.521	A A	0.581 0.527	A A	No No	0.640 0.597	B A	0.647 0.604	B B	0.007 0.007	No No
20.	La Cienega Boulevard & Washington Boulevard	Culver City	AM PM	0.898 0.840	D D	0.903 0.844	E D	No No	0.993 0.970	E E	0.999 0.974	E E	0.006 0.004	No No
21.	Wesley Street & National Boulevard	Culver City	AM PM	0.429 0.463	A A	0.439 0.470	A A	No No	0.524 0.568	A A	0.534 0.575	A A	0.010 0.007	No No
22.	Hayden Avenue & National Boulevard	Culver City	AM PM	0.461 0.468	A A	0.463 0.474	A A	No No	0.584 0.609	A B	0.586 0.615	A B	0.002 0.006	No No
23.	Jefferson Boulevard & National Boulevard	Los Angeles	AM PM	0.875 0.514	D A	0.879 0.518	D A	No No	1.062 0.744	F C	1.067 0.748	F C	0.005 0.004	No No
24.	Jefferson Boulevard & Higuera Street/Rodeo Road	Los Angeles	AM PM	0.757 0.727	C C	0.761 0.729	C C	No No	0.831 0.851	D D	0.835 0.854	D D	0.004 0.003	No No
25.	Robertson Boulevard & I-10 Westbound On-Ramp [2]	Los Angeles	AM PM	55.2 41.8	F E	55.2 41.9	F E	No No	54.1 45.3	F E	54.1 45.4	F E	0.000 0.007	No No
26.	Robertson Boulevard & Exposition/I-10 Eastbound Off-Ramp [2]	Los Angeles	AM PM	0.601 0.628	[3] [3]	0.601 0.636	[3] [3]	- -	0.744 0.847	[3] [3]	0.744 0.854	[3] [3]	- -	- -
27.	Wesley Street & Washington Boulevard [2] [4]	Culver City	AM PM	10.4 14.9	B B	10.4 14.9	B B	No No	15.1 22.3	C C	15.1 22.3	C C	0.000 0.000	No No
28.	Cattaraugus Avenue & Washington Boulevard [2]	Culver City	AM PM	0.209 0.414	[3] [3]	0.209 0.414	[3] [3]	- -	0.353 0.505	[3] [3]	0.353 0.505	[3] [3]	- -	- -
				22.3 49.7	C E									
						0.657 0.584	B A	No No	0.627 0.633	B B	0.693 0.677	B B	0.066 0.044	No No
				*** 41.9	F E	*** 42.8	F E	No No	*** ***	F F	*** ***	F F	0.017 0.008	No No
				0.961 0.763	[3] [3]	0.978 0.770	[3] [3]	- -	1.085 0.906	[3] [3]	1.102 0.914	[3] [3]	- -	- -

V/C - Volume to Capacity Ratio, LOS - Level of Service
 [1] Los Angeles County Congestion Management Program monitoring location.
 [2] Unsignalized intersection - stop-controlled on minor approach(es).
 [3] V/C ratio was calculated, based on signalized LOS methodology, to determine project impacts.
 [4] The intersection will be signalized in the future.
 *** Oversaturated conditions per Highway Capacity Manual 2010 (HCM).

A traffic signal at the project driveway along Washington Boulevard at Wesley Street is proposed as part of the project. Capacity calculation worksheets for Existing (2016) plus Project conditions are attached in Appendix D of the report.

CUMULATIVE (2019) BASE TRAFFIC CONDITIONS

The Cumulative (2019) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 7 presents the results of the Year 2019 Cumulative Base (without project) traffic analysis. As indicated in the table, 21 of the 28 analyzed intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better. Ten of the 28 intersections are projected to be operating at LOS E or F during the morning and/or evening peak hours and include the following:

- Robertson Boulevard/National Boulevard: AM and PM Peak Hours – LOS E
- Robertson Boulevard/Venice Boulevard: AM Peak Hour – LOS E
- National Boulevard/Venice Boulevard: PM Peak Hour – LOS F
- La Cienega Boulevard/Venice Boulevard: PM Peak Hour – LOS E
- Ince Boulevard/Washington Boulevard: AM and PM Peak Hours – LOS F
- National Boulevard/Washington Boulevard: PM Peak Hour – LOS E
- La Cienega Boulevard/Washington Boulevard: AM and PM Peak Hours – LOS E
- Jefferson Boulevard/National Boulevard: AM Peak Hour – LOS F
- Robertson Boulevard/I-10 Westbound On-Ramp: AM Peak Hour – LOS F
PM Peak Hour – LOS E
- Cattaraugus Avenue/Washington Boulevard: AM and PM Peak Hours – LOS F

Capacity calculation worksheets for Cumulative (2019) Base conditions are attached in Appendix D of the report.

CUMULATIVE (2019) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2019) Plus Project peak hour traffic volumes were analyzed to determine the V/C ratio and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized on Table 7. As indicated in Table 7, both the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Twenty-one of the 28 analyzed intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better.

Ten of the 28 intersections are projected to be operating at LOS E or F during the morning and/or evening peak hours and include the following:

- Robertson Boulevard/National Boulevard: AM and PM Peak Hours – LOS E
- Robertson Boulevard/Venice Boulevard: AM Peak Hour – LOS E
- National Boulevard/Venice Boulevard: PM Peak Hour – LOS F
- La Cienega Boulevard/Venice Boulevard: PM Peak Hour – LOS E
- Ince Boulevard/Washington Boulevard: AM and PM Peak Hours – LOS F
- National Boulevard/Washington Boulevard: PM Peak Hour – LOS E
- La Cienega Boulevard/Washington Boulevard: AM and PM Peak Hours – LOS E
- Jefferson Boulevard/National Boulevard: AM Peak Hour – LOS F
- Robertson Boulevard/I-10 Westbound On-Ramp: AM Peak Hour – LOS F
PM Peak Hour – LOS E
- Cattaraugus Avenue/Washington Boulevard: AM and PM Peak Hours – LOS F

Capacity calculation worksheets for Cumulative (2019) plus Project conditions are attached in Appendix D of the report.

PROJECT IMPACTS

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 7 identifies the individual impacts during both AM and PM peak hours at each of the analysis locations. It can be observed that the Proposed Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

VI. STREET SEGMENT AND PARKING/ACCESS ANALYSIS

This chapter provides an analysis of roadway segments in the vicinity of the Project. This analysis is targeted towards assessment of potential neighborhood traffic intrusion impacts as a result of the Proposed Project. Additionally, parking evaluation on site and other access/circulation issues are addressed in this chapter. The parking evaluation consists of examining the proposed parking supply for the Project in relation to the parking requirements for the various uses proposed by the Project. The access and egress evaluation consists of a review of vehicular access and egress driveways to ascertain that adequate provisions are provided by the Project.

RESIDENTIAL STREET SEGMENT TRAFFIC IMPACT ANALYSIS

Working closely with the City of Culver City staff, four roadway segment locations were identified for analysis and assessment of conditions with the Project. These street segments include:

- Higuera Street between Washington Boulevard and Lucerne Avenue
- Higuera Street between Wesley Street and Hayden Avenue
- Wesley Street between National Boulevard and Higuera Street
- Hayden Avenue Street between National Boulevard and Higuera Street

Existing Street Segment Traffic Volumes

Daily traffic counts were conducted in October 2015 using machine counters. These traffic counts were factored upward 1% per year to reflect existing 2016 conditions. The segment count data for the analyzed segments are included in Appendix C.

Existing daily traffic volumes are summarized in Table 8. As indicated in the table, the existing daily traffic volumes on the analyzed street segments are as follows:

1. Higuera Street between Washington Boulevard and Lucerne Avenue – 8,157 ADT
2. Higuera Street between Wesley Street and Hayden Avenue – 7,642 ADT
3. Wesley Street between National Boulevard and Higuera Street – 951 ADT
4. Hayden Avenue Street between National Boulevard and Higuera Street – 10,085 ADT

**TABLE 8
RESIDENTIAL STREET TRAFFIC ANALYSIS**

Street Segment	Time Period	Two-Way Traffic Volume				Project % Increase	Significant Impact
		Existing (2016) Conditions	Cumulative (2019) Base Conditions	Project Traffic	Cumulative (2019) Plus Project		
Higuera Street between Washington Boulevard and Lucerne Avenue	ADT	8,157	9,309	0	9,309	0.0%	No
	AM	797	881	0	881	0.0%	No
	PM	704	792	0	792	0.0%	No
Higuera Street between Wesley Avenue and Hayden Avenue	ADT	7,642	8,677	0	8,677	0.0%	No
	AM	776	855	0	855	0.0%	No
	PM	761	842	0	842	0.0%	No
Wesley Street between National Boulevard and Higuera Street	ADT	951	1,006	0	1,006	0.0%	No
	AM	85	89	0	89	0.0%	No
	PM	131	137	0	137	0.0%	No
Hayden Avenue between National Boulevard and Higuera Street	ADT	10,085	12,145	1	12,146	0.0%	No
	AM	739	887	6	893	0.7%	No
	PM	973	1,127	-1	1,126	-0.1%	No

Cumulative (2019) Base - Street Segment Traffic Volumes

Future daily traffic volumes were projected for the residential streets in a manner similar to that used for the intersections described earlier. Firstly, with the assumed completion date of 2019, the existing 2016 traffic volumes were adjusted upward by a factor of 3% (1% per year compounded annually) to reflect this area-wide regional growth. Secondly, from traffic generated by specific cumulative projects located within, or in the vicinity of, the study area were added to the existing plus ambient growth traffic to obtain the Cumulative (2019) Base traffic volumes. The resulting Cumulative (2019) Base street segment daily and peak hour traffic volumes are summarized in Table 8.

It was observed that the increase in traffic along Higuera Street and Hayden Avenue is primarily due to the future planned projects along Hayden Place and Warner Drive.

Cumulative (2019) plus Project - Street Segment Traffic Volumes

Based on the distribution assumptions (included in Figure 5) and the net total daily trip generation estimates (approximately 30 daily trips) for the Proposed Project, daily traffic estimates of project-only trips were developed. It was determined that the Project would add one net daily trips to Hayden Avenue between National Boulevard and Higuera Street. The Cumulative (2019) plus Project daily traffic volumes resulting from the addition of trips generated by the Proposed Project are shown in Table 8.

Street Segment Significant Impact Criteria

As outlined in the City of Culver City Traffic Study Criteria, the following specific threshold criteria for project impacts to any street segment detailed below were used in this study:

<u>Projected Avenue Daily Traffic (ADT) with Project</u>	<u>Project-Related Increase in Average Daily (ADT) Volume</u>
999 Less	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

Assessment of Significant Impacts

As shown in Table 8, the Proposed Project would not increase the traffic on the Higuera Street and Wesley Street analyzed roadway segments. On Hayden Avenue between National Boulevard and Higuera Street, the Proposed Project would nominally increase traffic on a daily basis and by 0.7% during the morning peak hour and reduce traffic by -0.1% during the evening peak hour.

The potential impacts of the Proposed Project traffic on the adjacent neighborhood residential streets were assessed using the City of Culver City criteria specified earlier in the chapter. The results of the analysis, which are summarized in Table 8, indicate that the Proposed Project would not have a significant impact on the residential streets in the local neighborhood.

PARKING EVALUATION

The Proposed Project consists of 128,000 square feet of office and 4,500 square feet of retail. The Project would provide 392 parking spaces of which the ground floor would contain 31 parking spaces and the subterranean parking levels would contain 361 spaces. The Project site plan is shown in Figure 2.

The following are the parking requirements contained within Section 17.320.020 Number of Parking Spaces Required established by the Culver City Municipal Zoning Code:

- Offices, Administrative, Corporate, Professional, Creative - 1 space per 350 G.S.F.
- Retail and personal service uses, general – 1 space per 350 G.S.F.

Based on these requirements, the required parking for this project would be 379 spaces as shown on the following calculations:

- Office: $128,000 \text{ G.S.F.} \times 1 \text{ space}/350 \text{ G.S.F.} = 366 \text{ spaces}$
- Retail: $4,500 \text{ G.S.F.} \times 1 \text{ space}/350 \text{ G.S.F.} = 13 \text{ spaces.}$

The Project would provide a total 392 parking spaces which is 13 spaces more than the required parking. Therefore, there would be adequate parking for the Proposed Project.

ACCESS AND CIRCULATION

The proposed project driveway is located along Washington Boulevard along the eastern boundary of the project site. The proposed project driveway would provide access to the site and the subterranean parking facility. There are two existing driveways along Washington Boulevard at the site. The existing westerly driveway would be removed as part of the project. The proposed project driveway would form the fourth leg at the signalized intersection of Washington Boulevard and Wesley Street to provide full access to the site.

A driveway along National Boulevard was investigated during the project site design process and rejected due to the following concerns:

- Firstly, and most importantly, safety issues and concerns would arise with such a driveway - the westbound Washington Boulevard right-turning vehicles would have very little reaction time (given the short distance between the Washington Boulevard and National Boulevard intersection and the National Boulevard driveway) to stop, after sighting the vehicles maneuvering to and from the National Boulevard driveway, thereby posing a potential rear-end accident risk. Further, both pedestrians and bicyclists would be randomly crossing the driveway, posing an additional accident risk when compared with the signalized driveway at Washington Boulevard and Wesley Street intersection.
- Secondly, a National Boulevard driveway located at the northern boundary of the project site would accommodate a right-turn in and out access to the site given that it would be very close to the existing intersection at Washington and National Boulevards. Such a right-turn only access would cause circuitous driving for motorists accessing the site.
- Thirdly, such a driveway would introduce an additional point of conflict on National Boulevard. The Ivy Station development will introduce another such point of conflict along what is already a busy street and very close to the signalized intersection noted above.
- Finally, the intersection of Washington Boulevard and National Boulevard would operate at a worse level of service if the project driveway were to be located along National Boulevard. Relative to the proposed location, a National Boulevard driveway would cause vehicles to circle the block to access the driveway.

Based on all these considerations, the optimal location for the proposed project's driveway was chosen along Washington Boulevard at the signalized intersection of Washington Boulevard and Wesley Street.

CUMULATIVE ACTIVE TRANSPORTATION IMPROVEMENTS

The Proposed Project will contribute \$150,000 towards early implementation of active transportation improvement measures that the City of Culver City is currently in the process of designing. Some of these measures include improvements to bicycle and pedestrian infrastructure as well as signal system improvements.

The bicycle infrastructure improvements include provision of:

- Bicycle track to improve connectivity.
- Expo to Downtown Bicycle connector.
- Bicycle connection from Expo to Venice Boulevard bicycle lanes.
- Bike Share Program.
- On-site bicycle facilities.

The pedestrian infrastructure improvements include improving connectivity, access, and circulation of the pedestrian system in the vicinity of the Exposition line train station. Additionally, the project contribution could also be used towards the implementation of Adaptive Traffic Control System along Washington Boulevard.

VII. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area for analysis of CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The CMP arterial monitoring intersections within a three-mile from the Project site includes the following:

- La Cienega Boulevard/Venice Boulevard (Study Int. 8) – City of Los Angeles jurisdiction
- La Cienega Boulevard/Jefferson Boulevard – City of Los Angeles jurisdiction
- Centinela Avenue/Venice Boulevard – City of Los Angeles jurisdiction
- La Cienega Boulevard/Stocker Street – County of Los Angeles jurisdiction
- La Cienega Boulevard/Wilshire Boulevard – City of Beverly Hills jurisdiction
- Santa Monica Boulevard/Wilshire Boulevard – City of Beverley Hills jurisdiction
- Overland Avenue/Venice Boulevard – City of Culver City jurisdiction

Based on the incremental Project trip generation estimates presented in Chapter III, the Proposed Project is not expected to add 50 or more new trips per hour to any of these locations. Therefore, no further analysis of these CMP monitoring intersections would be required. However, one of the CMP arterial monitoring intersections listed above, La Cienega Boulevard/Venice Boulevard have been included in the traffic analysis and it was determined that the Project would not have a significant intersection traffic impact at either of these locations.

The CMP mainline freeway monitoring locations within a three-mile radius from the Project site includes the following:

- Santa Monica (I-10) Freeway east of Overland Avenue
- Santa Monica (I-10) Freeway east of La Brea Avenue
- San Diego Freeway (I-405) north of Venice Boulevard

Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

VIII. CALTRANS FREEWAY IMPACT SCREENING ANALYSIS

This freeway screening procedure has been prepared in accordance with the screening criteria described in the first amendment (dated on December 15, 2015) to Section 3 of the “Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures”, dated October 2013. The amended Section 3.1 of the Agreement specifies the following:

“3.1 City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans’ “Guide for the Preparation of Traffic Impact Studies” (“TIS Guide”), for land use proposals that meet any of the following criteria:

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

The purpose of this analysis is to apply the above screening criteria to determine whether a Freeway Impact Analysis would be required for the Proposed Project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

INITIAL STEPS

- Project trip generation estimates were prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures. The project trip generation estimates as accepted by LADOT is shown in Table 5.
- The resulting overall trip distribution for the freeway mainline, on-ramps and off-ramps is shown in Figure 5. As indicated in Figure 5, it was determined that 10% of project trips may utilize the I-10 freeway to/from the west, 5% may utilize the I-10 Freeway to/from the east.
- Based on this distribution, two freeway mainline segments were determined to be utilized by the Project and were selected for screening. They include:
 - I-10 Freeway east of National Boulevard
 - I-10 Freeway west Robertson Boulevard
- Also based on the trip distribution, two freeway off-ramps were selected for screening:
 - I-10 Westbound Off-Ramp at National Boulevard
 - I-10 Eastbound Off-Ramp at Robertson Boulevard

FREEWAY MAINLINE SEGMENT SCREENING

- The freeway mainline segment screening analysis is shown in Table 9.
- The number of lanes and capacity for each freeway segment was determined. A capacity of 2,000 vehicles per hour per lane was assumed.
- The worst-case LOS screening threshold was used to determine the trigger (i.e. the number of trips) for each freeway segment for exceeding the threshold:
 - Threshold = $\geq 1\%$ of segment capacity if worst-case LOS is E or F

Where the assumed capacity = 2,000 vphpl multiplied by the number of lanes on the freeway mainline. In other words, the threshold is 20 vphpl at LOS E or F, multiplied by the number of lanes on the freeway mainline.

- The project-added trips to each freeway mainline segment were compared to the trigger threshold. As shown in Table 9, the screening analysis determined that the screening threshold criteria would not be triggered at any of the two freeway mainline segments. Furthermore, since the project traffic did not trigger the screening thresholds at the mainline segments most likely to be used by project traffic, there is no need to look at segments farther away. Therefore, a Freeway Impact Analysis is not required.

**TABLE 9
CALTRANS FREEWAY IMPACT SCREENING ANALYSIS - FREEWAY MAINLINE**

Location	Peak Hour	Project Trips		Freeway Mainline Capacity [a]		Caltrans Criteria for Impact Analysis [b]		Freeway Impact Analysis Required?
		WB	EB	WB	EB	WB	EB	
I-10 Freeway, east of National Boulevard	AM	6	0	8,000	10,000	80	100	NO
	PM	-1	5	8,000	10,000	80	100	NO
I-10 Freeway, west of Robertson Boulevard	AM	0	12	8,000	10,000	80	100	NO
	PM	9	-2	8,000	10,000	80	100	NO

WB = westbound, EB = eastbound

[a] The freeway capacity is 2,000 vehicles per hour per lane.

[b] A 1% or more increase to the freeway mainline capacity for a freeway segment operating at LOS E or F would require a freeway impact analysis.

FREEWAY RAMP SCREENING

- The freeway ramp screening analysis is shown in Table 10.
- For each ramp, the LOS screening threshold was used to determine the trigger (i.e. the number of trips) for each freeway off-ramp for exceeding the threshold:
 - Threshold \geq 2% of assumed ramp capacity if approach LOS is D
 - Threshold \geq 1% of assumed ramp capacity if approach LOS is E or F

Where the assumed ramp capacity = 850 vphpl multiplied by the number of approach lanes on the ramp approach to the intersection. In other words, the threshold is 17 vphpl at LOS D and 8.5 vphpl at LOS E or F, multiplied by the number of lanes on the ramp approach to the intersection.

- The project-added trips to each off-ramp were compared to the appropriate threshold. As shown in Table 10, the screening analysis determined that the screening threshold criteria would not be triggered at any of the two freeway off-ramps. Furthermore, since the project traffic did not trigger the screening thresholds at the ramps most likely to be used by project traffic, there is no need to look at ramps further away. Therefore, a Freeway Ramp Impact Analysis is not required.
- Although no further analyses of freeway ramps are needed, the project study analyzed the two ramp intersections, I-10 Westbound Off-Ramp at National Boulevard and I-10 Eastbound Off-Ramp at Robertson Boulevard, and the project impacts were evaluated at these locations as discussed in the main body of the report. None of the analyzed ramp intersections would be significantly impacted by the proposed project.

**TABLE 10
CALTRANS FREEWAY IMPACT SCREENING ANALYSIS - FREEWAY OFF-RAMP**

Location	Peak Hour	Project Trips	Freeway Off- Ramp Capacity [a]	Caltrans 1% Criteria for Impact Analysis [b]	Caltrans 2% Criteria for Impact Analysis [c]	Off-Ramp Impact Analysis Required?
I-10 Freeway Westbound Off-Ramp at National Boulevard	AM PM	6 -1	1,700 1,700	17 17	34 34	NO NO
I-10 Freeway Eastbound Off-Ramp at Robertson Boulevard	AM PM	12 -2	1,700 1,700	17 17	34 34	NO NO

[a] The freeway off-ramp capacity is 850 vehicles per hour per lane.

[b] A 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F would require a freeway impact analysis.

[c] A 2% or more increase to the capacity of a freeway off-ramp operating at LOS D would require a freeway impact analysis.

XI. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions with and without the Proposed Project, estimate future conditions with and without the Proposed Project, analyze potential traffic impacts of the Proposed Project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system, if needed. Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

- Twenty-eight intersections were analyzed within the study area for this project. These locations are within the study area bounded by Cattaraugus Avenue on the north, Jefferson Boulevard/Rodeo Road on the south, Hughes Avenue/Duquesne Avenue on the west and La Cienega Boulevard on the east. Of the 28 intersections, 14 intersections are located within the City of Culver City and 14 intersections within the City of Los Angeles.
- Currently, 26 of the 28 analyzed intersection locations are operating at levels of service (LOS) D or better during the morning peak hour. During the evening peak hour, 25 of the 26 analyzed intersections are operating at LOS D or better. The remaining intersections are operating at LOS E or F.
- In the Cumulative (Future Year 2019) Base conditions, i.e., future conditions without the implementation of the Proposed Project, 21 of the 28 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.
- The Proposed Project consists of the construction of 128,000 square feet of office and 4,500 square feet of retail. The Project is estimated to generate a net total of 120 trips during the morning peak hour and 69 trips during the evening peak hour.
- A traffic signal at the project driveway along Washington Boulevard at Wesley Street is proposed as part of the project.
- In the Existing (2016) plus Project conditions, both the morning and evening peak hour operating conditions would be similar to those for the Existing conditions. Under this scenario, 25 of 28 analyzed intersection locations would continue to operate at acceptable levels of service (LOS) D or better during the morning peak hour. During the evening peak hour, 26 of the 28 analyzed intersections would continue to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.

- The Existing (2016) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2019) plus Project conditions, both the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Under this scenario, 21 of the 28 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 20 of the 28 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F.
- The Cumulative (Future Year 2019) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during both the weekday morning and evening peak hours.
- The Proposed Project would not have a significant impact on the residential streets in the local neighborhood.
- The Proposed Project will contribute \$150,000 towards early implementation of active transportation improvement measures that the City of Culver City is currently in the process of designing.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during both the weekday morning and evening peak hours. Per CMP guidelines, no further CMP analysis is required.
- The screening analysis determined that the screening threshold criteria would not be triggered at any of the two freeway mainline segments and two freeway off-ramps. Furthermore, since the project traffic did not trigger the screening thresholds at the mainline segments and off-ramps most likely to be used by project traffic, there is no need to look at segments or ramps farther away. Therefore, a Freeway Impact Analysis and Freeway Ramp Impact Analysis is not required.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

APPENDIX A
Memorandum of Understanding

1/2017

OK 1/21/2017

DRAFT

Memorandum Of Understanding For Traffic Study

This Memorandum of Understanding (MOU) acknowledges and agrees to all of the City of Culver City requirements and fees for the preparation of a traffic study for the following project:

Project Name: 8777 Washington Boulevard Project
 Project Address: 8777 Washington Boulevard Culver City, CA
 Project Description: 128,000 GFA Office / _____ GFA Industrial
4,500 GFA Retail / _____ Residential Units
 _____ GFA Restaurant / _____ GFA Other

* Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.

Project Horizon Year: 2019 Ambient Growth Rate: One (1.0) % Per Year
 Directional Distribution: N: 20 % S: 15 % E: 35 % W: 30 %
 [Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]
Please see Attachment A.

Trip Generation Rate(s): ITE Latest Edition / Other: **Please see Attachment B.**

Land Use:

	ITE Code #:		ITE Code #:			
	In	/	Out	In	/	Out
AM Trips:	_____	/	_____	_____	/	_____
PM Trips:	_____	/	_____	_____	/	_____

Use additional pages if necessary.

- Prior to the start of any proposed project analysis, the Traffic Consultant shall:
- 1) Obtain a list of related projects from the City of Culver City Planning Division and from all other affected jurisdictions;
 - 2) Prepare a draft list of "related projects specific to the proposed project"; and
Please see Attachment C.
 - 3) Obtain written approval from the City of the "related projects specific to the proposed project" list.

Intersections To Be Studied: 28 intersections, please also see Attachment D.

No.	Intersection:	Jurisdiction:
1.	<u>Robertson Boulevard & I-10 WB Off-Ramp</u>	<u>/ City of Los Angeles/Caltrans</u>
2.	<u>Robertson Boulevard & National Boulevard</u>	<u>/ City of Los Angeles</u>
3.	<u>National Boulevard & I-10 EB On-Ramp</u>	<u>/ City of Los Angeles/Caltrans</u>
4.	<u>Bagley Avenue & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
5.	<u>Culver Boulevard & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
6.	<u>Robertson Boulevard & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
7.	<u>National Boulevard & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
8.	<u>Helms Avenue & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
9.	<u>Cattaraugus Avenue & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
10.	<u>La Cienega Boulevard & Venice Boulevard</u>	<u>/ City of Los Angeles/Caltrans</u>
11.	<u>Culver Boulevard & Washington Bl-Irving Place</u>	<u>/ Culver City</u>
12.	<u>Main Street & Culver Boulevard</u>	<u>/ Culver City</u>
13.	<u>Canfield Avenue-Washington Bl & Culver Boulevard</u>	<u>/ Culver City</u>
14.	<u>Ince Boulevard & Washington Boulevard</u>	<u>/ Culver City</u>
15.	<u>Robertson Boulevard-Higuera St & Washington Bl</u>	<u>/ Culver City</u>
16.	<u>Landmark Street & Washington Boulevard</u>	<u>/ Culver City</u>

17.	<u>National Boulevard & Washington Boulevard</u>	<u>/ Culver City</u>
18.	<u>Helms Avenue & Washington Boulevard</u>	<u>/ Culver City</u>
19.	<u>La Cienega Avenue & Washington Boulevard</u>	<u>/ Culver City</u>
20.	<u>La Cienega Boulevard & Washington Boulevard</u>	<u>/ Culver City</u>
21.	<u>Wesley Street & National Boulevard</u>	<u>/ Culver City</u>
22.	<u>Hayden Avenue & National Boulevard</u>	<u>/ Culver City</u>
23.	<u>Jefferson Boulevard & National Boulevard</u>	<u>/ City of Los Angeles</u>
24.	<u>Jefferson Boulevard & Higuera Street-Rodeo Road</u>	<u>/ City of Los Angeles</u>
25.	<u>Robertson Boulevard & I-10 WB On-Ramp</u>	<u>/ City of Los Angeles/Caltrans</u>
26.	<u>Robertson Boulevard & Exposition Bl./I-10 EB Off-ramp</u>	<u>/ City of Los Angeles/Caltrans</u>
27.	<u>Wesley Street & Washington Boulevard</u>	<u>/ Culver City</u>
28.	<u>Cattaraugus Avenue & Washington Boulevard</u>	<u>/ Culver City</u>

Use additional pages if necessary. Additionally, indicate any intersections that are subject to capacity analysis credit for advanced traffic signal control synchronization. Indicate any non-signalized intersections to be studied.

Residential Streets To Be Studied

<u>No.</u>	<u>Street Segment:</u>	<u>/ Jurisdiction:</u>
1.	<u>Higuera Street between Washington Bl and Lucerne Avenue</u>	<u>/ Culver City</u>
2.	<u>Higuera Street between Wesley Street and Hayden Avenue</u>	<u>/ Culver City</u>
3.	<u>Wesley Street between National Boulevard and Higuera St</u>	<u>/ Culver City</u>
4.	<u>Hayden Avenue between National Boulevard and Higuera St</u>	<u>/ Culver City</u>
5.	<u></u>	<u>/ Culver City</u>

Use additional pages if necessary. Additionally, all intersection and street segment traffic count data shall be submitted both in written format and in an electronic format acceptable to the City.

<u>Indicate trip credits to be requested (Amount subject to City approval):</u>		<u>Yes</u>	<u>No</u>
1.	<u>Existing Uses:</u>	<u>X</u>	<u>□</u>
2.	<u>Pass-By Trips:</u>	<u>X</u>	<u>□</u>
3.	<u>Internal Trip Capture:</u>	<u>X</u>	<u>□</u>
4.	<u>Transit Oriented Developments (TOD):</u>	<u>X</u>	<u>□</u>
5.	<u>Transportation Demand Management (TDM):</u>	<u>□</u>	<u>X</u>

Proposed Traffic Mitigation

Any proposed traffic mitigation measure shall be listed and accompanied by a drawing of the existing and proposed improvements [including city boundary lines and existing / proposed property lines] and plans shall be of a minimum scale of one inch (1") equal to forty feet (40'-0").

Post-Occupancy Traffic Counts

By signing below, the Property Owner / Developer / Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic generated by the development compared to the ITE trip generation rates. The analysis shall include traffic counts of all onsite driveways to be taken upon reaching eighty five percent (85.0%) occupancy of the total building gross floor area or within one (1) year of the issuance of the first Temporary Certificate of Occupancy (TCO), as determined by the City. The data shall be used to confirm the findings in the approved traffic study, and shall not result in any additional traffic mitigation measures and/or conditions of approval on the subject project.

Congestion Management Plan (CMP)

This project shall also be subject to all City imposed CMP developer fees if the Planning Commission approval date is on or after the effective date of any City Council imposed CMP developer fees or as may be otherwise imposed by the City.

Signatures

Property Owner / Applicant:

Developer / Applicant:

Name [Signed]: _____
Name [Printed]: Mr. Craig Knight
Company: VCN LP
Address: 5822 Washington Boulevard
City / State / Zip: Culver City, CA, 90232
Office: (310) 601-9100 ext. 102
Fax: ()
Cell: ()
E-Mail: cknight@guildgc.com

() _____
() _____
() _____

Traffic Consultant:

Name: Srinath Raju, P.E.
Company: Raju Associates, Inc.
Address: 505 E. Colorado Bl, Suite 202
City / State / Zip: Pasadena, CA, 91101
Office: (626) 792-2700
Fax: (626) 792-2772
Cell: (310) 569-7559
E-Mail: srinath.raju@rajuassociates.com

If any of the intersection(s) to be studied as part of this traffic study are located within the City of Los Angeles, the unincorporated areas of Los Angeles County and/or impact any other public agency [i.e., CalTrans], then this MOU shall also be approved by the reviewing staff representative from each agency:

City of Los Angeles:

County of Los Angeles:

Name [Signed]: _____
Name [Printed]: _____
Company: _____
Address: _____
City / State / Zip: _____
Office: () _____
Fax: () _____
Cell: () _____
E-Mail: _____

() _____
() _____
() _____

Other Public Agency:

Other Public Agency:

Name [Signed]: _____
Name [Printed]: _____
Company: _____
Address: _____
City / State / Zip: _____
Office: () _____
Fax: () _____
Cell: () _____
E-Mail: _____

() _____
() _____
() _____

Approved by:

_____/_____
Property Owner – Applicant Date

_____/_____
Developer – Applicant Date

Srinath
_____, 1/24/2017
Traffic Consultant Date

Bany
_____, 2/2/2017
City of Culver City Date

Note: This MOU shall become valid as of the date of the City's signature and shall expire one (1) year thereafter. If the "administrative draft" of the traffic study has not been filed with the City by the expiration date, this MOU shall expire and a new MOU filing, review and approval process shall be required.

BK-JM/abn



**ATTACHMENT A
PROJECT TRIP DISTRIBUTION**

**ATTACHMENT B
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Retail	4,500 s.f.	905	15	9	24	36	39	75
Office	128,000 s.f.	1,584	205	28	233	38	184	222
Project Trip Generation Total		2,489	220	37	257	74	223	297
Transit Trip Use (25%) - Office		(396)	(51)	(7)	(58)	(10)	(46)	(56)
*Internal Capture (10%) Trip Credit		(91)	(2)	(1)	(3)	(4)	(4)	(8)
**Pass-By (25%) Trip Reduction - Retail		(204)	(3)	(2)	(5)	(8)	(9)	(17)
Existing Uses (to be removed)								
Retail	(12,485) s.f.	(1,756)	(27)	(17)	(44)	(72)	(77)	(149)
High-Turnover Restaurant	(4,731) s.f.	(602)	(28)	(23)	(51)	(28)	(19)	(47)
Pass-By (25%) Trip Reduction - Retail/Café		590	14	10	24	25	24	49
Project Net Trip Generation Total		30	123	(3)	120	(23)	92	69
Trip Rates [1]								
Office (ITE Land Use 710)	Trips per 1,000 s.f.	[2]	88%	12%	[2]	17%	83%	[2]
Retail/Shopping Center (ITE Land Use 820)	Trips per 1,000 s.f.	[3]	62%	38%	[3]	48%	52%	[3]
High-Turnover Restaurant (ITE Land Use 932)	Trips per 1,000 s.f.	127.15	55%	45%	10.81	60%	40%	9.85

* Internal capture credit taken after reduction of transit trips.

** Pass-by trip reduction taken after internal capture credits.

[1] Trip Generation Manual, 9th Edition, ITE 2012

[2] Trip generation estimates for office was calculated using the following equations:

Daily:	$\ln(T) = 0.76 \ln(X) + 3.68$	Where:
AM Peak Hour:	$\ln(T) = 0.80 \ln(X) + 1.57$	\ln = Natural logarithm
PM Peak Hour:	$T = 1.12 (X) + 78.45$	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 gross square feet of leasable area

[3] Trip generation estimates for retail/shopping center was calculated using the following equations:

Daily:	$\ln(T) = 0.65 \ln(X) + 5.83$	Where:
AM Peak Hour:	$\ln(T) = 0.61 \ln(X) + 2.24$	\ln = Natural logarithm
PM Peak Hour:	$\ln(T) = 0.67 \ln(X) + 3.31$	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 square feet of gross leasable area

**ATTACHMENT D
LIST OF STUDY INTERSECTIONS**

#	Intersection		Jurisdiction	Signalized?	Signal System Control
	Northbound/Southbound	Eastbound/Westbound			
1.	Robertson Boulevard	I-10 WB Off-Ramp/Kincardine Avenue	City of Los Angeles	Yes	ATSAC/ATCS
2.	Robertson Boulevard	National Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
3.	National Boulevard	I-10 Eastbound On-Ramp	City of Los Angeles	Yes	ATSAC/ATCS
4.	Bagley Avenue	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
5.	Culver Boulevard	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
6.	Robertson Boulevard	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
7.	National Boulevard	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
8.	Helms Avenue	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
9.	Cattaraugus Avenue	Venice Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
10.	La Cienega Boulevard	Venice Boulevard [1]	City of Los Angeles	Yes	ATSAC/ATCS
11.	Culver Boulevard	Washington Boulevard/Irving Place	Culver City	Yes	ATSAC*
12.	Main Street	Culver Boulevard	Culver City	Yes	ATSAC*
13.	Culver Boulevard	Washington Boulevard	Culver City	Yes	ATSAC*
14.	Ince Boulevard	Washington Boulevard	Culver City	Yes	ATSAC*
15.	Robertson Boulevard/Higuera Street	Washington Boulevard	Culver City	Yes	ATSAC*
16.	Landmark Street	Washington Boulevard	Culver City	Yes	ATSAC*
17.	National Boulevard	Washington Boulevard	Culver City	Yes	ATSAC*
18.	Helms Avenue	Washington Boulevard	Culver City	Yes	ATSAC*
19.	La Cienega Avenue	Washington Boulevard	Culver City	Yes	ATSAC*
20.	La Cienega Boulevard	Washington Boulevard	Culver City	Yes	ATSAC*
21.	Wesley Street	National Boulevard	Culver City	Yes	ATSAC*
22.	Hayden Avenue	National Boulevard	Culver City	Yes	ATSAC*
23.	Jefferson Boulevard	National Boulevard	City of Los Angeles	Yes	ATSAC/ATCS
24.	Jefferson Boulevard	Higuera Street/Rodeo Road	City of Los Angeles	Yes	ATSAC/ATCS
25.	Robertson Boulevard	I-10 EB On-Ramp	City of Los Angeles	No	n/a
26.	Robertson Boulevard	Exposition Bl./I-10 EB Off-Ramp	City of Los Angeles	No	n/a
27.	Wesley Street	Washington Boulevard	Culver City	No (Yes in future)	Future ATSAC*
28.	Cattaraugus Avenue	Washington Boulevard	Culver City	No	n/a

* Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

[1] Los Angeles County Congestion Management Program monitoring location.

**ATTACHMENT C
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS**

Map No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Culver City [1]										
1	Residential Project	3440 Caroline Avenue	Two (2) new detached residential condominium dwelling units (net addition of one unit)	6	0	0	0	1	0	1
2	Mixed-Use Project	9355 Culver Boulevard	Three story mixed use building consisting of a ground level salon, mezzanine, and office totaling 2,947 s.f., and four residential units on the third floor.	89	4	2	6	3	5	8
3	The Wende Museum	10808 Culver Boulevard	Tenant improvements to convert existing 12,596 s.f. armory building into a museum	57	4	1	5	0	8	8
4	Chapel/Dormitory Project	10775 Deshire Place	4,740 s.f. addition to existing dormitory and replace existing chapel with a 1,660 s.f. chapel.	82	2	4	6	4	3	7
5	Residential Project	4109-4111 Duquesne Avenue	Addition of two (2) residential dwelling units to existing duplex	12	0	1	1	1	0	1
6	Residential Project	4139-4145 Duquesne Avenue	Seven unit condominiums with 15 subterranean parking spaces.	41	1	2	3	3	1	4
7	Residential Project	4058 Madison Avenue	New four unit condominium, 7,422 s.f. total.	41	1	2	3	3	1	4
8	Retail/Restaurant Project	8511 Warner Drive	Five level parking structure with retail/restaurant. 51,520 s.f. of retail/restaurant uses. Parking Structure -307,522 s.f.	3,112	93	70	163	109	103	212
9	Mixed-Use Project [2]	8770 Washington Boulevard	TOD Mixed Use with 31,240 s.f. of retail and restaurant uses and 115 residential units (5 story)	2,914	69	85	154	150	125	275
10	Platform Project [3]	8810-8850 Washington Boulevard & 3920 Landmark Street	New commercial development (38,732 s.f. office, 41,745 s.f. of retail and restaurant)	2,357	71	20	91	100	100	200
11	Mixed-Use Project	8888 Washington Boulevard	Construct new office building with 59,325 s.f. of office use, 2,878 s.f. of retail, and 3,184 s.f. of restaurant. Demolish existing 9,992 s.f. auto repair shop.	1,146	82	18	100	33	91	124
12	Triangle Site - Washington/National TOD [4]	Corner of Washington Boulevard/National Boulevard	Transit oriented development to include 200 d.u. mid-rise apartments, 148-room hotel, 201,000 s.f. office, 24,000 s.f. specialty retail, 10,000 s.f. of high-turnover restaurant & 10,000 s.f. quality restaurant.	4,124	173	83	256	127	174	301
13	The Culver Studios [5]	9336 Washington Boulevard	Net increase of 138,997 s.f. of office and support facilities.	1,564	149	20	169	45	114	159
14	Office & Retail Project	10000 Washington Boulevard	Renovation of existing 9-story office building. Convert ground floor lobby space to office, retail and restaurant space. New construction includes a new stand-alone 3,115 sq. ft. one-story restaurant building and a second floor within the atrium to add 5,500 sq. ft. of office space.	3,612	136	81	217	102	112	214
15	Sony Pictures	10202 Washington Boulevard	New 8-story, 218,450 s.f. office building, a new 4-story, 51,716 s.f. Production Services support building, and expansion of an existing parking structure. Total demolition of 57,642 s.f. Net New square feet is 212,524 s.f.	2,328	308	42	350	54	262	316
16	Sony Pictures	10202 Washington Boulevard	New 22,929 s.f. 4- story office building (net new 9,875 s.f.)	109	13	2	15	3	12	15
17	Union 76	10638 Culver Boulevard	Gas station and convenience store; 2,676 G.S.F.	651	21	20	41	9	45	54
18	Willows School Comprehensive Plan	809 Higuera & 8476 Warner	Phase II & III - increase student enrollment by 100, from 475 to 575	276	50	40	90	3	15	18
19	Culver Center Shopping Center - New restaurant	10799 Washington Blvd	New 2,000 sq. ft. restaurant at existing commercial shopping center	254	12	10	22	12	8	20
20	Parcel B [5]	9300 Culver Blvd	118,000 G.S.F. of office, retail, and restaurant space.	3,702	124	31	155	167	188	355
21	Three unit condominium/ townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/ townhomes, resulting in two net new residential dwelling units	17	0	1	1	1	1	2
22	Office Building	9919 Jefferson Blvd	New 3-story, 62,558 sq. ft., office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements	919	115	16	131	25	124	149
23	Lorcan O'Herlihy Architects	3434 Wesley St	New TOD Mixed Use project with 15 dwelling units, and 14,237sq. ft. of office/gallery on a vacant lot.	278	16	9	25	16	20	36
City of Los Angeles [6]										
24	Apartment [7]	3822 S. Dunn Drive	7-story, 86-Unit Apartment building over ground floor	543	8	34	42	33	17	50
25	Wrapper Office Building Project	5790 W. Jefferson Boulevard	Construct new 10-story 150,761 s.f. office building	1,794	234	32	266	42	205	247
26	Jefferson & La Cienega Mixed Use Project [8]	3221 S. La Cienega Boulevard	Converting existing ABC Lot to a Mixed-Use: 1,218-Unit Apartment, 200,000 s.f. Office, 50,000 s.f. Grocery Store, 30,000 s.f. Retail & 20,000 s.f. Restaurant project.	10,136	319	419	738	467	382	849
27	Mixed-use Apartment & Retail	3425 Motor Avenue	115-unit apartment and 975 s.f. retail. Existing 15 apartment units, 2 single family dwellings and 3,300 s.f. office to be demolished.	999	12	43	55	58	35	93
28	Restaurant & Retail [6]	10612 National Blvd	1,726 s.f. Coffee Shop (Coffee Bean) including 250 s.f. Outdoor Seating. Existing vacant lot.	636	46	38	84	19	12	31
29	Mixed-Use: Apartment & Restaurant [6]	3644 S. Overland Avenue	New Mixed-Use: 92-Unit Apartment & 1,573 sf Restaurant use (110 spaces).	750	17	42	59	38	22	60
30	Venice Fairfax Residential Project	5930 W. Sawyer Street	Construct 60 single-family homes	656	13	39	52	42	24	66
31	Coffee Shop with Drive Through [6]	9829 W. Venice Boulevard	Coffee Bean & Tea Leaf Coffee Shop with Single-Lane Drive Through to replace existing Rally's with Dual-Lane Drive Through.	145	13	12	25	3	2	5
32	Mixed-use Apartment & Retail	9901 Washington Boulevard	131-unit apartment & 12,000 s.f. retail. Existing 16,900 s.f. retail to be removed.	507	8	50	58	42	12	54
33	Mixed-use Apartment, office, retail, and restaurant	10601 Washington Boulevard	126-unit apartment, 23,000 s.f. office, 9,000 s.f. retail, 9,000 s.f. restaurant. Existing 10,000 s.f. office to be removed.	3,595	106	112	218	170	144	314
RELATED PROJECTS TRIP GENERATION TOTAL				47,452	2,220	1,381	3,601	1,885	2,367	4,252

* Trip generation estimates are based on trip generation rates included in *Trip Generation Manual*, 9th Edition, ITE 2012, unless noted otherwise.

[1] Source: Culver City Planning Division Active Projects List - January 29, 2016.

[2] Trip generation from *Traffic Impact Analysis Report, Proposed Mixed-Use Development (115-Unit Residential and 31,240 Square Foot Retail) Located at 8770 Washington Boulevard in Culver City, California*, Hirsch/Green Transportation Consulting, Inc., July 2010.

[3] Trip generation from *Traffic Study for the Platform at Culver Station Project*, Raju Associates Inc., July 2011.

[4] Trip generation estimates provided by the City of Culver City.

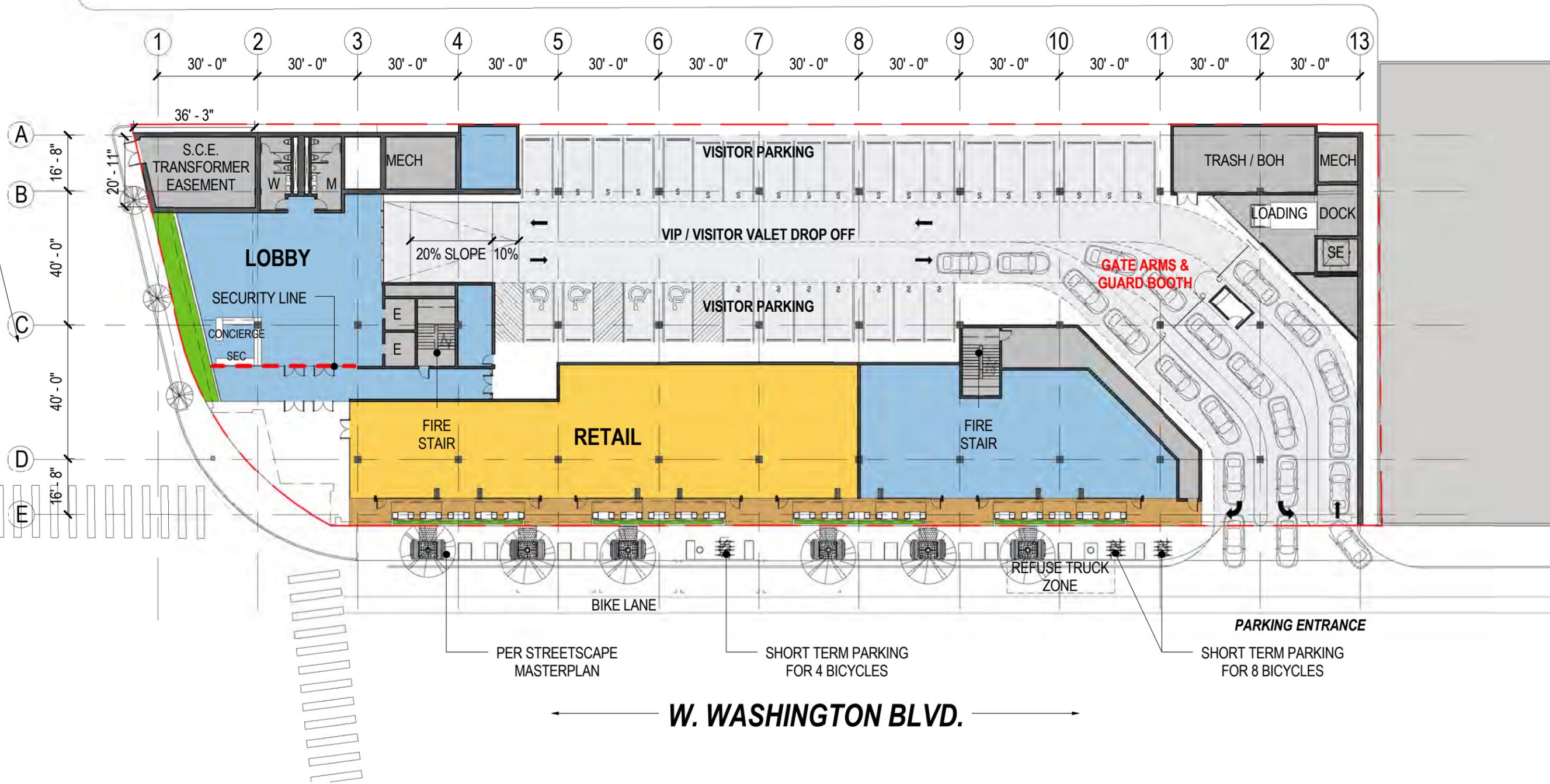
[5] Trip generation from *Culver Studios Modified Comprehensive Plan Update #6, Transportation Analysis Report*, Fehr & Peers, September 2015.

[6] Source: Los Angeles Department of Transportation.

[7] Trip generation totals provided by LADOT, February 2011. Directional distribution based on *Trip Generation Manual*, 9th Edition, ITE 2012.

[8] Trip generation from *Traffic Study for the Jefferson & La Cienega Mixed-Use Development*, Gibson Consulting, Inc., June 2015.

NATIONAL BLVD.



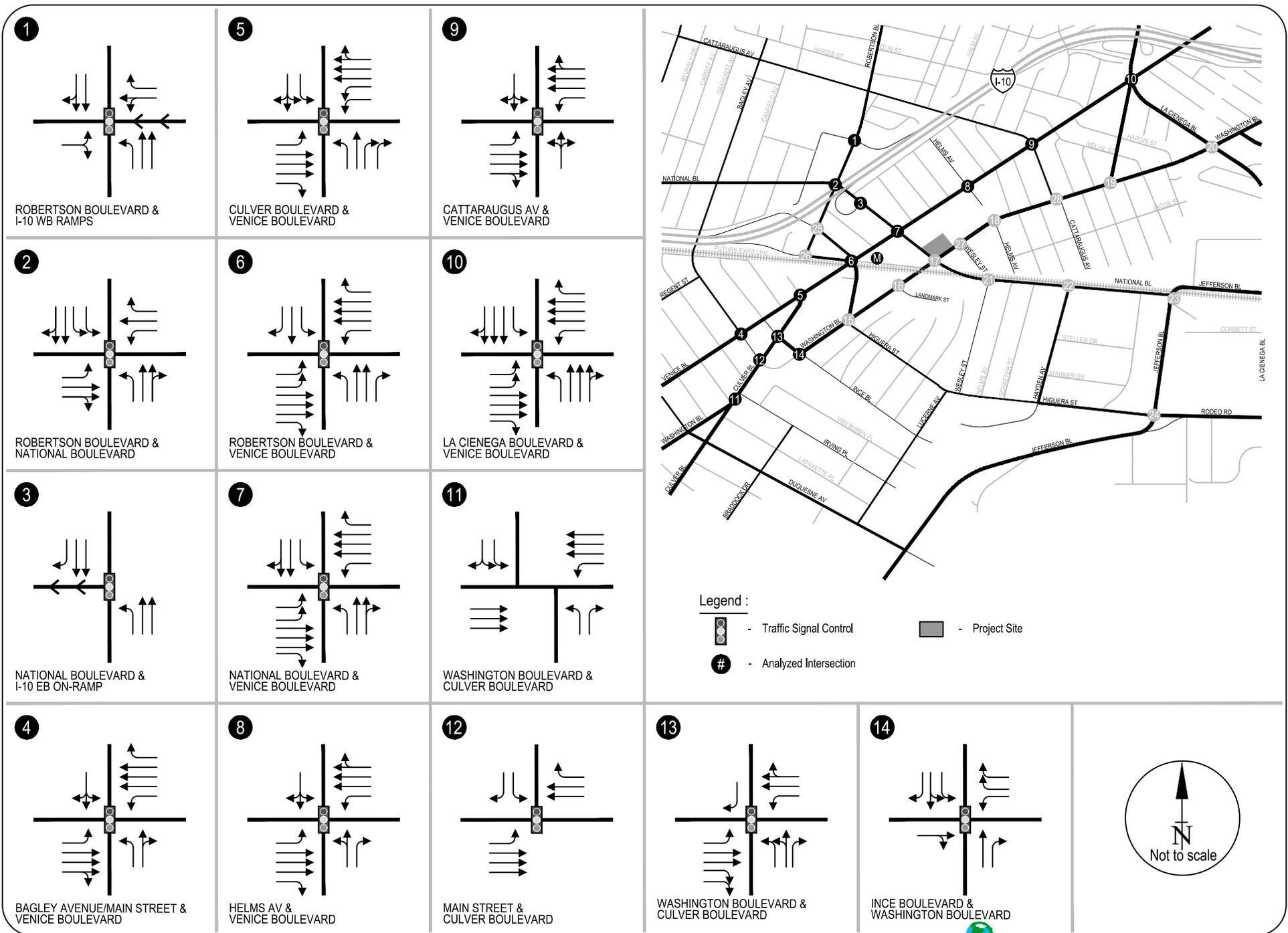
8777 Washington

8777 Washington Blvd, Culver City, CA 90232 | A1 | PLAN - LEVEL 1

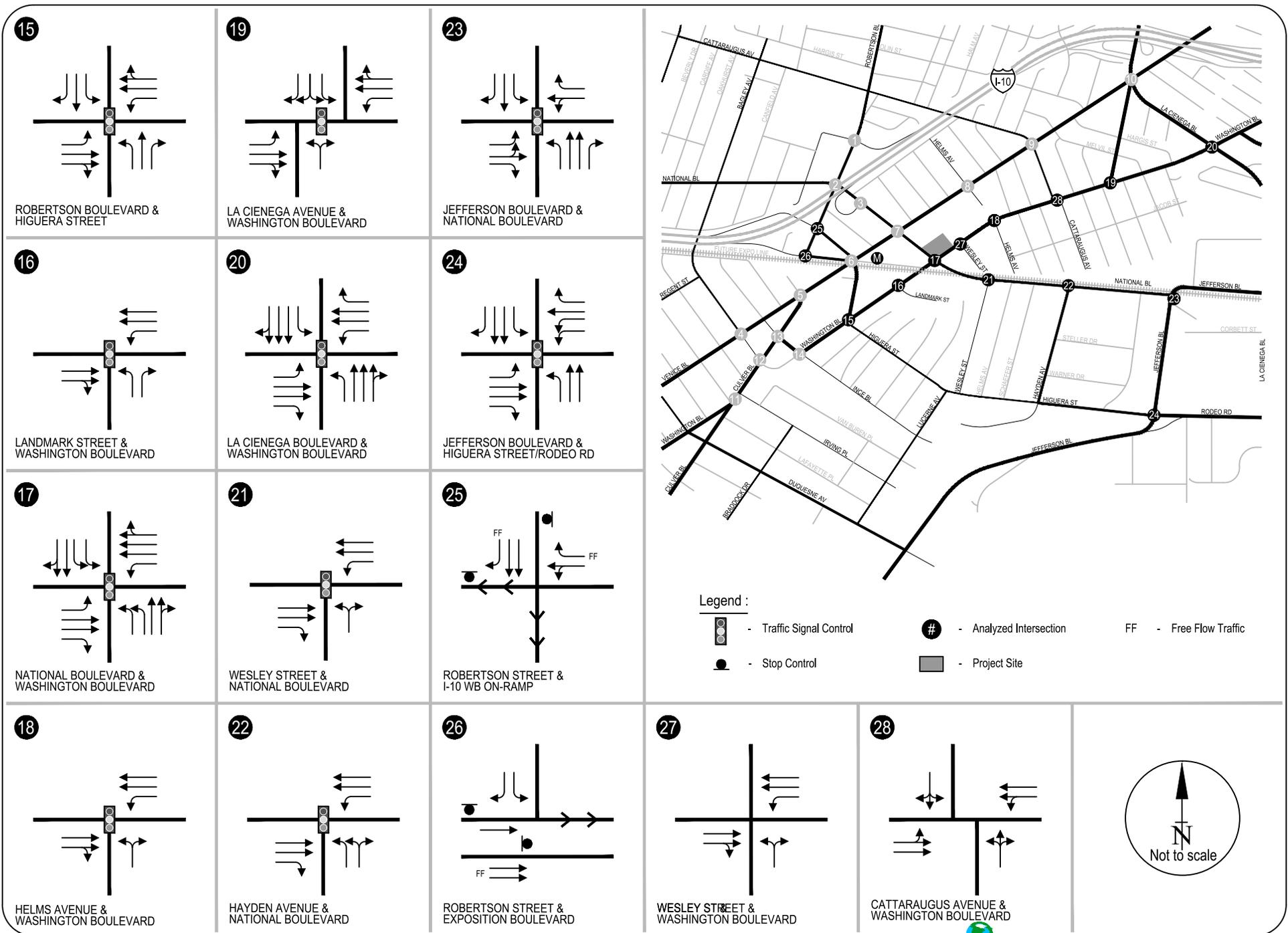
Gensler

APPENDIX B

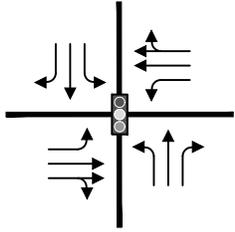
Intersection Lane Configurations



**APPENDIX B-1
INTERSECTION LANE CONFIGURATIONS**

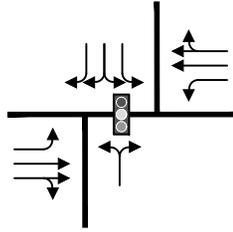


15



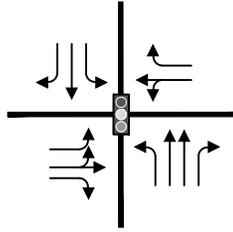
ROBERTSON BOULEVARD & HIGUERA STREET

19



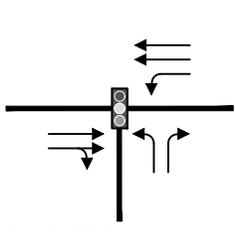
LA CIENEGA AVENUE & WASHINGTON BOULEVARD

23



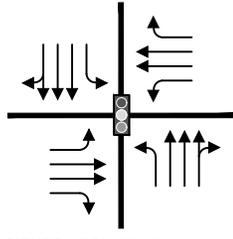
JEFFERSON BOULEVARD & NATIONAL BOULEVARD

16



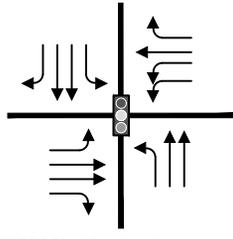
LANDMARK STREET & WASHINGTON BOULEVARD

20



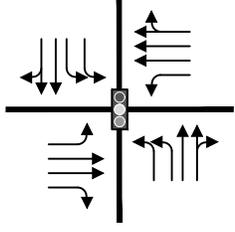
LA CIENEGA BOULEVARD & WASHINGTON BOULEVARD

24



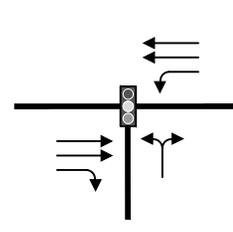
JEFFERSON BOULEVARD & HIGUERA STREET/RODEO RD

17



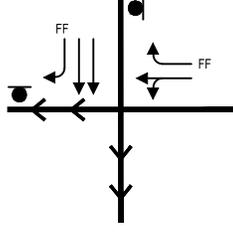
NATIONAL BOULEVARD & WASHINGTON BOULEVARD

21



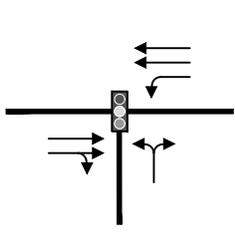
WESLEY STREET & NATIONAL BOULEVARD

25



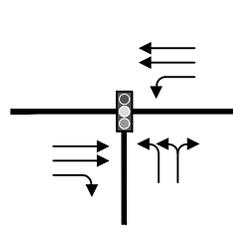
ROBERTSON STREET & I-10 WB ON-RAMP

18



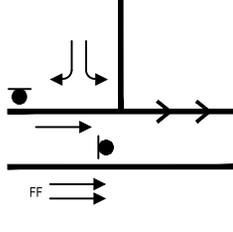
HELMS AVENUE & WASHINGTON BOULEVARD

22



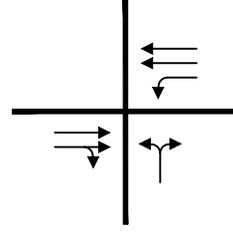
HAYDEN AVENUE & NATIONAL BOULEVARD

26



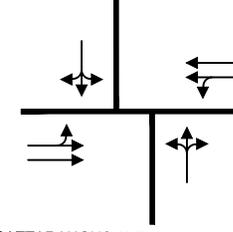
ROBERTSON STREET & EXPOSITION BOULEVARD

27

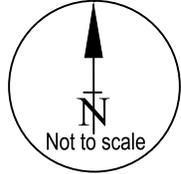


WESLEY STREET & WASHINGTON BOULEVARD

28



CATTARAUGUS AVENUE & WASHINGTON BOULEVARD



APPENDIX B-2
INTERSECTION LANE CONFIGURATIONS

APPENDIX C

Traffic Counts



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Robertson Boulevard

East/West I-10 Westbound Off-Ramp/Kincardine Avenue

Day: Thursday Date: September 24, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-WHEELED	190		274		11		109	
BIKES	20		21		5		5	
BUSES	46		39		0		12	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	341	8.30	394	8.15	50	7.30	80	7.45
<i>PM PK 15 MIN</i>	243	15.30	393	17.00	62	15.15	226	16.30
<i>AM PK HOUR</i>	1307	7.45	1528	8.45	191	7.30	249	7.00
<i>PM PK HOUR</i>	930	17.00	1511	17.00	174	15.00	856	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	971	0	1048
8-9	39	1255	0	1294
9-10	17	1121	0	1138
15-16	33	844	0	877
16-17	39	794	0	833
17-18	46	884	0	930
TOTAL	251	5869	0	6120

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1266	91	1357
8-9	0	1431	70	1501
9-10	0	1412	64	1476
15-16	0	1386	43	1429
16-17	0	1340	41	1381
17-18	0	1467	44	1511
TOTAL	0	8302	353	8655

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2405	51	16	135	12
2795	24	1	35	0
2614	22	0	5	0
2306	31	28	28	0
2214	17	9	9	0
2441	6	0	3	0
14775	151	54	215	12

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	63	0	103	166
8-9	121	0	35	156
9-10	85	0	31	116
15-16	73	0	101	174
16-17	82	0	87	169
17-18	71	0	64	135
TOTAL	495	0	421	916

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	76	118	249
8-9	71	23	87	181
9-10	83	5	120	208
15-16	203	57	404	664
16-17	264	56	513	833
17-18	278	40	522	840
TOTAL	954	257	1764	2975

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
415	190	30	73	7
337	60	3	42	0
324	25	1	4	0
838	308	28	16	0
1002	123	10	16	0
975	66	2	3	0
3891	772	74	154	7

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Robertson
Kincardine - 110 WB Off-Ramp

PROJECT #: SC0715
LOCATION #: 9
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N E ▶
--------	----------------------------------	---------------	------------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Robertson			Robertson			Kincardine			110 Westbound Off-Ramp			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	X	X	2	0	0.5	X	0.5	0.5	0.5	1	

AM	7:00 AM	18	193	0	0	296	18	16	0	15	12	13	34	615
	7:15 AM	12	211	0	0	318	25	9	0	27	11	11	30	654
	7:30 AM	25	251	0	0	326	25	17	0	33	13	26	19	735
	7:45 AM	22	316	0	0	326	23	21	0	28	19	26	35	816
	8:00 AM	19	283	0	0	340	19	32	0	17	16	9	29	764
	8:15 AM	12	314	0	0	378	16	33	0	10	15	7	25	810
	8:30 AM	4	337	0	0	343	18	22	0	4	15	6	14	763
	8:45 AM	4	321	0	0	370	17	34	0	4	25	1	19	795
	9:00 AM	6	270	0	0	336	27	32	0	10	19	2	24	726
	9:15 AM	1	312	0	0	374	10	21	0	5	19	0	19	761
	9:30 AM	4	270	0	0	380	14	17	0	9	26	2	40	762
	9:45 AM	6	269	0	0	322	13	15	0	7	19	1	37	689
	VOLUMES	133	3,347	0	0	4,109	225	269	0	169	209	104	325	8,893
APPROACH %	4%	96%	0%	0%	95%	5%	61%	0%	38%	33%	16%	51%		
APP/DEPART	3,482	/	3,941	4,334	/	4,489	439	/	3	638	/	460	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	57	1,250	0	0	1,387	76	108	0	59	65	48	103	3,153	
APPROACH %	4%	96%	0%	0%	95%	5%	65%	0%	35%	30%	22%	48%		
PEAK HR FACTOR		0.958			0.928				0.852			0.675	0.966	
APP/DEPART	1,307	/	1,461	1,463	/	1,512	167	/	0	216	/	180	0	
PM	03:00 PM	8	190	0	0	335	13	22	0	23	43	13	86	733
	3:15 PM	14	212	0	0	349	5	25	0	37	55	13	107	817
	3:30 PM	4	239	0	0	349	11	17	0	29	50	17	97	813
	3:45 PM	7	203	0	0	353	14	9	0	12	55	14	114	781
	4:00 PM	8	207	0	0	369	12	12	0	17	59	11	122	817
	4:15 PM	9	197	0	0	327	9	29	0	24	53	21	119	788
	4:30 PM	11	214	0	0	308	5	20	0	23	71	15	140	807
	4:45 PM	11	176	0	0	336	15	21	0	23	81	9	132	804
	5:00 PM	12	221	0	0	384	9	18	0	15	66	9	131	865
	5:15 PM	12	217	0	0	360	12	18	0	12	75	8	119	833
	5:30 PM	9	231	0	0	362	9	19	0	13	70	9	146	868
	5:45 PM	13	215	0	0	361	14	16	0	24	67	14	126	850
	VOLUMES	118	2,522	0	0	4,193	128	226	0	252	745	153	1,439	9,779
APPROACH %	4%	95%	0%	0%	97%	3%	47%	0%	53%	32%	7%	62%		
APP/DEPART	2,642	/	4,187	4,321	/	5,190	479	/	3	2,337	/	399	0	
BEGIN PEAK HR		5:00 PM												
VOLUMES	46	884	0	0	1,467	44	71	0	64	278	40	522	3,416	
APPROACH %	5%	95%	0%	0%	97%	3%	53%	0%	47%	33%	5%	62%		
PEAK HR FACTOR		0.969			0.961				0.844			0.933	0.983	
APP/DEPART	930	/	1,477	1,511	/	1,809	135	/	0	840	/	130	0	





City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Robertson Boulevard

East/West National Boulevard

Day: Thursday Date: September 24, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-WHEELED	135		308		147		193	
BIKES	6		11		9		21	
BUSES	28		33		68		29	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	224	8.30	424	8.00	333	8.15	247	7.15
<i>PM PK 15 MIN</i>	183	17.15	465	17.30	302	16.45	179	17.30
<i>AM PK HOUR</i>	825	8.15	1575	7.30	1191	8.00	969	7.15
<i>PM PK HOUR</i>	652	17.00	1803	16.45	1169	16.45	673	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	515	43	625
8-9	74	706	31	811
9-10	55	671	40	766
15-16	61	456	74	591
16-17	41	466	84	591
17-18	40	475	137	652
TOTAL	338	3289	409	4036

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	495	781	180	1456
8-9	517	914	125	1556
9-10	508	834	188	1530
15-16	637	808	204	1649
16-17	690	814	211	1715
17-18	638	960	204	1802
TOTAL	3485	5111	1112	9708

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2081	49	3	124	37
2367	14	0	28	0
2296	8	0	18	2
2240	26	17	118	116
2306	5	0	64	75
2454	15	0	73	14
13744	117	20	425	244

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	192	453	215	860
8-9	260	648	283	1191
9-10	255	469	133	857
15-16	198	756	82	1036
16-17	143	871	88	1102
17-18	149	929	80	1158
TOTAL	1197	4126	881	6204

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	159	423	365	947
8-9	130	438	313	881
9-10	154	398	228	780
15-16	97	234	248	579
16-17	100	251	244	595
17-18	87	286	300	673
TOTAL	727	2030	1698	4455

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1807	26	0	14	2
2072	23	0	4	0
1637	18	0	4	0
1615	47	37	3	0
1697	32	7	2	0
1831	34	0	1	0
10659	180	44	28	2

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Robertson
National

PROJECT #: SC0715
LOCATION #: 10
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼	
--------	----------------------------------	--------------------------------	--

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Robertson			Robertson			National			National			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	2	2	0	1	2	0	1	2	0	

AM	7:00 AM	9	97	21	135	168	33	35	75	44	44	92	81	834
	7:15 AM	21	104	7	103	185	47	36	119	54	46	120	81	923
	7:30 AM	23	153	7	135	223	54	53	94	53	37	105	103	1,040
	7:45 AM	14	161	8	122	205	46	68	165	64	32	106	100	1,091
	8:00 AM	25	162	9	145	235	44	54	163	66	35	112	92	1,142
	8:15 AM	17	168	6	133	206	27	76	184	73	27	107	86	1,110
	8:30 AM	11	207	6	114	265	28	60	125	67	28	106	64	1,081
	8:45 AM	21	169	10	125	208	26	70	176	77	40	113	71	1,106
	9:00 AM	19	181	10	140	230	35	67	121	33	47	94	61	1,038
	9:15 AM	9	152	5	131	190	56	71	128	37	31	99	64	973
	9:30 AM	13	177	14	126	232	50	61	101	24	34	105	55	992
	9:45 AM	14	161	11	111	182	47	56	119	39	42	100	48	930
	VOLUMES	196	1,892	114	1,520	2,529	493	707	1,570	631	443	1,259	906	12,260
APPROACH %	9%	86%	5%	33%	56%	11%	24%	54%	22%	17%	48%	35%		
APP/DEPART	2,202	/	3,506	4,542	/	3,603	2,908	/	3,206	2,608	/	1,945	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	74	706	31	517	914	125	260	648	283	130	438	313	4,439	
APPROACH %	9%	87%	4%	33%	59%	8%	22%	54%	24%	15%	50%	36%		
PEAK HR FACTOR	0.905			0.917			0.894			0.922			0.972	
APP/DEPART	811	/	1,280	1,556	/	1,329	1,191	/	1,195	881	/	635	0	
PM	03:00 PM	16	88	11	164	177	49	52	149	27	34	51	73	891
	3:15 PM	16	123	13	170	206	55	53	184	18	18	65	55	976
	3:30 PM	16	131	23	158	216	55	44	193	23	25	43	67	994
	3:45 PM	13	114	27	145	209	45	49	230	14	20	75	53	994
	4:00 PM	8	104	19	178	223	54	52	198	17	19	48	57	977
	4:15 PM	8	125	23	166	173	48	36	218	22	26	60	66	971
	4:30 PM	10	114	22	183	200	55	25	205	27	28	68	72	1,009
	4:45 PM	15	123	20	163	218	54	30	250	22	27	75	49	1,046
	5:00 PM	12	108	34	169	235	52	37	234	17	19	73	76	1,066
	5:15 PM	16	134	33	160	234	53	41	245	14	26	70	63	1,089
	5:30 PM	3	122	28	167	243	55	34	223	22	24	74	81	1,076
	5:45 PM	9	111	42	142	248	44	37	227	27	18	69	80	1,054
	VOLUMES	142	1,397	295	1,965	2,582	619	490	2,556	250	284	771	792	12,143
APPROACH %	8%	76%	16%	38%	50%	12%	15%	78%	8%	15%	42%	43%		
APP/DEPART	1,834	/	2,678	5,166	/	3,109	3,296	/	4,825	1,847	/	1,531	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	40	475	137	638	960	204	149	929	80	87	286	300	4,285	
APPROACH %	6%	73%	21%	35%	53%	11%	13%	80%	7%	13%	42%	45%		
PEAK HR FACTOR	0.891			0.969			0.965			0.940			0.984	
APP/DEPART	652	/	923	1,802	/	1,126	1,158	/	1,706	673	/	530	0	





City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South National Boulevard

East/West I-10 Eastbound On-Ramp

Day: Thursday Date: September 24, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-WHEELED	219		294		0		0	
BIKES	19		21		1		0	
BUSES	28		57		0		0	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	281	7.15	315	8.00	0	0.00	0	0.00
PM PK 15 MIN	221	17.30	435	17.30	0	0.00	0	0.00
AM PK HOUR	1023	7.00	1165	7.45	0	0.00	0	0.00
PM PK HOUR	809	17.00	1666	16.45	0	0.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	954	0	1023
8-9	40	823	0	863
9-10	64	706	0	770
15-16	50	570	0	620
16-17	75	568	0	643
17-18	135	674	0	809
TOTAL	433	4295	0	4728

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	508	485	993
8-9	0	714	441	1155
9-10	0	629	420	1049
15-16	0	985	457	1442
16-17	0	903	684	1587
17-18	0	915	701	1616
TOTAL	0	4654	3188	7842

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2016	0	0	3	0
2018	0	0	11	0
1819	0	0	20	0
2062	0	0	35	1
2230	2	0	35	0
2425	0	0	12	0
12570	2	0	116	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
0	53	0	3	0
0	21	0	2	0
0	18	0	3	0
0	47	4	17	3
0	37	2	9	0
0	37	0	7	1
0	213	6	41	4

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

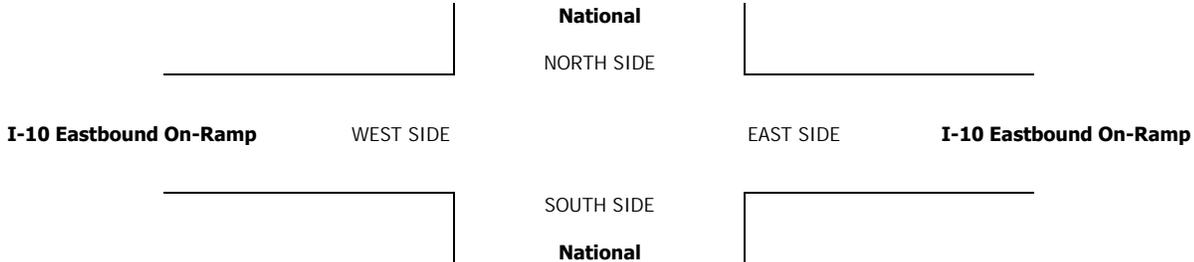
Culver City
National
I-10 Eastbound On-Ramp

PROJECT #: SC0715
LOCATION #: 11
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	National			National			I-10 Eastbound On-Ramp			I-10 Eastbound On-Ramp			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	X	X	2	1	X	X	X	X	X	X	

AM	7:00 AM	29	248	0	0	78	139	0	0	0	0	0	0	494
	7:15 AM	22	259	0	0	105	137	0	0	0	0	0	0	523
	7:30 AM	9	234	0	0	144	95	0	0	0	0	0	0	482
	7:45 AM	9	213	0	0	181	114	0	0	0	0	0	0	517
	8:00 AM	7	239	0	0	196	119	0	0	0	0	0	0	561
	8:15 AM	10	208	0	0	192	118	0	0	0	0	0	0	528
	8:30 AM	9	192	0	0	156	89	0	0	0	0	0	0	446
	8:45 AM	14	184	0	0	170	115	0	0	0	0	0	0	483
	9:00 AM	14	175	0	0	196	90	0	0	0	0	0	0	475
	9:15 AM	13	182	0	0	174	103	0	0	0	0	0	0	472
	9:30 AM	18	167	0	0	126	122	0	0	0	0	0	0	433
	9:45 AM	19	182	0	0	133	105	0	0	0	0	0	0	439
	VOLUMES	173	2,483	0	0	1,851	1,346	0	0	0	0	0	0	5,856
APPROACH %	7%	93%	0%	0%	58%	42%	0%	0%	0%	0%	0%	0%		
APP/DEPART	2,656	/	2,484	3,198	/	1,851	0	/	0	0	/	1,519	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	35	894	0	0	713	446	0	0	0	0	0	0	2,088	
APPROACH %	4%	96%	0%	0%	62%	38%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR		0.944			0.920			0.000			0.000		0.930	
APP/DEPART	929	/	894	1,159	/	713	0	/	0	0	/	481	0	
PM	3:00 PM	12	176	0	0	222	102	0	0	0	0	0	0	512
	3:15 PM	14	125	0	0	255	114	0	0	0	0	0	0	508
	3:30 PM	10	127	0	0	270	114	0	0	0	0	0	0	521
	3:45 PM	14	142	0	0	238	127	0	0	0	0	0	0	521
	4:00 PM	22	121	0	0	226	170	0	0	0	0	0	0	539
	4:15 PM	19	142	0	0	220	159	0	0	0	0	0	0	540
	4:30 PM	13	153	0	0	207	177	0	0	0	0	0	0	550
	4:45 PM	21	152	0	0	250	178	0	0	0	0	0	0	601
	5:00 PM	23	169	0	0	234	143	0	0	0	0	0	0	569
	5:15 PM	30	166	0	0	222	204	0	0	0	0	0	0	622
	5:30 PM	41	180	0	0	255	180	0	0	0	0	0	0	656
	5:45 PM	41	159	0	0	204	174	0	0	0	0	0	0	578
	VOLUMES	260	1,812	0	0	2,803	1,842	0	0	0	0	0	0	6,723
APPROACH %	13%	87%	0%	0%	60%	40%	0%	0%	0%	0%	0%	0%		
APP/DEPART	2,074	/	1,815	4,646	/	2,805	0	/	0	0	/	2,101	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	115	667	0	0	961	705	0	0	0	0	0	0	2,448	
APPROACH %	15%	85%	0%	0%	58%	42%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR		0.885			0.957			0.000			0.000		0.932	
APP/DEPART	782	/	667	1,666	/	961	0	/	0	0	/	820	0	





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Bagley Avenue

East/West Venice Boulevard

Day: Thursday Date: September 24, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	35	35	309	370
BIKES	35	48	94	150
BUSES	2	26	77	97

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	104	8.30	122	8.00	364	8.30	442	9.30
<i>PM PK 15 MIN</i>	57	15.30	111	17.15	409	17.45	464	17.15
<i>AM PK HOUR</i>	374	7.45	448	8.00	1422	8.00	1607	9.00
<i>PM PK HOUR</i>	203	16.15	414	16.30	1412	17.00	1760	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	191	43	285
8-9	66	251	29	346
9-10	43	174	19	236
15-16	46	95	33	174
16-17	39	142	14	195
17-18	50	112	37	199
TOTAL	295	965	175	1435

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	126	87	248
8-9	63	244	141	448
9-10	33	177	119	329
15-16	49	160	73	282
16-17	53	244	90	387
17-18	63	268	70	401
TOTAL	296	1219	580	2095

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
533	43	3	40	1
794	36	0	39	1
565	30	0	37	7
456	56	1	49	2
582	42	3	55	2
600	56	0	71	1
3530	263	7	291	14

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	1087	19	1170
8-9	59	1337	26	1422
9-10	96	1029	24	1149
15-16	94	1211	75	1380
16-17	103	1163	104	1370
17-18	116	1236	60	1412
TOTAL	532	7063	308	7903

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	1297	29	1361
8-9	52	1431	30	1513
9-10	44	1533	30	1607
15-16	95	1282	48	1425
16-17	104	1315	40	1459
17-18	111	1604	45	1760
TOTAL	441	8462	222	9125

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2531	28	0	41	1
2935	38	2	75	3
2756	30	0	67	1
2805	49	3	66	4
2829	51	7	60	4
3172	85	8	67	2
17028	281	20	376	15

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Bagley
Venice

PROJECT #: SC0715
LOCATION #: 12
CONTROL: SIGNAL

NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	E ▶
						◀ W	S ▼

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bagley	Bagley	Bagley	Venice	Venice	Venice	Venice	Venice	Venice	Venice	Venice		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	0	1	3	0	1	3	0	

AM	7:00 AM	7	21	17	5	14	21	9	218	4	3	318	4	641
	7:15 AM	10	22	9	8	21	19	11	236	3	9	356	5	709
	7:30 AM	9	79	9	8	51	22	21	326	7	9	309	10	860
	7:45 AM	25	69	8	14	40	25	23	307	5	14	314	10	854
	8:00 AM	11	63	8	21	64	37	14	342	4	12	339	9	924
	8:15 AM	26	51	9	15	63	32	16	327	8	15	341	9	912
	8:30 AM	21	74	9	15	51	36	17	338	9	13	372	6	961
	8:45 AM	8	63	3	12	66	36	12	330	5	12	379	6	932
	9:00 AM	10	58	4	12	58	39	23	285	6	5	345	7	852
	9:15 AM	10	47	4	11	43	33	29	275	6	12	386	8	864
	9:30 AM	15	36	5	6	46	31	22	252	10	10	424	8	865
	9:45 AM	8	33	6	4	30	16	22	217	2	17	378	7	740
	VOLUMES	160	616	91	131	547	347	219	3,453	69	131	4,261	89	10,114
APPROACH %	18%	71%	10%	13%	53%	34%	6%	92%	2%	3%	95%	2%		
APP/DEPART	867	/	859	1,025	/	726	3,741	/	3,695	4,481	/	4,834	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	66	251	29	63	244	141	59	1,337	26	52	1,431	30	3,729	
APPROACH %	19%	73%	8%	14%	54%	31%	4%	94%	2%	3%	95%	2%		
PEAK HR FACTOR	0.832			0.918			0.977			0.953			0.970	
APP/DEPART	346	/	326	448	/	313	1,422	/	1,437	1,513	/	1,653	0	
PM	03:00 PM	10	19	13	14	29	18	23	347	24	14	352	18	881
	3:15 PM	11	18	6	4	42	23	28	287	23	34	296	10	782
	3:30 PM	14	35	8	16	44	18	21	259	12	29	292	11	759
	3:45 PM	11	23	6	15	45	14	22	318	16	18	342	9	839
	4:00 PM	7	31	7	9	61	21	26	277	29	24	328	10	830
	4:15 PM	9	45	1	12	59	15	23	309	17	29	324	8	851
	4:30 PM	11	36	3	14	58	32	19	273	25	21	313	11	816
	4:45 PM	12	30	3	18	66	22	35	304	33	30	350	11	914
	5:00 PM	10	34	9	21	59	13	28	293	25	26	342	14	874
	5:15 PM	12	24	9	14	75	22	31	272	11	31	416	17	934
	5:30 PM	15	29	5	10	66	22	27	300	16	26	420	6	942
	5:45 PM	13	25	14	18	68	13	30	371	8	28	426	8	1,022
	VOLUMES	135	349	84	165	672	233	313	3,610	239	310	4,201	133	10,444
APPROACH %	24%	61%	15%	15%	63%	22%	8%	87%	6%	7%	90%	3%		
APP/DEPART	568	/	714	1,070	/	1,140	4,162	/	3,940	4,644	/	4,650	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	50	112	37	63	268	70	116	1,236	60	111	1,604	45	3,772	
APPROACH %	25%	56%	19%	16%	67%	17%	8%	88%	4%	6%	91%	3%		
PEAK HR FACTOR	0.939			0.903			0.863			0.948			0.923	
APP/DEPART	199	/	251	401	/	421	1,412	/	1,354	1,760	/	1,746	0	





City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Culver Boulevard

East/West Venice Boulevard

Day: Thursday Date: October 15, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-WHEELED	107		28		330		377	
BIKES	6		53		180		122	
BUSES	4		1		100		99	

	N/B		S/B		E/B		W/B	
	TIME		TIME		TIME		TIME	
<i>AM PK 15 MIN</i>	210	9.00	60	8.45	367	8.00	541	9.45
<i>PM PK 15 MIN</i>	248	17.45	81	17.30	339	15.00	578	17.30
<i>AM PK HOUR</i>	769	8.15	215	8.15	1352	7.30	2054	9.00
<i>PM PK HOUR</i>	933	17.00	289	16.00	1298	15.00	2098	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	40	604	671
8-9	36	43	676	755
9-10	54	42	629	725
15-16	65	53	731	849
16-17	68	41	789	898
17-18	75	47	811	933
TOTAL	325	266	4240	4831

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	110	26	17	153
8-9	142	37	29	208
9-10	118	37	34	189
15-16	193	39	23	255
16-17	240	25	24	289
17-18	229	35	23	287
TOTAL	1032	199	150	1381

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
824	64	0	6	0
963	52	0	16	0
914	59	0	13	0
1104	75	0	32	0
1187	88	0	22	0
1220	106	0	50	0
6212	444	0	139	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	1095	8	1117
8-9	20	1285	13	1318
9-10	30	1052	21	1103
15-16	19	1243	36	1298
16-17	15	1217	17	1249
17-18	9	1190	17	1216
TOTAL	107	7082	112	7301

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	249	1380	91	1720
8-9	324	1523	140	1987
9-10	345	1556	153	2054
15-16	342	1375	144	1861
16-17	370	1361	123	1854
17-18	377	1593	128	2098
TOTAL	2007	8788	779	11574

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2837	31	0	0	0
3305	29	0	0	0
3157	81	0	1	0
3159	79	0	0	0
3103	95	0	0	0
3314	92	0	0	0
18875	407	0	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Oct 15, 15

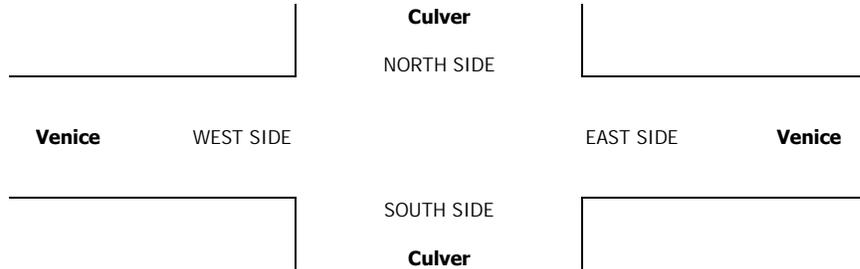
LOCATION:
NORTH & SOUTH: Culver
EAST & WEST: Culver
Venice

PROJECT #: SC0743
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
--------	----------------------------------	-----	---------------	-----

LANES:	NORTHBOUND <small>Culver</small>			SOUTHBOUND <small>Culver</small>			EASTBOUND <small>Venice</small>			WESTBOUND <small>Venice</small>			TOTAL
	NL 1	NT 1	NR 2	SL 1	ST 0.5	SR 0.5	EL 1	ET 3	ER 0	WL 2	WT 3	WR 0	

AM	7:00 AM	3	5	111	20	5	6	1	216	1	44	307	25	744
	7:15 AM	11	8	160	25	7	3	5	229	3	76	350	24	901
	7:30 AM	8	14	164	30	7	3	5	357	3	61	360	25	1,037
	7:45 AM	5	13	169	35	7	5	3	293	1	68	363	17	979
	8:00 AM	7	9	180	32	5	5	3	359	5	71	420	33	1,129
	8:15 AM	9	12	154	30	11	11	8	314	1	87	379	30	1,046
	8:30 AM	12	7	190	40	8	6	4	317	3	75	351	42	1,055
	8:45 AM	8	15	152	40	13	7	5	295	4	91	373	35	1,038
	9:00 AM	14	15	181	28	9	12	7	280	6	88	360	33	1,033
	9:15 AM	11	4	154	28	10	6	9	286	3	83	408	37	1,039
	9:30 AM	15	13	148	28	4	10	5	226	4	88	379	37	957
	9:45 AM	14	10	146	34	14	6	9	260	8	86	409	46	1,042
	VOLUMES	117	125	1,909	370	100	80	64	3,432	42	918	4,459	384	12,000
APPROACH %	5%	6%	89%	67%	18%	15%	2%	97%	1%	16%	77%	7%		
APP/DEPART	2,151	/	572	550	/	1,060	3,538	/	5,712	5,761	/	4,656	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	36	43	676	142	37	29	20	1,285	13	324	1,523	140	4,268	
APPROACH %	5%	6%	90%	68%	18%	14%	2%	97%	1%	16%	77%	7%		
PEAK HR FACTOR	0.903			0.867			0.898			0.948			0.945	
APP/DEPART	755	/	202	208	/	373	1,318	/	2,104	1,987	/	1,589	0	
PM	03:00 PM	20	9	168	44	13	8	10	321	8	80	329	34	1,044
	3:15 PM	15	16	176	45	12	4	4	300	7	80	337	33	1,029
	3:30 PM	17	18	192	55	9	3	2	299	15	94	360	39	1,103
	3:45 PM	13	10	195	49	5	8	3	323	6	88	349	38	1,087
	4:00 PM	21	5	203	60	7	5	3	309	7	91	322	27	1,060
	4:15 PM	16	9	185	55	5	7	5	320	4	88	361	34	1,089
	4:30 PM	14	16	215	64	5	6	3	274	5	81	342	40	1,065
	4:45 PM	17	11	186	61	8	6	4	314	1	110	336	22	1,076
	5:00 PM	20	9	180	53	10	3	1	321	4	104	352	22	1,079
	5:15 PM	21	16	210	50	6	10	1	281	3	77	369	33	1,077
	5:30 PM	22	7	200	67	10	4	4	284	6	103	435	40	1,182
	5:45 PM	12	15	221	59	9	6	3	304	4	93	437	33	1,196
	VOLUMES	208	141	2,331	662	99	70	43	3,650	70	1,089	4,329	395	13,087
APPROACH %	8%	5%	87%	80%	12%	8%	1%	97%	2%	19%	74%	7%		
APP/DEPART	2,680	/	579	831	/	1,256	3,763	/	6,646	5,813	/	4,606	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	75	47	811	229	35	23	9	1,190	17	377	1,593	128	4,534	
APPROACH %	8%	5%	87%	80%	12%	8%	1%	98%	1%	18%	76%	6%		
PEAK HR FACTOR	0.941			0.886			0.933			0.907			0.948	
APP/DEPART	933	/	184	287	/	428	1,216	/	2,231	2,098	/	1,691	0	



Turning Movement Count Report AM

Location ID: 5
 North/South: Robertson Blvd
 East/West: Venice Blvd

Date: 02/18/15
 City: Culver City, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	53	36	30	60	234	7	8	64	10	5	242	65	814
7:15	69	29	39	54	222	7	9	94	21	6	286	64	900
7:30	70	36	48	44	274	6	7	91	20	12	349	89	1046
7:45	71	67	69	34	285	5	8	90	25	9	322	90	1075
8:00	77	69	64	53	281	12	7	98	20	9	390	61	1141
8:15	68	57	59	36	317	13	9	90	28	9	408	98	1192
8:30	101	50	59	60	310	13	8	100	17	19	404	98	1239
8:45	97	73	59	51	344	10	16	85	15	23	408	86	1267
9:00	102	70	54	38	336	9	9	101	19	12	350	89	1189
9:15	95	53	45	75	324	14	13	79	14	18	342	88	1160
9:30	77	60	56	99	267	16	8	75	15	18	331	71	1093
9:45	98	49	52	60	329	6	21	69	17	24	300	63	1088

Total Volume:	978	649	634	664	3523	118	123	1036	221	164	4132	962	13204
Approach %	43%	29%	28%	15%	82%	3%	9%	75%	16%	3%	79%	18%	

Peak Hr Begin:	8:15	1407											
PHV	368	250	231	185	1307	45	42	376	79	63	1570	371	4887
PHF	0.927			0.949			0.963			0.962			0.964

Turning Movement Count Report PM

Location ID: 5
 North/South: Robertson Blvd
 East/West: Venice Blvd

Date: 02/18/15
 City: Culver City, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	70	54	59	25	278	10	10	67	20	26	437	79	1135
15:15	79	33	43	20	237	6	11	62	12	37	402	70	1012
15:30	78	46	60	21	297	12	12	48	10	31	440	81	1136
15:45	88	39	56	22	241	6	11	65	22	23	447	74	1094
16:00	89	41	52	21	242	6	12	63	18	33	441	68	1086
16:15	64	45	56	20	263	9	14	46	20	33	468	79	1117
16:30	82	35	61	19	246	9	11	87	17	24	445	97	1133
16:45	75	30	51	24	275	13	15	75	22	29	367	98	1074
17:00	71	32	41	23	299	10	15	84	15	21	442	95	1148
17:15	86	46	41	33	301	15	13	86	23	25	485	101	1255
17:30	104	39	36	19	344	17	17	90	27	28	422	119	1262
17:45	83	45	42	30	292	19	17	86	32	23	382	131	1182

Total Volume:	969	485	598	277	3315	132	158	859	238	333	5178	1092	13634
Approach %	47%	24%	29%	7%	89%	4%	13%	68%	19%	5%	78%	17%	

Peak Hr Begin:	17:00	1436											
PHV	344	162	160	105	1236	61	62	346	97	97	1731	446	4847
PHF	0.930			0.922			0.935			0.930			0.960



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South National Boulevard

East/West Venice Boulevard

Day: Thursday Date: September 24, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: AimTD LLC

School Day: YES District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-WHEELED	258		184		402		378	
BIKES	23		34		85		160	
BUSES	22		45		159		85	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	314	7.00	205	9.00	519	8.00	444	9.30
<i>PM PK 15 MIN</i>	236	17.00	301	15.30	545	17.45	393	17.00
<i>AM PK HOUR</i>	1113	7.00	751	7.45	1991	8.00	1583	9.00
<i>PM PK HOUR</i>	895	17.00	1031	16.45	2108	15.45	1471	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	297	792	24	1113
8-9	225	625	27	877
9-10	203	575	38	816
15-16	159	447	57	663
16-17	200	475	82	757
17-18	199	603	93	895
TOTAL	1283	3517	321	5121

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	371	60	484
8-9	104	557	80	741
9-10	91	455	83	629
15-16	180	681	76	937
16-17	118	713	61	892
17-18	140	771	55	966
TOTAL	686	3548	415	4649

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1597	93	35	86	56
1618	47	0	55	0
1445	38	0	66	6
1600	59	13	97	43
1649	64	5	73	18
1861	40	3	76	14
9770	341	56	453	137

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	144	1073	357	1574
8-9	141	1441	409	1991
9-10	126	1173	361	1660
15-16	131	1555	296	1982
16-17	140	1603	322	2065
17-18	163	1539	307	2009
TOTAL	845	8384	2052	11281

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	1272	96	1422
8-9	69	1233	80	1382
9-10	64	1405	114	1583
15-16	62	1041	55	1158
16-17	69	1192	49	1310
17-18	89	1324	58	1471
TOTAL	407	7467	452	8326

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2996	118	47	113	57
3373	63	1	41	3
3243	34	2	37	0
3140	94	78	104	53
3375	75	34	78	19
3480	72	32	46	12
19607	456	194	419	144

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

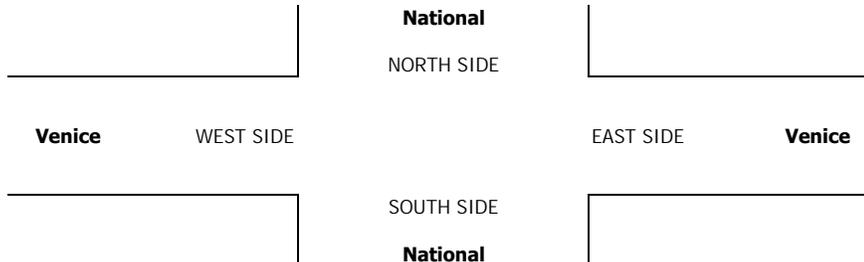
Culver City
National
Venice

PROJECT #: SC0715
LOCATION #: 13
CONTROL: SIGNAL

NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	E ▶	▼ S
--------	----	----	----	-------	-------	--------	-----	-----	--------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	National			National			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	2	2	0	1	2	1	

AM	7:00 AM	88	220	6	6	61	13	43	215	72	13	338	34	1,109
	7:15 AM	86	207	3	11	69	12	36	259	86	16	332	27	1,144
	7:30 AM	67	192	5	18	89	22	37	271	80	11	283	21	1,096
	7:45 AM	56	173	10	18	152	13	28	328	119	14	319	14	1,244
	8:00 AM	50	185	13	27	154	21	29	381	109	19	319	31	1,338
	8:15 AM	59	169	7	24	162	15	32	344	106	15	297	10	1,240
	8:30 AM	71	137	4	25	116	24	31	345	108	19	317	17	1,214
	8:45 AM	45	134	3	28	125	20	49	371	86	16	300	22	1,199
	9:00 AM	49	131	7	27	147	31	35	330	101	16	308	29	1,211
	9:15 AM	53	163	9	26	123	23	28	308	114	14	310	18	1,189
	9:30 AM	46	129	9	21	88	14	42	279	68	17	395	32	1,140
	9:45 AM	55	152	13	17	97	15	21	256	78	17	392	35	1,148
	VOLUMES	725	1,992	89	248	1,383	223	411	3,687	1,127	187	3,910	290	14,272
APPROACH %	26%	71%	3%	13%	75%	12%	8%	71%	22%	4%	89%	7%		
APP/DEPART	2,806	/	2,683	1,854	/	2,697	5,225	/	4,024	4,387	/	4,868	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	236	664	34	94	584	73	120	1,398	442	67	1,252	72	5,036	
APPROACH %	25%	71%	4%	13%	78%	10%	6%	71%	23%	5%	90%	5%		
PEAK HR FACTOR	0.942			0.929			0.944			0.942			0.941	
APP/DEPART	934	/	851	751	/	1,093	1,960	/	1,526	1,391	/	1,566	0	
PM	03:00 PM	28	134	17	37	166	15	33	362	70	18	283	15	1,178
	3:15 PM	42	78	15	40	145	19	32	375	87	13	222	11	1,079
	3:30 PM	41	114	15	55	221	25	30	396	70	19	274	12	1,272
	3:45 PM	48	121	10	48	149	17	36	422	69	12	262	17	1,211
	4:00 PM	44	103	25	29	173	19	46	410	67	18	289	12	1,235
	4:15 PM	53	121	21	33	158	21	33	422	75	21	296	10	1,264
	4:30 PM	51	135	16	24	173	10	32	403	93	19	310	14	1,280
	4:45 PM	52	116	20	32	209	11	29	368	87	11	297	13	1,245
	5:00 PM	50	166	20	33	212	15	30	396	92	21	351	21	1,407
	5:15 PM	46	136	25	31	206	14	42	328	90	22	329	14	1,283
	5:30 PM	51	160	25	41	210	17	40	385	61	28	340	11	1,369
	5:45 PM	52	141	23	35	143	9	51	430	64	18	304	12	1,282
	VOLUMES	558	1,525	232	438	2,165	192	434	4,697	925	220	3,557	162	15,105
APPROACH %	24%	66%	10%	16%	77%	7%	7%	78%	15%	6%	90%	4%		
APP/DEPART	2,315	/	2,102	2,795	/	3,298	6,056	/	5,378	3,939	/	4,327	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	199	603	93	140	771	55	163	1,539	307	89	1,324	58	5,341	
APPROACH %	22%	67%	10%	14%	80%	6%	8%	77%	15%	6%	90%	4%		
PEAK HR FACTOR	0.948			0.901			0.922			0.936			0.949	
APP/DEPART	895	/	818	966	/	1,162	2,009	/	1,776	1,471	/	1,585	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

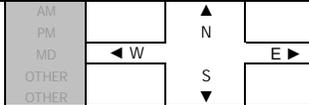
DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Helms
Venice

PROJECT #: SC0715
LOCATION #: 14
CONTROL: SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	1	0	1	3	0	1	3	0	
7:00 AM	1	0	0	3	0	4	3	215	2	3	394	2	627
7:15 AM	0	0	0	2	0	4	6	259	0	3	445	3	722
7:30 AM	0	1	0	2	1	4	10	322	1	8	351	15	715
7:45 AM	1	3	0	12	0	5	19	326	1	11	330	24	732
8:00 AM	1	1	1	3	0	4	11	382	2	9	335	15	764
8:15 AM	2	1	1	4	2	1	9	372	4	5	337	14	752
8:30 AM	0	1	1	3	0	8	16	339	2	10	366	11	757
8:45 AM	0	0	3	6	1	1	16	376	3	9	351	16	782
9:00 AM	2	3	0	1	1	4	19	343	2	4	339	14	732
9:15 AM	2	1	1	2	1	3	20	316	2	5	365	10	728
9:30 AM	1	1	2	1	1	2	11	284	3	8	424	9	747
9:45 AM	4	0	0	6	0	1	13	245	5	8	399	9	690
VOLUMES	14	12	9	45	7	41	153	3,779	27	83	4,436	142	8,748
APPROACH %	40%	34%	26%	48%	8%	44%	4%	95%	1%	2%	95%	3%	
APP/DEPART	35	/	283	93	/	63	3,959	/	3,887	4,661	/	4,515	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	3	3	6	16	3	14	52	1,469	11	33	1,389	56	3,055
APPROACH %	25%	25%	50%	48%	9%	42%	3%	96%	1%	2%	94%	4%	
PEAK HR FACTOR	0.750			0.750			0.970			0.955			0.977
APP/DEPART	12	/	108	33	/	28	1,532	/	1,510	1,478	/	1,409	0
03:00 PM	5	0	4	5	0	6	8	404	3	3	281	3	722
3:15 PM	3	0	2	11	2	4	21	384	5	15	252	1	700
3:30 PM	4	2	1	5	0	3	6	412	7	4	281	2	727
3:45 PM	4	0	3	4	0	7	11	453	7	6	293	2	790
4:00 PM	3	1	2	4	1	8	8	449	4	2	300	1	783
4:15 PM	2	1	4	8	0	5	12	438	4	7	306	1	788
4:30 PM	2	1	2	4	0	6	8	433	6	4	359	3	828
4:45 PM	1	0	2	6	0	11	12	354	4	6	292	2	690
5:00 PM	3	1	4	5	1	8	8	464	9	9	400	0	912
5:15 PM	3	1	3	3	0	5	9	404	3	8	338	2	779
5:30 PM	4	0	2	13	1	10	8	419	4	9	382	2	854
5:45 PM	3	2	1	8	0	11	9	502	7	7	332	6	888
VOLUMES	37	9	30	76	5	84	120	5,116	63	80	3,816	25	9,461
APPROACH %	49%	12%	39%	46%	3%	51%	2%	97%	1%	2%	97%	1%	
APP/DEPART	76	/	105	165	/	102	5,299	/	5,268	3,921	/	3,986	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	13	4	10	29	2	34	34	1,789	23	33	1,452	10	3,433
APPROACH %	48%	15%	37%	45%	3%	52%	2%	97%	1%	2%	97%	1%	
PEAK HR FACTOR	0.844			0.677			0.891			0.914			0.941
APP/DEPART	27	/	33	65	/	42	1,846	/	1,844	1,495	/	1,514	0



	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	TOTAL
AM	1	0	0	1	1	2	1	2	1	2	1	4	14
PM	3	1	2	3	3	3	3	4	3	3	4	3	37
TOTAL	4	1	2	4	4	5	4	6	4	5	5	7	51

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
10	6	3	1	20
8	3	1	1	13
10	4	3	5	22
6	3	6	2	17
13	8	7	5	33
12	8	9	7	36
13	2	9	8	32
10	5	12	4	31
10	2	10	12	34
12	6	12	14	44
10	3	10	4	27
7	4	8	7	26
121	54	90	70	335
8	7	3	6	24
8	6	7	4	25
11	9	4	1	25
8	4	11	9	32
9	2	9	1	21
16	3	5	4	28
9	9	6	7	31
9	6	12	6	33
9	6	13	8	36
12	9	9	6	36
7	5	15	10	37
8	10	13	10	41
114	76	107	72	369

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	2	3	1	11
2	2	1	0	5
4	2	3	5	14
3	0	6	2	11
6	6	7	4	23
5	5	9	7	26
6	2	9	7	24
1	2	12	4	19
5	1	10	11	27
5	4	12	14	35
7	2	9	4	22
3	1	7	7	18
52	29	88	66	235
3	1	3	6	13
4	6	7	4	21
4	5	4	1	14
3	0	3	9	15
5	1	9	1	16
10	0	5	4	19
7	4	6	6	23
2	6	12	5	25
5	4	13	8	30
8	4	9	6	27
0	1	14	10	25
3	6	13	8	30
54	38	98	68	258

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
5	4	0	0	9
6	1	0	1	8
6	2	0	0	8
3	3	0	0	6
7	2	0	1	10
7	3	0	0	10
7	0	0	1	8
9	3	0	0	12
5	1	0	1	7
7	2	0	0	9
3	1	1	0	5
4	3	1	0	8
69	25	2	4	100
5	6	0	0	11
4	0	0	0	4
7	4	0	0	11
5	4	8	0	17
4	1	0	0	5
6	3	0	0	9
2	5	0	1	8
7	0	0	1	8
4	2	0	0	6
4	5	0	0	9
7	4	1	0	12
5	4	0	2	11
60	38	9	4	111

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

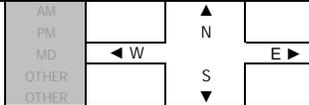
DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Cattaraugus
Venice

PROJECT #: SC0715
LOCATION #: 15
CONTROL: SIGNAL

NOTES:



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Cattaraugus			Cattaraugus			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Cattaraugus			Cattaraugus			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	11	54	5	22	12	5	6	190	2	20	359	28	714
7:15 AM	13	64	1	25	10	3	10	235	0	14	413	41	829
7:30 AM	7	80	9	29	17	6	13	310	0	39	386	41	937
7:45 AM	20	76	3	49	27	0	22	338	4	32	375	38	984
8:00 AM	8	72	3	45	28	7	26	401	6	30	350	32	1,008
8:15 AM	13	93	5	32	13	4	20	382	2	29	389	27	1,009
8:30 AM	8	91	4	29	11	6	29	330	4	21	333	34	900
8:45 AM	7	103	3	24	10	5	36	359	4	42	341	27	961
9:00 AM	10	69	1	27	7	5	24	320	4	32	365	34	898
9:15 AM	2	67	3	26	7	4	18	322	0	33	375	35	892
9:30 AM	5	66	7	19	8	7	22	264	8	25	420	35	886
9:45 AM	10	56	3	15	8	7	16	259	3	32	385	22	816
VOLUMES	114	891	47	342	158	59	242	3,710	37	349	4,491	394	10,834
APPROACH %	11%	85%	4%	61%	28%	11%	6%	93%	1%	7%	86%	8%	
APP/DEPART	1,052	/	1,498	559	/	409	3,989	/	4,234	5,234	/	4,693	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	48	321	20	155	85	17	81	1,431	12	130	1,500	138	3,938
APPROACH %	12%	83%	5%	60%	33%	7%	5%	94%	1%	7%	85%	8%	
PEAK HR FACTOR	0.876			0.803			0.880			0.948			0.976
APP/DEPART	389	/	538	257	/	177	1,524	/	1,656	1,768	/	1,567	0
PM													
03:00 PM	3	33	5	29	16	4	14	351	9	10	284	23	781
3:15 PM	2	18	6	68	25	2	20	385	14	25	251	9	825
3:30 PM	3	21	7	55	33	8	16	407	10	25	308	13	906
3:45 PM	3	15	6	60	25	6	22	431	7	27	276	15	893
4:00 PM	3	15	4	45	31	8	19	410	15	21	284	15	870
4:15 PM	1	16	5	51	30	4	20	420	8	12	305	22	894
4:30 PM	3	14	4	60	47	6	21	407	15	19	310	14	920
4:45 PM	2	15	4	81	39	6	20	338	7	10	299	14	835
5:00 PM	4	16	9	59	30	4	18	401	2	22	351	15	931
5:15 PM	2	16	9	68	38	5	21	401	20	11	333	12	936
5:30 PM	5	21	10	71	36	5	24	389	11	19	343	12	946
5:45 PM	3	17	5	58	34	5	17	422	7	16	309	9	902
VOLUMES	34	217	74	705	384	63	232	4,762	125	217	3,653	173	10,639
APPROACH %	10%	67%	23%	61%	33%	5%	5%	93%	2%	5%	90%	4%	
APP/DEPART	325	/	591	1,152	/	636	5,119	/	5,631	4,043	/	3,781	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	14	70	33	256	138	19	80	1,613	40	68	1,336	48	3,715
APPROACH %	12%	60%	28%	62%	33%	5%	5%	93%	2%	5%	92%	3%	
PEAK HR FACTOR	0.813			0.922			0.971			0.936			0.982
APP/DEPART	117	/	187	413	/	220	1,733	/	1,928	1,452	/	1,380	0



	ALL PED AND BIKE				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	8	10	2	9	29
7:15 AM	9	8	7	10	34
7:30 AM	6	10	5	11	32
7:45 AM	11	10	4	5	30
8:00 AM	9	5	5	4	23
8:15 AM	14	10	7	6	37
8:30 AM	8	4	4	2	18
8:45 AM	11	4	4	1	20
9:00 AM	7	5	10	3	25
9:15 AM	8	5	3	2	18
9:30 AM	1	2	2	2	7
9:45 AM	12	7	6	7	32
TOTAL	104	80	59	62	305
PM					
3:00 PM	10	16	17	3	46
3:15 PM	46	9	69	19	143
3:30 PM	11	6	18	3	38
3:45 PM	6	8	5	0	19
4:00 PM	6	5	11	1	23
4:15 PM	14	5	9	3	31
4:30 PM	11	17	14	3	45
4:45 PM	7	3	10	7	27
5:00 PM	6	6	5	1	18
5:15 PM	5	10	5	3	23
5:30 PM	8	11	9	4	32
5:45 PM	6	13	10	7	36
TOTAL	136	109	182	54	481

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	5	5	2	9	21
7:15 AM	4	4	3	3	14
7:30 AM	3	4	5	7	19
7:45 AM	8	5	4	3	20
8:00 AM	7	2	2	3	14
8:15 AM	5	6	6	4	21
8:30 AM	3	1	1	0	5
8:45 AM	4	1	3	1	9
9:00 AM	3	3	6	1	13
9:15 AM	3	2	2	1	8
9:30 AM	0	2	1	2	5
9:45 AM	4	3	4	6	17
TOTAL	49	38	39	40	166
PM					
3:00 PM	4	6	13	2	25
3:15 PM	39	3	34	14	90
3:30 PM	6	2	15	1	24
3:45 PM	2	1	4	0	7
4:00 PM	3	3	9	1	16
4:15 PM	12	2	3	2	19
4:30 PM	9	3	10	2	24
4:45 PM	4	1	9	4	18
5:00 PM	3	3	5	1	12
5:15 PM	3	4	3	2	12
5:30 PM	5	6	6	4	21
5:45 PM	2	4	9	3	18
TOTAL	92	38	120	36	286

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
AM					
7:00 AM	3	5	0	0	8
7:15 AM	5	4	1	6	16
7:30 AM	3	4	0	0	7
7:45 AM	3	5	0	1	9
8:00 AM	2	3	1	1	7
8:15 AM	9	4	1	2	16
8:30 AM	5	3	3	2	13
8:45 AM	7	3	0	0	10
9:00 AM	4	2	3	2	11
9:15 AM	5	3	1	1	10
9:30 AM	1	0	1	0	2
9:45 AM	6	4	2	0	12
TOTAL	53	40	13	15	121
PM					
3:00 PM	6	10	2	1	19
3:15 PM	3	1	2	1	7
3:30 PM	5	3	1	2	11
3:45 PM	4	7	1	0	12
4:00 PM	3	2	0	0	5
4:15 PM	2	3	2	1	8
4:30 PM	2	14	3	1	20
4:45 PM	3	2	1	3	9
5:00 PM	3	3	0	0	6
5:15 PM	2	6	2	1	11
5:30 PM	3	5	3	0	11
5:45 PM	3	8	1	4	16
TOTAL	39	64	18	14	135

ITM Peak Hour Summary

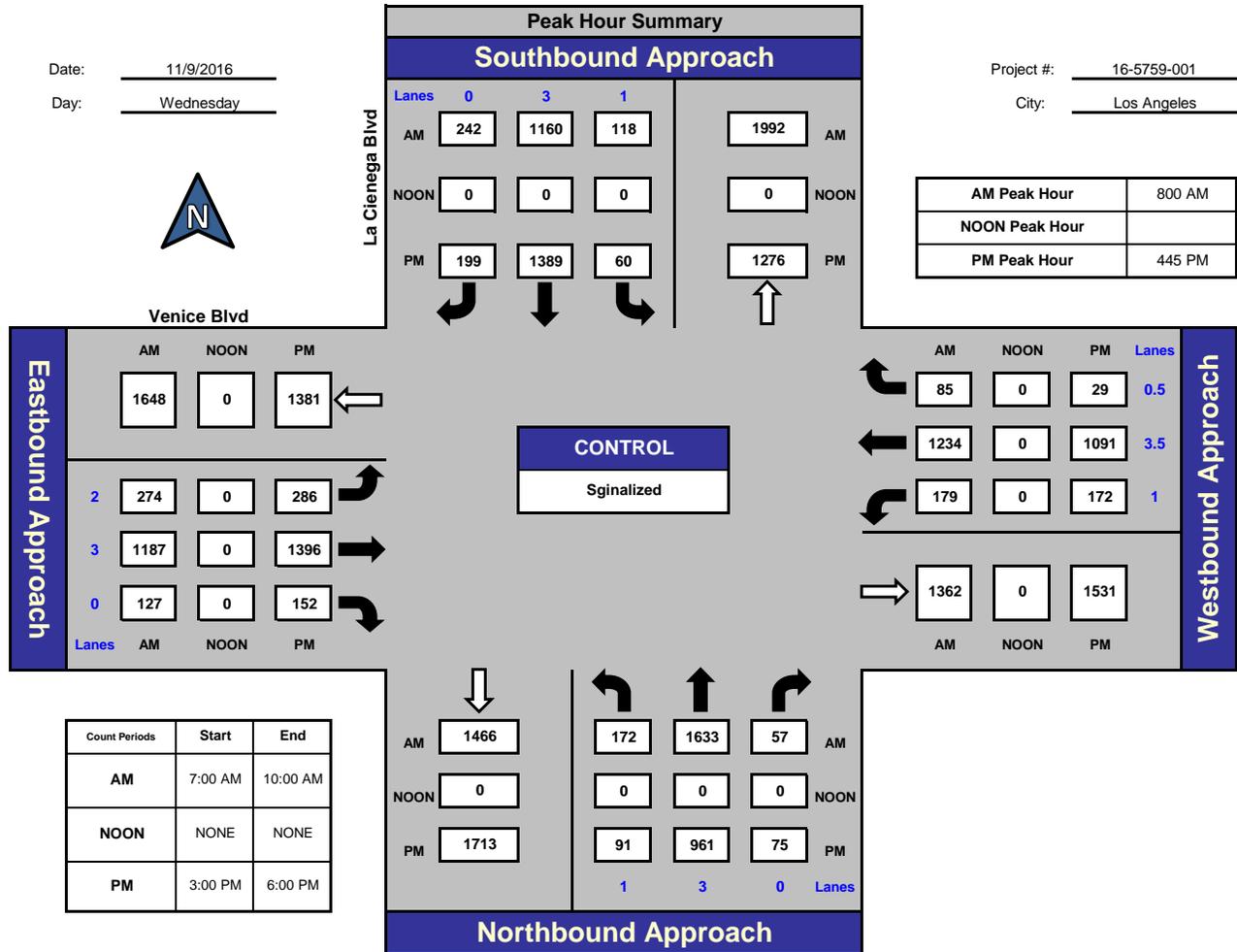


Prepared by:
National Data & Surveying Services

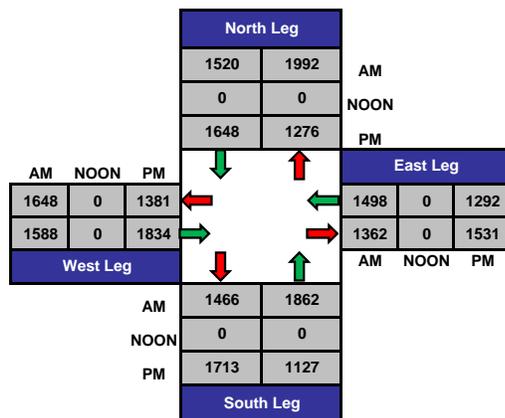
La Cienega Blvd and Venice Blvd, Los Angeles

Date: 11/9/2016
Day: Wednesday

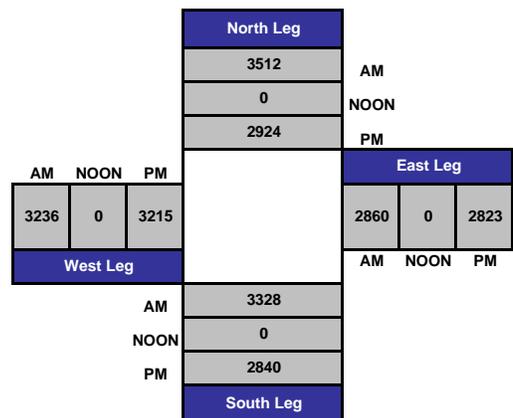
Project #: 16-5759-001
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-001

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:	AM												TOTAL
	La Cienega Blvd			La Cienega Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	2	3	0	1	3.5	0.5	
7:00 AM	38	377	23	9	196	37	52	198	16	26	390	6	1368
7:15 AM	46	414	18	6	264	42	52	248	19	23	365	3	1500
7:30 AM	41	463	17	12	216	27	75	248	11	49	366	4	1529
7:45 AM	49	403	9	20	269	47	65	292	23	48	317	9	1551
8:00 AM	42	474	20	31	315	45	68	264	33	57	296	12	1657
8:15 AM	48	385	16	27	330	58	68	322	27	43	283	27	1634
8:30 AM	39	416	11	35	219	55	76	302	27	40	323	29	1572
8:45 AM	43	358	10	25	296	84	62	299	40	39	332	17	1605
9:00 AM	42	384	13	23	259	66	69	278	39	36	363	24	1596
9:15 AM	47	300	7	14	286	54	65	236	32	44	346	16	1447
9:30 AM	37	322	15	11	251	67	59	227	25	41	371	12	1438
9:45 AM	48	241	10	17	327	75	54	225	33	38	306	6	1380
TOTAL VOLUMES :	520	4537	169	230	3228	657	765	3139	325	484	4058	165	18277
APPROACH %'s :	9.95%	86.82%	3.23%	5.59%	78.44%	15.97%	18.09%	74.23%	7.69%	10.28%	86.21%	3.51%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	172	1633	57	118	1160	242	274	1187	127	179	1234	85	6468
PEAK HR FACTOR :	0.868			0.916			0.952			0.955			0.976

CONTROL : Sgnalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-001

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:		La Cienega Blvd			La Cienega Blvd			Venice Blvd			Venice Blvd			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1	3	0	1	3	0	2	3	0	1	3.5	0.5		
3:00 PM	17	224	13	10	298	51	73	345	48	39	218	3	1339	
3:15 PM	15	233	10	18	284	57	73	325	39	38	232	4	1328	
3:30 PM	20	217	19	20	310	62	76	350	43	49	250	11	1427	
3:45 PM	19	214	11	19	370	59	58	305	41	39	201	6	1342	
4:00 PM	12	218	18	14	310	43	60	356	30	30	233	6	1330	
4:15 PM	24	191	13	12	326	52	68	331	42	39	225	5	1328	
4:30 PM	14	246	19	23	335	48	66	367	40	48	249	3	1458	
4:45 PM	22	251	22	13	334	61	70	329	42	46	248	3	1441	
5:00 PM	25	239	18	10	334	44	82	362	48	46	272	6	1486	
5:15 PM	27	233	20	18	399	47	70	340	33	36	261	15	1499	
5:30 PM	17	238	15	19	322	47	64	365	29	44	310	5	1475	
5:45 PM	19	216	15	26	319	60	71	304	44	44	257	10	1385	
TOTAL VOLUMES :	231	2720	193	202	3941	631	831	4079	479	498	2956	77	16838	
APPROACH %'s :	7.35%	86.51%	6.14%	4.23%	82.55%	13.22%	15.42%	75.69%	8.89%	14.10%	83.72%	2.18%		
PEAK HR START TIME :	445 PM												TOTAL	
PEAK HR VOL :	91	961	75	60	1389	199	286	1396	152	172	1091	29	5901	
PEAK HR FACTOR :	0.955		0.888			0.932			0.900			0.984		

CONTROL : Sginalized

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Tue, Apr 14, 15

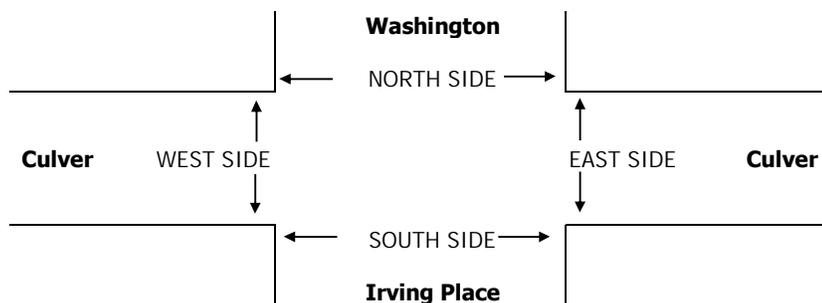
LOCATION: Culver City
NORTH & SOUTH: Washington-Irving Place
EAST & WEST: Culver

PROJECT #: SC0575
LOCATION #: 76
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER OTHER		S	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Irving Place			Washington			Culver			Culver			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	X	1	2	X	0	X	3	0	1	3	0	

AM	7:00 AM	8	0	15	57	0	5	0	203	0	4	282	0	574
	7:15 AM	6	0	8	84	0	3	0	265	0	3	349	0	718
	7:30 AM	7	0	13	110	0	0	0	294	0	7	411	0	842
	7:45 AM	19	0	15	141	0	2	0	287	0	10	476	0	950
	8:00 AM	32	0	24	152	0	8	0	269	0	9	347	0	841
	8:15 AM	26	0	24	146	0	9	0	317	0	13	396	0	931
	8:30 AM	32	0	23	158	0	8	0	275	0	11	388	0	895
	8:45 AM	30	0	31	146	0	6	0	280	0	7	438	0	938
	VOLUMES	160	0	153	994	0	41	0	2,190	0	64	3,087	0	6,689
	APPROACH %	51%	0%	49%	96%	0%	4%	0%	100%	0%	2%	98%	0%	
APP/DEPART	313	/	0	1,035	/	64	2,190	/	3,337	3,151	/	3,288	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	109	0	86	597	0	27	0	1,148	0	43	1,607	0	3,617	
APPROACH %	56%	0%	44%	96%	0%	4%	0%	100%	0%	3%	97%	0%		
PEAK HR FACTOR	0.871			0.940			0.905			0.849			0.952	
APP/DEPART	195	/	0	624	/	43	1,148	/	1,831	1,650	/	1,743	0	
PM	4:00 PM	8	0	11	183	0	1	0	279	0	6	315	0	803
	4:15 PM	10	0	16	172	0	2	0	253	0	7	298	0	758
	4:30 PM	21	0	17	222	0	6	0	229	0	7	337	0	839
	4:45 PM	11	0	7	193	0	5	0	289	0	11	295	0	811
	5:00 PM	8	0	13	206	0	3	0	270	0	5	291	0	796
	5:15 PM	9	0	17	235	0	4	0	294	0	9	301	0	869
	5:30 PM	8	0	12	224	0	6	0	323	0	7	351	0	931
	5:45 PM	9	0	18	237	0	5	0	315	0	12	337	0	933
	VOLUMES	84	0	111	1,672	0	32	0	2,252	0	64	2,525	0	6,740
	APPROACH %	43%	0%	57%	98%	0%	2%	0%	100%	0%	2%	98%	0%	
APP/DEPART	195	/	0	1,704	/	64	2,252	/	4,035	2,589	/	2,641	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	34	0	60	902	0	18	0	1,202	0	33	1,280	0	3,529	
APPROACH %	36%	0%	64%	98%	0%	2%	0%	100%	0%	3%	97%	0%		
PEAK HR FACTOR	0.870			0.950			0.930			0.917			0.946	
APP/DEPART	94	/	0	920	/	33	1,202	/	2,164	1,313	/	1,332	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

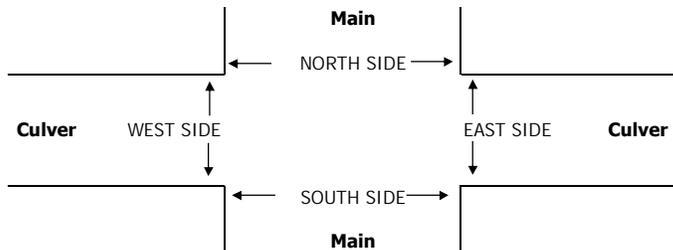
LOCATION: Culver City
NORTH & SOUTH: Main
EAST & WEST: Culver

PROJECT #: SC0715
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1	X	1	1	3	X	X	3	0	

AM	7:00 AM	0	0	0	15	0	14	42	295	0	0	280	11	657
	7:15 AM	0	0	0	16	0	26	46	300	0	0	299	17	704
	7:30 AM	0	0	0	20	0	51	66	322	0	0	322	22	803
	7:45 AM	0	0	0	19	0	39	66	409	0	0	375	43	951
	8:00 AM	0	0	0	21	0	66	58	395	0	0	312	31	883
	8:15 AM	0	0	0	25	0	53	65	407	0	0	336	32	918
	8:30 AM	0	0	0	23	0	52	67	392	0	0	357	19	910
	8:45 AM	0	0	0	18	0	62	72	430	0	0	309	18	909
	VOLUMES	0	0	0	157	0	363	482	2,950	0	0	2,590	193	6,735
	APPROACH %	0%	0%	0%	30%	0%	70%	14%	86%	0%	0%	93%	7%	
APP/DEPART	0	/	667	520	/	0	3,432	/	3,107	2,783	/	2,961	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	88	0	210	256	1,603	0	0	1,380	125	3,662	
APPROACH %	0%	0%	0%	30%	0%	70%	14%	86%	0%	0%	92%	8%		
PEAK HR FACTOR	0.000			0.856			0.978			0.900			0.963	
APP/DEPART	0	/	379	298	/	0	1,859	/	1,691	1,505	/	1,592	0	
PM	4:00 PM	0	0	0	47	0	57	39	419	0	0	246	10	818
	4:15 PM	0	0	0	62	0	40	46	443	0	0	263	14	868
	4:30 PM	0	0	0	65	0	44	35	394	0	0	274	13	825
	4:45 PM	0	0	0	69	0	56	41	454	0	1	255	16	892
	5:00 PM	0	0	0	58	0	44	40	429	0	0	271	27	869
	5:15 PM	0	0	0	49	0	51	29	465	0	0	276	23	893
	5:30 PM	0	0	0	51	0	56	30	429	0	0	278	25	869
	5:45 PM	0	0	0	52	0	59	39	414	0	0	263	21	848
	VOLUMES	0	0	0	453	0	407	299	3,447	0	1	2,126	149	6,882
	APPROACH %	0%	0%	0%	53%	0%	47%	8%	92%	0%	0%	93%	7%	
APP/DEPART	0	/	435	860	/	0	3,746	/	3,901	2,276	/	2,546	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	227	0	207	140	1,777	0	1	1,080	91	3,523	
APPROACH %	0%	0%	0%	52%	0%	48%	7%	93%	0%	0%	92%	8%		
PEAK HR FACTOR	0.000			0.868			0.968			0.967			0.986	
APP/DEPART	0	/	225	434	/	0	1,917	/	2,005	1,172	/	1,293	0	



AM	7:00 AM	2	2	0	5	9
	7:15 AM	5	0	5	3	13
	7:30 AM	10	0	4	3	17
	7:45 AM	10	0	3	10	23
	8:00 AM	4	0	5	2	11
	8:15 AM	12	0	13	12	37
	8:30 AM	17	0	11	13	41
	8:45 AM	7	2	7	5	21
	TOTAL	67	4	48	53	172
	PM	4:00 PM	16	0	7	19
4:15 PM		31	1	14	16	62
4:30 PM		30	0	9	20	59
4:45 PM		30	2	5	15	52
5:00 PM		15	1	8	20	44
5:15 PM		45	1	8	15	69
5:30 PM		35	0	18	25	78
5:45 PM		34	2	12	36	84
TOTAL		236	7	81	166	490

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
2	2	0	5	9	
5	0	5	3	13	
10	0	4	3	17	
10	0	3	10	23	
4	0	5	2	11	
12	0	13	12	37	
17	0	11	13	41	
7	2	7	5	21	
67	4	48	53	172	
16	0	7	19	42	
31	1	14	16	62	
30	0	9	20	59	
30	2	5	15	52	
15	1	8	20	44	
45	1	8	15	69	
35	0	18	25	78	
34	2	12	36	84	
236	7	81	166	490	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	4	5
4	0	4	3	11
5	0	3	3	11
10	0	3	10	23
3	0	5	2	10
9	0	13	8	30
14	0	10	12	36
5	0	5	5	15
51	0	43	47	141
14	0	6	18	38
28	0	14	14	56
30	0	9	17	56
28	0	4	14	46
13	0	7	19	39
44	0	7	13	64
33	0	17	24	74
33	0	11	33	77
223	0	75	152	450

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	2	0	1	4
1	0	1	0	2
5	0	1	0	6
0	0	0	0	0
1	0	0	0	1
3	0	0	4	7
3	0	1	1	5
2	2	2	0	6
16	4	5	6	31
2	0	1	1	4
3	1	0	2	6
0	0	0	3	3
2	2	1	1	6
2	1	1	1	5
1	1	1	2	5
2	0	1	1	4
1	2	1	3	7
13	7	6	14	40

Turning Movement Count Report AM

Location ID: 2
 North/South: Canfield/Ince Blvd
 East/West: Culver Blvd

Date: 02/18/15
 City: Culver City, CA

Movements:	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	0	0	1	55	4	9	3	239	127	125	0	564
7:15	1	0	0	1	48	4	6	1	276	160	136	3	636
7:30	2	0	0	0	68	5	9	2	296	225	157	3	767
7:45	0	0	0	2	62	7	13	2	356	224	159	2	827
8:00	2	0	0	0	56	6	10	6	296	264	180	1	821
8:15	4	0	0	0	58	6	15	1	309	255	166	1	815
8:30	1	0	0	0	64	9	11	4	308	257	175	3	832
8:45	1	0	0	1	92	9	16	6	289	260	177	2	853
9:00	2	0	0	0	74	12	20	4	275	251	169	2	809
9:15	2	0	0	1	73	15	19	2	262	200	173	2	749
9:30	0	0	0	2	72	15	15	1	240	180	167	2	694
9:45	5	0	0	3	72	16	12	1	241	185	147	1	683

Total Volume:	21	0	0	11	794	108	155	33	3387	2588	1931	22	9050
Approach %	100%	0%	0%	1%	87%	12%	4%	1%	95%	57%	43%	0%	

Peak Hr Begin:	8:00												
PHV	8	0	0	1	270	30	52	17	1202	1036	698	7	3321
PHF	0.500			0.738			0.978			0.978			0.973

Turning Movement Count Report PM

Location ID: 2
 North/South: Canfield/Ince Blvd
 East/West: Culver Blvd

Date: 02/18/15
 City: Culver City, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	0	0	4	50	9	22	5	216	244	158	6	722
15:15	4	0	0	4	60	7	18	2	194	298	170	2	759
15:30	5	0	0	6	78	10	18	7	180	273	152	3	732
15:45	3	0	0	7	80	10	21	9	205	261	160	6	762
16:00	5	0	0	4	91	12	13	1	197	296	175	10	804
16:15	4	0	0	1	68	8	21	2	206	332	175	5	822
16:30	5	0	0	1	89	5	23	6	193	310	154	5	791
16:45	5	0	0	8	97	12	15	5	213	300	162	9	826
17:00	7	0	0	3	60	8	25	3	218	314	182	6	826
17:15	3	0	0	3	89	6	27	5	230	300	209	5	877
17:30	9	0	0	7	102	12	24	1	202	298	220	6	881
17:45	6	0	0	6	90	9	22	5	242	295	185	6	866

Total Volume:	64	0	0	54	954	108	249	51	2496	3521	2102	69	9668
Approach %	100%	0%	0%	5%	85%	10%	9%	2%	89%	62%	37%	1%	

Peak Hr Begin:	17:00												
PHV	25	0	0	19	341	35	98	14	892	1207	796	23	3450
PHF	0.694			0.816			0.933			0.967			0.979

Turning Movement Count Report AM

Location ID: 3
 North/South: Ince Blvd
 East/West: Washington Blvd

Date: 02/18/15
 City: Culver City, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	14	115	219	0	9	23	12	0	0	0	0	394
7:15	0	5	143	269	0	9	19	14	0	0	0	0	459
7:30	1	12	198	266	0	8	20	28	0	1	0	0	534
7:45	0	18	204	338	0	8	21	34	0	0	0	0	623
8:00	1	26	224	252	0	16	33	44	0	0	1	0	597
8:15	2	19	233	288	1	14	33	48	0	0	1	0	639
8:30	2	24	249	307	0	18	23	34	0	1	1	0	659
8:45	1	32	226	282	0	13	27	36	0	1	0	0	618
9:00	1	28	232	255	0	10	29	30	0	0	1	0	586
9:15	0	32	186	251	0	21	21	16	0	0	0	0	527
9:30	2	34	163	222	0	21	20	32	0	0	3	0	497
9:45	1	34	149	239	0	18	21	14	0	1	0	0	477

Total Volume:	13	278	2322	3188	1	165	290	342	0	4	7	0	6610
Approach %	0%	11%	89%	95%	0%	5%	46%	54%	0%	36%	64%	0%	

Peak Hr Begin:	7:45												
PHV	5	87	910	1185	1	56	110	160	0	1	3	0	2518
PHF	0.911			0.897			0.833			0.500			0.955

Turning Movement Count Report PM

Location ID: 3
 North/South: Ince Blvd
 East/West: Washington Blvd

Date: 02/18/15
 City: Culver City, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	1	17	225	210	0	20	25	24	0	0	1	0	523
15:15	1	25	259	199	0	16	20	14	0	0	2	0	536
15:30	2	19	281	180	0	16	19	23	0	2	0	0	542
15:45	2	17	253	216	0	14	22	20	0	1	2	0	547
16:00	4	19	280	193	0	24	18	22	0	2	5	0	567
16:15	0	26	337	210	0	27	14	18	0	0	3	0	635
16:30	1	15	299	204	0	25	20	20	0	0	3	0	587
16:45	0	26	316	195	0	28	19	26	0	1	3	0	614
17:00	4	18	274	221	0	13	24	22	0	0	1	0	577
17:15	1	19	282	208	0	25	34	36	0	1	0	0	606
17:30	5	13	290	225	0	26	28	17	0	3	2	0	609
17:45	5	15	261	239	0	32	32	24	0	3	0	0	611

Total Volume:	26	229	3357	2500	0	266	275	266	0	13	22	0	6954
Approach %	1%	6%	93%	90%	0%	10%	51%	49%	0%	37%	63%	0%	

Peak Hr Begin:	16:15												
PHV	5	85	1226	830	0	93	77	86	0	1	10	0	2413
PHF	0.906			0.974			0.886			0.688			0.950

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

LOCATION:
NORTH & SOUTH:
EAST & WEST:

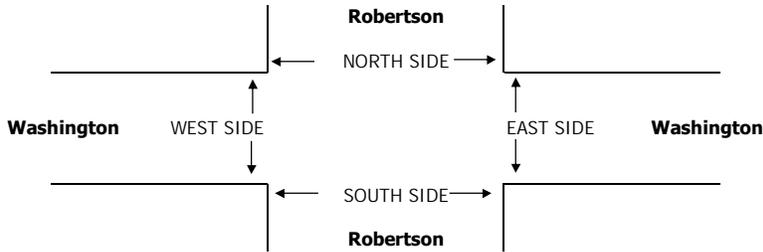
Culver City
Robertson
Washington

PROJECT #: SC0715
LOCATION #: 2
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER	◀ W	▲ N S ▼	E ▶
--------	-------------------------	-----	---------------	-----

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	2	0	1	2	1	

AM	7:00 AM	12	48	18	11	29	6	10	95	11	11	205	21	477
	7:15 AM	13	105	21	13	28	10	14	106	3	7	228	36	584
	7:30 AM	17	86	17	23	43	12	9	119	14	3	260	18	621
	7:45 AM	13	108	22	31	55	15	6	161	18	9	281	17	736
	8:00 AM	24	78	42	39	49	20	11	185	12	15	254	32	761
	8:15 AM	15	78	36	23	51	21	12	155	13	22	279	36	741
	8:30 AM	18	85	14	21	63	21	7	148	18	16	259	37	707
	8:45 AM	28	109	31	17	73	23	12	148	21	24	239	36	761
	VOLUMES	140	697	201	178	391	128	81	1,117	110	107	2,005	233	5,388
	APPROACH %	13%	67%	19%	26%	56%	18%	6%	85%	8%	5%	86%	10%	
APP/DEPART	1,038	/	1,011	697	/	608	1,308	/	1,496	2,345	/	2,273	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	85	350	123	100	236	85	42	636	64	77	1,031	141	2,970	
APPROACH %	15%	63%	22%	24%	56%	20%	6%	86%	9%	6%	83%	11%		
PEAK HR FACTOR	0.830			0.931			0.892			0.927			0.976	
APP/DEPART	558	/	533	421	/	377	742	/	859	1,249	/	1,201	0	
PM	4:00 PM	8	44	10	31	42	12	36	208	27	19	105	36	578
	4:15 PM	8	54	21	30	44	10	30	212	20	23	124	39	615
	4:30 PM	8	46	17	22	60	17	33	247	33	12	136	44	675
	4:45 PM	5	38	16	30	47	17	33	266	19	22	143	41	677
	5:00 PM	9	48	22	38	64	25	54	270	12	22	184	53	801
	5:15 PM	10	47	20	30	47	14	57	274	15	26	177	48	765
	5:30 PM	10	75	20	27	65	19	47	214	27	18	157	43	722
	5:45 PM	7	62	25	28	57	13	33	260	18	15	127	56	701
	VOLUMES	65	414	151	236	426	127	323	1,951	171	157	1,153	360	5,534
	APPROACH %	10%	66%	24%	30%	54%	16%	13%	80%	7%	9%	69%	22%	
APP/DEPART	630	/	1,097	789	/	754	2,445	/	2,338	1,670	/	1,345	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	36	232	87	123	233	71	191	1,018	72	81	645	200	2,989	
APPROACH %	10%	65%	25%	29%	55%	17%	15%	79%	6%	9%	70%	22%		
PEAK HR FACTOR	0.845			0.841			0.926			0.894			0.933	
APP/DEPART	355	/	623	427	/	386	1,281	/	1,228	926	/	752	0	



AM	7:00 AM	5	1	5	5	16
	7:15 AM	4	1	1	1	7
	7:30 AM	16	2	1	2	21
	7:45 AM	5	1	3	3	12
	8:00 AM	8	5	2	4	19
	8:15 AM	10	3	2	5	20
	8:30 AM	7	5	5	4	21
	8:45 AM	8	10	3	15	36
	TOTAL	63	28	22	39	152
	PM	4:00 PM	3	7	3	6
4:15 PM		4	2	1	4	11
4:30 PM		4	3	1	3	11
4:45 PM		6	8	4	5	23
5:00 PM		11	5	3	7	26
5:15 PM		6	5	12	5	28
5:30 PM		7	10	2	6	25
5:45 PM		9	13	6	4	32
TOTAL		50	53	32	40	175

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
5	1	5	5	16	
4	1	1	1	7	
16	2	1	2	21	
5	1	3	3	12	
8	5	2	4	19	
10	3	2	5	20	
7	5	5	4	21	
8	10	3	15	36	
63	28	22	39	152	
3	7	3	6	19	
4	2	1	4	11	
4	3	1	3	11	
6	8	4	5	23	
11	5	3	7	26	
6	5	12	5	28	
7	10	2	6	25	
9	13	6	4	32	
50	53	32	40	175	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	0	5	4	14
4	1	1	1	7
7	2	1	2	12
5	0	2	3	10
5	3	1	4	13
9	2	2	4	17
5	4	2	3	14
6	7	3	11	27
46	19	17	32	114
3	5	3	5	16
3	1	1	4	9
4	2	0	3	9
4	7	2	4	17
10	4	2	4	20
5	5	11	4	25
4	8	2	3	17
8	12	5	3	28
41	44	26	30	141

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	1	0	1	2
0	0	0	0	0
9	0	0	0	9
0	1	1	0	2
3	2	1	0	6
1	1	0	1	3
2	1	3	1	7
2	3	0	4	9
17	9	5	7	38
0	2	0	1	3
1	1	0	0	2
0	1	1	0	2
2	1	2	1	6
1	1	1	3	6
1	0	1	1	3
3	2	0	3	8
1	1	1	1	4
9	9	6	10	34

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

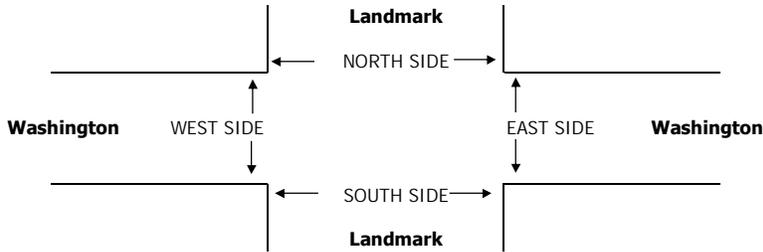
LOCATION: Culver City
NORTH & SOUTH: **Landmark**
EAST & WEST: **Washington**

PROJECT #: SC0715
LOCATION #: 3
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Landmark			Landmark			Washington			Washington			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	X	1	X	X	X	X	2	0	1	2	X	

AM	7:00 AM	5	0	4	0	0	0	0	116	12	9	260	0	406
	7:15 AM	0	0	4	0	0	0	0	100	9	3	229	0	345
	7:30 AM	7	0	6	0	0	0	0	146	26	13	295	0	493
	7:45 AM	13	0	9	0	0	0	0	178	30	16	324	0	570
	8:00 AM	11	0	14	0	0	0	0	234	28	13	256	0	556
	8:15 AM	19	0	15	0	0	0	0	199	21	23	307	0	584
	8:30 AM	10	0	9	0	0	0	0	185	13	10	312	0	539
	8:45 AM	3	0	3	0	0	0	0	165	8	10	274	0	463
	VOLUMES	68	0	64	0	0	0	0	1,323	147	97	2,257	0	3,956
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	90%	10%	4%	96%	0%	
APP/DEPART	132	/	0	0	/	243	1,470	/	1,388	2,354	/	2,325	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	53	0	47	0	0	0	0	796	92	62	1,199	0	2,249	
APPROACH %	53%	0%	47%	0%	0%	0%	0%	90%	10%	5%	95%	0%		
PEAK HR FACTOR	0.735			0.000			0.847			0.927			0.963	
APP/DEPART	100	/	0	0	/	154	888	/	843	1,261	/	1,252	0	
PM	4:00 PM	19	0	19	0	0	0	0	235	8	11	136	0	428
	4:15 PM	9	0	18	0	0	0	0	251	3	7	146	0	434
	4:30 PM	18	0	16	0	0	0	0	269	7	4	162	0	476
	4:45 PM	16	0	11	0	0	0	0	308	5	2	181	0	523
	5:00 PM	11	0	11	0	0	0	0	327	2	3	251	0	605
	5:15 PM	6	0	4	0	0	0	0	328	2	2	242	0	584
	5:30 PM	1	0	11	0	0	0	0	267	1	0	229	0	509
	5:45 PM	5	0	7	0	0	0	0	316	1	1	204	0	534
	VOLUMES	85	0	97	0	0	0	0	2,301	29	30	1,551	0	4,093
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	99%	1%	2%	98%	0%	
APP/DEPART	182	/	0	0	/	54	2,330	/	2,403	1,581	/	1,636	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	23	0	33	0	0	0	0	1,238	6	6	926	0	2,232	
APPROACH %	41%	0%	59%	0%	0%	0%	0%	100%	0%	1%	99%	0%		
PEAK HR FACTOR	0.636			0.000			0.942			0.917			0.922	
APP/DEPART	56	/	0	0	/	8	1,244	/	1,275	932	/	949	0	



AM	7:00 AM	0	1	9	1	11
	7:15 AM	0	1	3	0	4
	7:30 AM	3	1	0	0	4
	7:45 AM	1	1	2	2	6
	8:00 AM	0	7	3	0	10
	8:15 AM	0	1	2	0	3
	8:30 AM	1	1	1	0	3
	8:45 AM	1	4	4	1	10
	TOTAL	6	17	24	4	51
	PM	4:00 PM	0	3	4	3
4:15 PM		0	0	1	0	1
4:30 PM		0	1	3	0	4
4:45 PM		0	2	0	0	2
5:00 PM		1	1	5	0	7
5:15 PM		2	4	3	0	9
5:30 PM		0	3	0	0	3
5:45 PM		1	2	2	0	5
TOTAL		4	16	18	3	41

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	1	9	1	11	
0	1	3	0	4	
3	1	0	0	4	
1	1	2	2	6	
0	7	3	0	10	
0	1	2	0	3	
1	1	1	0	3	
1	4	4	1	10	
6	17	24	4	51	
0	3	4	3	10	
0	0	1	0	1	
0	1	3	0	4	
0	2	0	0	2	
1	1	5	0	7	
2	4	3	0	9	
0	3	0	0	3	
1	2	2	0	5	
4	16	18	3	41	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	9	1	10
0	0	3	0	3
0	1	0	0	1
0	0	2	2	4
0	5	3	0	8
0	0	2	0	2
0	1	1	0	2
0	1	4	1	6
0	8	24	4	36
0	1	4	3	8
0	0	1	0	1
0	0	2	0	2
0	0	0	0	0
0	0	5	0	5
0	0	3	0	3
0	1	0	0	1
0	0	2	0	2
0	2	17	3	22

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	1	0	0	1
0	1	0	0	1
3	0	0	0	3
1	1	0	0	2
0	2	0	0	2
0	1	0	0	1
1	0	0	0	1
1	3	0	0	4
6	9	0	0	15
0	2	0	0	2
0	0	0	0	0
0	1	1	0	2
0	2	0	0	2
1	1	0	0	2
2	4	0	0	6
0	2	0	0	2
1	2	0	0	3
4	14	1	0	19

DATE:
Thu, Sep 24, 15

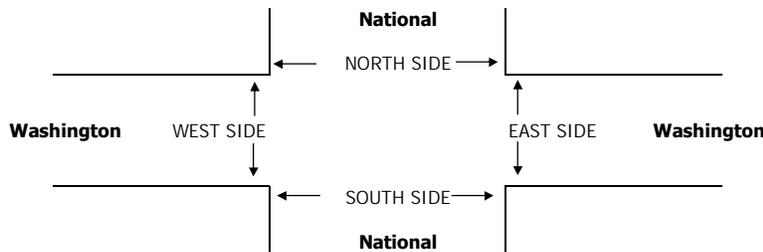
LOCATION: Culver City
NORTH & SOUTH: National
EAST & WEST: Washington

PROJECT #: SC0715
LOCATION #: 4
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	National			National			Washington			Washington			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	2	2	0	1	2	1	1	2.5	0.5	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	56	212	7	11	85	10	10	78	18	12	180	38	717
7:15 AM	46	238	6	12	86	13	9	100	19	9	228	66	832
7:30 AM	47	181	7	18	119	13	16	133	21	39	311	50	955
7:45 AM	55	224	8	20	181	22	14	167	26	50	353	49	1,169
8:00 AM	45	132	11	18	191	20	7	138	51	35	266	44	958
8:15 AM	62	189	10	25	186	26	23	148	41	36	271	36	1,053
8:30 AM	25	147	6	22	199	17	12	130	38	23	234	42	895
8:45 AM	31	166	6	16	192	14	9	140	39	25	353	56	1,047
VOLUMES	367	1,489	61	142	1,239	135	100	1,034	253	229	2,196	381	7,626
APPROACH %	19%	78%	3%	9%	82%	9%	7%	75%	18%	8%	78%	14%	
APP/DEPART	1,917	/	1,970	1,516	/	1,721	1,387	/	1,236	2,806	/	2,699	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	209	726	36	81	677	81	60	586	139	160	1,201	179	4,135
APPROACH %	22%	75%	4%	10%	81%	10%	8%	75%	18%	10%	78%	12%	
PEAK HR FACTOR	0.846			0.885			0.926			0.852			0.884
APP/DEPART	971	/	965	839	/	976	785	/	702	1,540	/	1,492	0
PM													
4:00 PM	36	132	19	64	156	12	13	185	59	17	148	18	859
4:15 PM	33	154	27	48	217	14	6	183	59	16	140	20	917
4:30 PM	40	147	20	47	192	6	12	225	42	20	133	20	904
4:45 PM	41	149	23	68	228	10	13	257	48	26	141	31	1,035
5:00 PM	51	170	19	54	225	13	24	275	60	35	217	31	1,174
5:15 PM	39	164	18	52	259	6	20	277	45	30	199	29	1,138
5:30 PM	65	199	18	56	234	17	17	216	51	38	193	24	1,128
5:45 PM	52	200	24	76	210	15	23	261	42	22	166	19	1,110
VOLUMES	357	1,315	168	465	1,721	93	128	1,879	406	204	1,337	192	8,265
APPROACH %	19%	71%	9%	20%	76%	4%	5%	78%	17%	12%	77%	11%	
APP/DEPART	1,840	/	1,635	2,279	/	2,330	2,413	/	2,513	1,733	/	1,787	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	207	733	79	238	928	51	84	1,029	198	125	775	103	4,550
APPROACH %	20%	72%	8%	20%	76%	4%	6%	78%	15%	12%	77%	10%	
PEAK HR FACTOR	0.903			0.960			0.913			0.886			0.969
APP/DEPART	1,019	/	920	1,217	/	1,251	1,311	/	1,346	1,003	/	1,033	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	2	0	2	8	12
7:15 AM	0	4	0	10	14
7:30 AM	3	2	0	9	14
7:45 AM	6	5	0	11	22
8:00 AM	0	2	2	13	17
8:15 AM	2	0	0	5	7
8:30 AM	0	1	1	5	7
8:45 AM	10	0	0	6	16
TOTAL	23	14	5	67	109
PM					
4:00 PM	1	4	0	26	31
4:15 PM	3	2	0	9	14
4:30 PM	1	0	0	9	10
4:45 PM	5	0	0	7	12
5:00 PM	3	1	0	13	17
5:15 PM	5	2	1	17	25
5:30 PM	5	0	0	8	13
5:45 PM	1	0	1	13	15
TOTAL	24	9	2	102	137

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	2	0	0	6	8
7:15 AM	0	1	0	2	3
7:30 AM	2	2	0	8	12
7:45 AM	6	2	0	7	15
8:00 AM	0	2	2	13	17
8:15 AM	1	0	0	3	4
8:30 AM	0	0	1	4	5
8:45 AM	10	0	0	4	14
TOTAL	21	7	3	47	78
PM					
4:00 PM	1	4	0	26	31
4:15 PM	2	1	0	7	10
4:30 PM	1	0	0	6	7
4:45 PM	5	0	0	7	12
5:00 PM	1	0	0	11	12
5:15 PM	2	0	1	12	15
5:30 PM	5	0	0	6	11
5:45 PM	1	0	1	11	13
TOTAL	18	5	2	86	111

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	2	2	4
7:15 AM	0	3	0	8	11
7:30 AM	1	0	0	1	2
7:45 AM	0	3	0	4	7
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	2	3
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	2	2
TOTAL	2	7	2	20	31
PM					
4:00 PM	0	0	0	0	0
4:15 PM	1	1	0	2	4
4:30 PM	0	0	0	3	3
4:45 PM	0	0	0	0	0
5:00 PM	2	1	0	2	5
5:15 PM	3	2	0	5	10
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	2	2
TOTAL	6	4	0	16	26

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

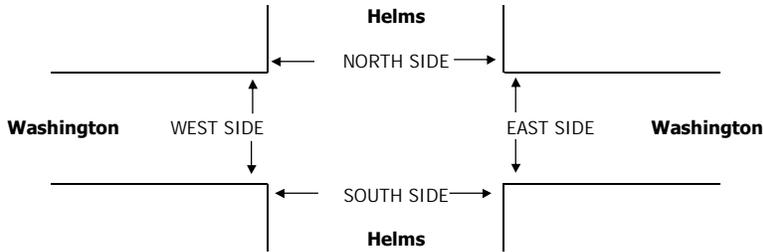
LOCATION:
NORTH & SOUTH: Culver City
EAST & WEST: Helms
Washington

PROJECT #: SC0715
LOCATION #: 5
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER	▲ N ◀ W S ▼	▶ E
--------	-------------------------	-------------------------	-----

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	0	1	2	X	

AM	7:00 AM	5	0	1	0	0	0	116	0	3	290	0	415
	7:15 AM	14	0	2	0	0	0	117	1	0	313	0	447
	7:30 AM	11	0	1	0	0	0	124	1	1	353	0	491
	7:45 AM	28	0	1	0	0	0	163	8	3	373	0	576
	8:00 AM	23	0	3	0	0	0	181	6	4	327	0	544
	8:15 AM	31	0	4	0	0	0	196	4	2	346	0	583
	8:30 AM	17	0	6	0	0	0	176	5	2	344	0	550
	8:45 AM	17	0	4	0	0	0	154	4	2	333	0	514
	VOLUMES	146	0	22	0	0	0	1,227	29	17	2,679	0	4,120
	APPROACH %	87%	0%	13%	0%	0%	0%	98%	2%	1%	99%	0%	
APP/DEPART	168	/	0	0	/	46	1,256	/	1,249	2,696	/	2,825	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	99	0	14	0	0	0	716	23	11	1,390	0	2,253	
APPROACH %	88%	0%	12%	0%	0%	0%	97%	3%	1%	99%	0%		
PEAK HR FACTOR	0.807			0.000			0.924			0.932			0.966
APP/DEPART	113	/	0	0	/	34	739	/	730	1,401	/	1,489	0
PM	4:00 PM	13	0	3	0	0	0	267	5	2	184	0	474
	4:15 PM	13	0	2	0	0	0	273	8	5	210	0	511
	4:30 PM	9	0	7	0	0	0	323	10	3	188	0	540
	4:45 PM	15	0	1	0	0	0	357	15	5	208	0	601
	5:00 PM	19	0	0	0	0	0	282	20	4	250	0	575
	5:15 PM	17	0	2	0	0	0	307	21	5	243	0	595
	5:30 PM	18	0	2	0	0	0	310	14	8	189	0	541
	5:45 PM	10	0	3	0	0	0	327	8	2	194	0	545
	VOLUMES	114	0	20	0	0	0	2,446	101	34	1,666	0	4,382
	APPROACH %	85%	0%	15%	0%	0%	0%	96%	4%	2%	98%	0%	
APP/DEPART	134	/	0	0	/	132	2,548	/	2,469	1,700	/	1,781	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	69	0	5	0	0	0	1,256	70	22	890	0	2,312	
APPROACH %	93%	0%	7%	0%	0%	0%	95%	5%	2%	98%	0%		
PEAK HR FACTOR	0.925			0.000			0.891			0.898			0.962
APP/DEPART	74	/	0	0	/	90	1,326	/	1,263	912	/	959	0



AM	7:00 AM	0	1	0	1	2
	7:15 AM	0	3	3	3	9
	7:30 AM	2	4	1	1	8
	7:45 AM	1	4	2	1	8
	8:00 AM	2	1	5	3	11
	8:15 AM	1	1	3	5	10
	8:30 AM	1	3	9	5	18
	8:45 AM	0	1	3	2	6
	TOTAL	7	18	26	21	72
	PM	4:00 PM	2	3	9	3
4:15 PM		1	3	5	1	10
4:30 PM		1	0	3	4	8
4:45 PM		0	1	8	3	12
5:00 PM		1	0	1	8	10
5:15 PM		1	4	6	2	13
5:30 PM		0	4	6	6	16
5:45 PM		1	1	1	1	4
TOTAL		7	16	39	28	90

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	0	1	2
0	3	3	3	9
2	4	1	1	8
1	4	2	1	8
2	1	5	3	11
1	1	3	5	10
1	3	9	5	18
0	1	3	2	6
7	18	26	21	72
2	3	9	3	17
1	3	5	1	10
1	0	3	4	8
0	1	8	3	12
1	0	1	8	10
1	4	6	2	13
0	4	6	6	16
1	1	1	1	4
7	16	39	28	90

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	0	1	2
0	3	3	3	9
0	4	1	1	6
0	3	2	1	6
0	1	5	3	9
0	1	3	5	9
0	3	7	5	15
0	0	3	2	5
0	16	24	21	61
0	2	8	3	13
0	2	5	1	8
0	0	2	3	5
0	0	8	2	10
0	0	1	8	9
0	0	6	2	8
0	3	5	6	14
0	0	1	1	2
0	7	36	26	69

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
1	1	0	0	2
2	0	0	0	2
1	0	0	0	1
1	0	2	0	3
0	1	0	0	1
7	2	2	0	11
2	1	1	0	4
1	1	0	0	2
1	0	1	1	3
0	1	0	1	2
1	0	0	0	1
1	4	0	0	5
0	1	1	0	2
1	1	0	0	2
7	9	3	2	21

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Sep 24, 15

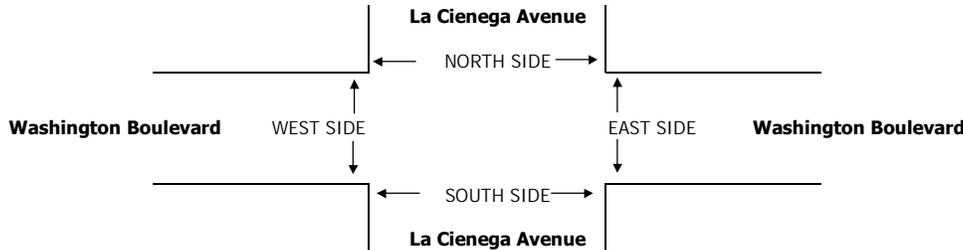
LOCATION:
NORTH & SOUTH: Culver City
La Cienega Avenue
EAST & WEST: Washington Boulevard

PROJECT #: SC0715
LOCATION #: 6
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND <small>La Cienega Avenue</small>			SOUTHBOUND <small>La Cienega Avenue</small>			EASTBOUND <small>Washington Boulevard</small>			WESTBOUND <small>Washington Boulevard</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	1	0	4	5	0	17	5	111	2	3	284	2	434
	7:15 AM	1	0	1	2	0	13	1	131	2	3	332	2	488
	7:30 AM	3	0	2	6	0	32	2	131	2	3	355	2	538
	7:45 AM	10	0	3	18	0	34	5	158	6	3	324	6	567
	8:00 AM	18	0	5	35	0	28	3	201	1	4	313	12	620
	8:15 AM	35	0	11	14	0	39	5	173	1	4	346	8	636
	8:30 AM	12	0	3	7	0	33	2	150	5	1	315	1	529
	8:45 AM	4	0	1	9	0	32	5	150	3	1	339	7	551
	VOLUMES	84	0	30	96	0	228	28	1,205	22	22	2,608	40	4,363
	APPROACH %	74%	0%	26%	30%	0%	70%	2%	96%	2%	1%	98%	1%	
APP/DEPART	114	/	67	324	/	43	1,255	/	1,332	2,670	/	2,921	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	66	0	21	73	0	133	15	663	10	14	1,338	28	2,361	
APPROACH %	76%	0%	24%	35%	0%	65%	2%	96%	1%	1%	97%	2%		
PEAK HR FACTOR	0.473			0.817			0.839			0.958			0.928	
APP/DEPART	87	/	42	206	/	24	688	/	757	1,380	/	1,538	0	
PM	4:00 PM	10	0	3	16	0	13	6	291	15	1	168	2	525
	4:15 PM	17	0	3	12	0	22	4	257	11	1	148	4	479
	4:30 PM	8	0	9	23	0	18	5	339	10	6	154	7	579
	4:45 PM	26	0	2	16	0	26	2	289	9	0	185	12	567
	5:00 PM	37	0	5	30	0	29	6	276	0	2	200	5	590
	5:15 PM	5	0	5	23	0	18	8	283	1	2	165	7	517
	5:30 PM	5	0	2	13	0	16	4	303	7	3	149	1	503
	5:45 PM	5	0	5	24	0	24	5	310	3	2	155	6	539
	VOLUMES	113	0	34	157	0	166	40	2,348	56	17	1,324	44	4,299
	APPROACH %	77%	0%	23%	49%	0%	51%	2%	96%	2%	1%	96%	3%	
APP/DEPART	147	/	83	323	/	72	2,444	/	2,540	1,385	/	1,604	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	76	0	21	92	0	91	21	1,187	20	10	704	31	2,253	
APPROACH %	78%	0%	22%	50%	0%	50%	2%	97%	2%	1%	94%	4%		
PEAK HR FACTOR	0.577			0.775			0.867			0.900			0.955	
APP/DEPART	97	/	51	183	/	29	1,228	/	1,301	745	/	872	0	



AM	7:00 AM	0	0	2	0	2
	7:15 AM	3	1	2	1	7
	7:30 AM	3	0	0	0	3
	7:45 AM	1	1	0	0	2
	8:00 AM	0	0	0	0	0
	8:15 AM	5	1	1	0	7
	8:30 AM	4	1	3	0	8
	8:45 AM	0	0	1	0	1
	TOTAL	16	4	9	1	30
	PM	4:00 PM	1	2	7	0
4:15 PM		7	1	8	0	16
4:30 PM		4	0	7	0	11
4:45 PM		3	1	6	0	10
5:00 PM		4	0	3	0	7
5:15 PM		4	1	3	0	8
5:30 PM		4	0	5	0	9
5:45 PM		6	5	12	1	24
TOTAL		33	10	51	1	95

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	2	0	2	
3	1	2	1	7	
3	0	0	0	3	
1	1	0	0	2	
0	0	0	0	0	
5	1	1	0	7	
4	1	3	0	8	
0	0	1	0	1	
16	4	9	1	30	
1	2	7	0	10	
7	1	8	0	16	
4	0	7	0	11	
3	1	6	0	10	
4	0	3	0	7	
4	1	3	0	8	
4	0	5	0	9	
6	5	12	1	24	
33	10	51	1	95	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	1	0	1
1	0	2	0	3
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
3	1	1	0	5
4	0	2	0	6
0	0	1	0	1
10	1	7	0	18
1	2	6	0	9
4	0	8	0	12
4	0	6	0	10
2	0	6	0	8
3	0	3	0	6
3	0	2	0	5
3	0	5	0	8
4	0	9	0	13
24	2	45	0	71

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	0	1
2	1	0	1	4
2	0	0	0	2
0	1	0	0	1
0	0	0	0	0
2	0	0	0	2
0	1	1	0	2
0	0	0	0	0
6	3	2	1	12
0	0	1	0	1
3	1	0	0	4
0	0	1	0	1
1	1	0	0	2
1	0	0	0	1
1	1	1	0	3
1	0	0	0	1
2	5	3	1	11
9	8	6	1	24

ITM Peak Hour Summary

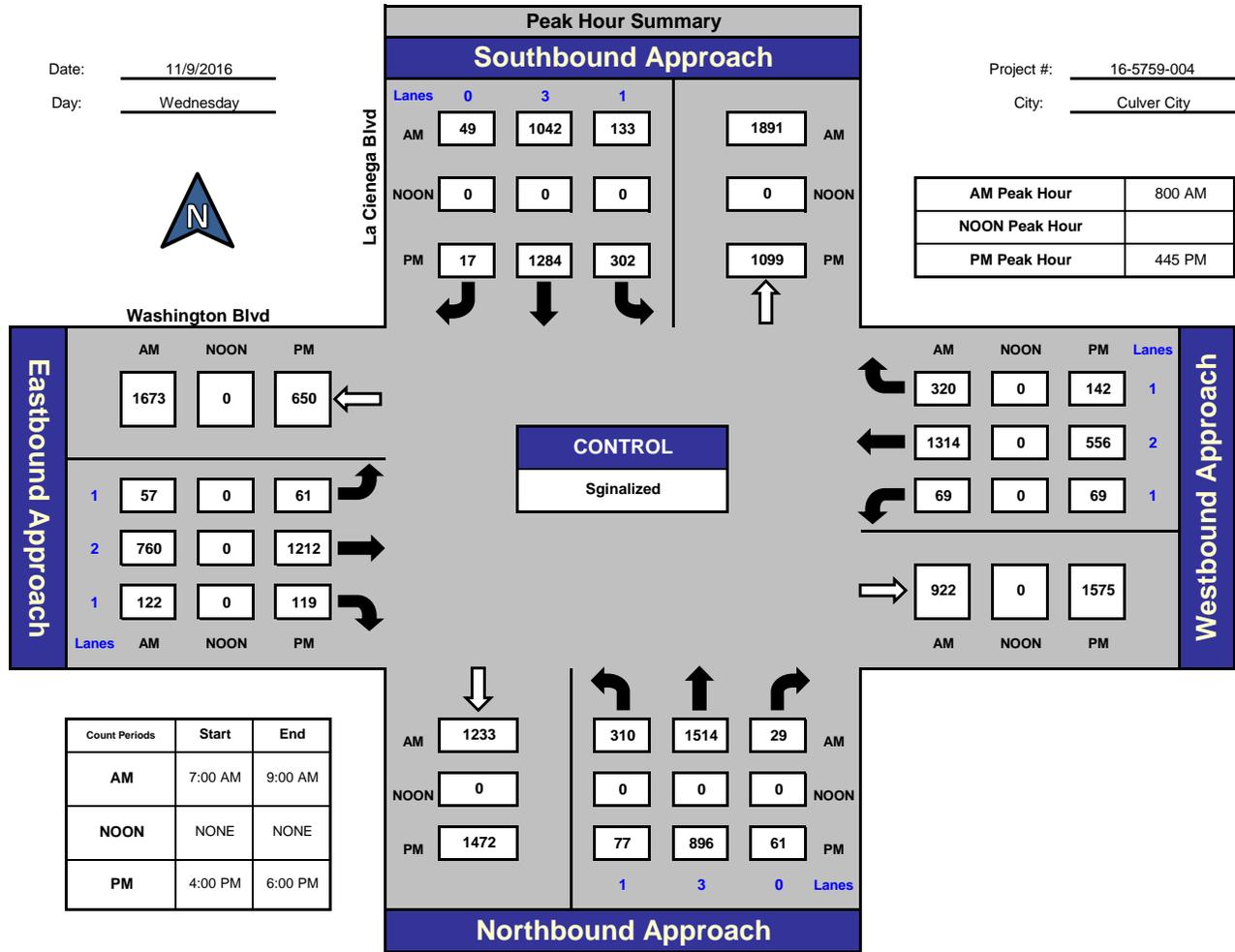


Prepared by:
National Data & Surveying Services

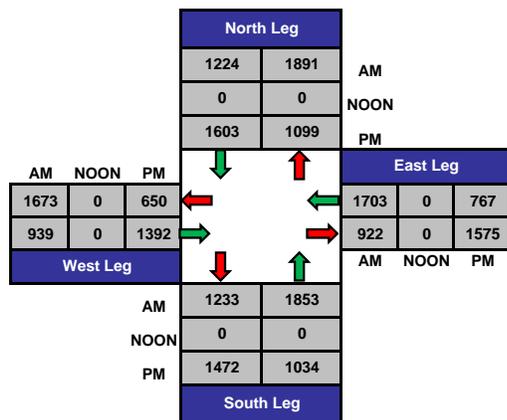
La Cienega Blvd and Washington Blvd, Culver City

Date: 11/9/2016
Day: Wednesday

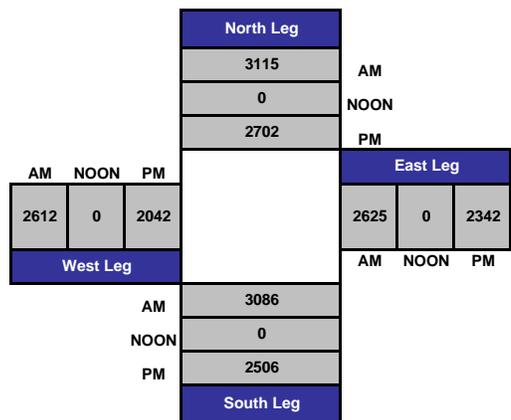
Project #: 16-5759-004
City: Culver City



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-004

Day: Wednesday

City: Culver City

Date: 11/9/2016

NS/EW Streets:	AM												TOTAL
	La Cienega Blvd			La Cienega Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	1	1	2	1	
7:00 AM	36	388	2	23	206	4	5	98	7	15	334	91	1209
7:15 AM	91	385	2	13	253	7	12	122	7	8	340	83	1323
7:30 AM	99	416	3	26	229	12	10	146	24	18	332	83	1398
7:45 AM	95	381	2	21	212	10	13	172	19	11	306	65	1307
8:00 AM	73	412	7	39	283	9	15	184	28	14	331	80	1475
8:15 AM	71	357	9	39	273	17	17	214	33	25	332	92	1479
8:30 AM	75	392	7	28	233	10	14	202	35	13	331	75	1415
8:45 AM	91	353	6	27	253	13	11	160	26	17	320	73	1350
TOTAL VOLUMES :	631	3084	38	216	1942	82	97	1298	179	121	2626	642	10956
APPROACH %'s :	16.81%	82.17%	1.01%	9.64%	86.70%	3.66%	6.16%	82.47%	11.37%	3.57%	77.49%	18.94%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	310	1514	29	133	1042	49	57	760	122	69	1314	320	5719
PEAK HR FACTOR :	0.942			0.924			0.889			0.948			0.967

CONTROL : Sginalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-004

Day: Wednesday

City: Culver City

Date: 11/9/2016

NS/EW Streets:	PM												TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	
4:00 PM	26	205	12	66	308	9	15	299	29	18	128	26	1141
4:15 PM	20	177	11	63	284	3	12	301	39	22	106	33	1071
4:30 PM	14	230	23	82	308	7	16	304	28	23	118	30	1183
4:45 PM	22	226	18	74	328	4	17	292	31	12	125	35	1184
5:00 PM	25	221	16	73	321	5	24	310	33	19	127	33	1207
5:15 PM	10	221	15	81	348	3	10	293	25	19	151	44	1220
5:30 PM	20	228	12	74	287	5	10	317	30	19	153	30	1185
5:45 PM	10	202	16	63	321	9	11	321	22	18	122	33	1148
TOTAL VOLUMES :	147	1710	123	576	2505	45	115	2437	237	150	1030	264	9339
APPROACH %'s :	7.42%	86.36%	6.21%	18.43%	80.13%	1.44%	4.12%	87.38%	8.50%	10.39%	71.33%	18.28%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	77	896	61	302	1284	17	61	1212	119	69	556	142	4796
PEAK HR FACTOR :	0.972			0.928			0.948			0.896			0.983

CONTROL : Sgnalized

DATE:
Thu, Sep 24, 15

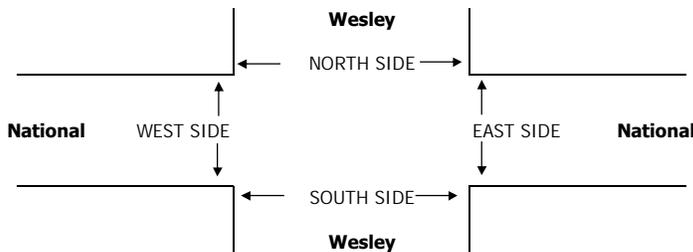
LOCATION: Culver City
NORTH & SOUTH: Wesley
EAST & WEST: National

PROJECT #: SC0715
LOCATION #: 7
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wesley			Wesley			National			National			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	1	1	2	X	

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wesley			Wesley			National			National			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	1	0	0	0	0	123	2	1	307	0	435
7:15 AM	6	0	4	0	0	0	0	127	8	4	283	0	432
7:30 AM	10	0	6	0	0	0	0	158	14	5	268	0	461
7:45 AM	22	0	13	0	0	0	0	195	47	7	204	0	488
8:00 AM	56	0	34	0	0	0	0	179	96	4	167	0	536
8:15 AM	55	0	25	0	0	0	0	190	80	6	186	0	542
8:30 AM	21	0	13	0	0	0	0	215	30	3	144	0	426
8:45 AM	6	0	1	0	0	0	0	231	15	3	159	0	415
VOLUMES	177	0	97	0	0	0	0	1,418	292	33	1,718	0	3,735
APPROACH %	65%	0%	35%	0%	0%	0%	0%	83%	17%	2%	98%	0%	
APP/DEPART	274	/	0	0	/	325	1,710	/	1,515	1,751	/	1,895	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	143	0	78	0	0	0	0	722	237	22	825	0	2,027
APPROACH %	65%	0%	35%	0%	0%	0%	0%	75%	25%	3%	97%	0%	
PEAK HR FACTOR	0.614			0.000			0.872			0.776			0.935
APP/DEPART	221	/	0	0	/	259	959	/	800	847	/	968	0
PM	4:00 PM	18	0	4	0	0	0	210	24	4	163	0	423
4:15 PM	31	0	5	0	0	0	0	239	30	4	182	0	491
4:30 PM	36	0	16	0	0	0	0	254	26	3	185	0	520
4:45 PM	26	0	4	0	0	0	0	275	15	1	196	0	517
5:00 PM	22	0	5	0	0	0	0	330	9	2	228	0	596
5:15 PM	9	0	4	0	0	0	0	315	15	5	214	0	562
5:30 PM	11	0	5	0	0	0	0	257	56	3	230	0	562
5:45 PM	30	0	11	0	0	0	0	247	12	4	249	0	553
VOLUMES	183	0	54	0	0	0	0	2,127	187	26	1,647	0	4,230
APPROACH %	77%	0%	23%	0%	0%	0%	0%	92%	8%	2%	98%	0%	
APP/DEPART	237	/	0	0	/	213	2,320	/	2,181	1,673	/	1,836	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	72	0	25	0	0	0	0	1,149	92	14	921	0	2,274
APPROACH %	74%	0%	26%	0%	0%	0%	0%	93%	7%	1%	99%	0%	
PEAK HR FACTOR	0.591			0.000			0.916			0.924			0.954
APP/DEPART	97	/	0	0	/	106	1,242	/	1,174	935	/	994	0



AM	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	1	1	2	0	4	
7:15 AM	0	4	0	0	4	
7:30 AM	0	6	4	0	10	
7:45 AM	0	2	4	1	7	
8:00 AM	0	4	4	0	8	
8:15 AM	0	7	6	0	13	
8:30 AM	0	6	6	1	13	
8:45 AM	0	3	7	0	10	
TOTAL	1	33	33	2	69	
PM	4:00 PM	0	4	9	0	13
4:15 PM	1	18	13	0	32	
4:30 PM	0	6	1	0	7	
4:45 PM	0	5	5	0	10	
5:00 PM	0	18	22	0	40	
5:15 PM	0	2	8	0	10	
5:30 PM	0	6	12	0	18	
5:45 PM	1	9	3	0	13	
TOTAL	2	68	73	0	143	

AM	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	1	1	0	2	
7:15 AM	0	3	0	0	3	
7:30 AM	0	5	4	0	9	
7:45 AM	0	2	3	1	6	
8:00 AM	0	4	1	0	5	
8:15 AM	0	5	2	0	7	
8:30 AM	0	4	1	0	5	
8:45 AM	0	1	2	0	3	
TOTAL	0	25	14	1	40	
PM	4:00 PM	0	2	8	0	10
4:15 PM	0	14	10	0	24	
4:30 PM	0	4	0	0	4	
4:45 PM	0	4	3	0	7	
5:00 PM	0	16	20	0	36	
5:15 PM	0	1	1	0	2	
5:30 PM	0	5	10	0	15	
5:45 PM	0	4	1	0	5	
TOTAL	0	50	53	0	103	

AM	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
7:00 AM	1	0	1	0	2	
7:15 AM	0	1	0	0	1	
7:30 AM	0	1	0	0	1	
7:45 AM	0	0	1	0	1	
8:00 AM	0	0	3	0	3	
8:15 AM	0	2	4	0	6	
8:30 AM	0	2	5	1	8	
8:45 AM	0	2	5	0	7	
TOTAL	1	8	19	1	29	
PM	4:00 PM	0	2	1	0	3
4:15 PM	1	4	3	0	8	
4:30 PM	0	2	1	0	3	
4:45 PM	0	1	2	0	3	
5:00 PM	0	2	2	0	4	
5:15 PM	0	1	7	0	8	
5:30 PM	0	1	2	0	3	
5:45 PM	1	5	2	0	8	
TOTAL	2	18	20	0	40	

ITM Peak Hour Summary

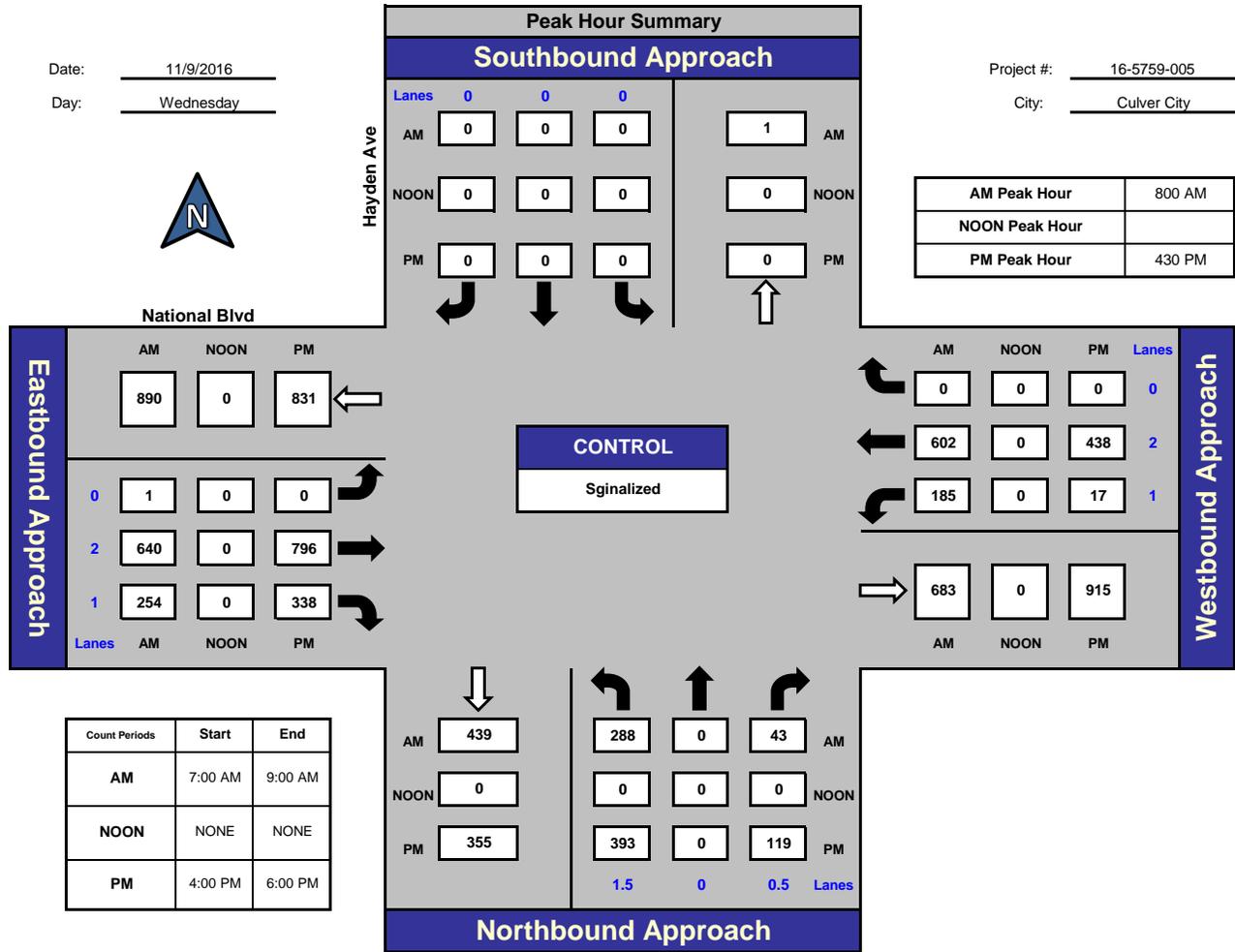


Prepared by:
National Data & Surveying Services

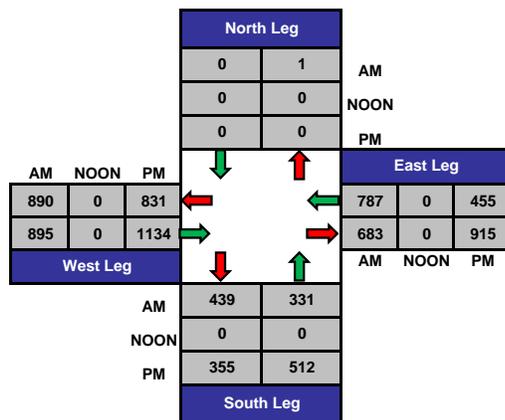
Hayden Ave and National Blvd, Culver City

Date: 11/9/2016
Day: Wednesday

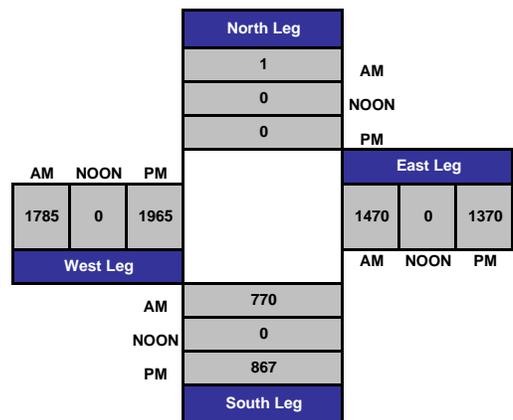
Project #: 16-5759-005
City: Culver City



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-005

Day: Wednesday

City: Culver City

Date: 11/9/2016

NS/EW Streets:	AM												TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	0	0.5	0	0	0	0	2	1	1	2	0	
7:00 AM	71	0	3	0	0	0	0	75	30	28	251	0	458
7:15 AM	55	0	5	0	0	0	0	109	24	43	221	0	457
7:30 AM	51	0	4	0	0	0	0	111	25	30	146	0	367
7:45 AM	75	0	14	0	0	0	0	132	50	41	177	0	489
8:00 AM	87	0	11	0	0	0	0	143	49	44	134	0	468
8:15 AM	53	0	8	0	0	0	0	170	43	46	149	0	469
8:30 AM	78	0	10	0	0	0	1	152	69	43	156	0	509
8:45 AM	70	0	14	0	0	0	0	175	93	52	163	0	567
TOTAL VOLUMES :	540	0	69	0	0	0	1	1067	383	327	1397	0	3784
APPROACH %'s :	88.67%	0.00%	11.33%	#DIV/0!	#DIV/0!	#DIV/0!	0.07%	73.54%	26.40%	18.97%	81.03%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	288	0	43	0	0	0	1	640	254	185	602	0	2013
PEAK HR FACTOR :	0.844			0.000			0.835			0.915			0.888

CONTROL : Sginalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-005

Day: Wednesday

City: Culver City

Date: 11/9/2016

NS/EW Streets:	Hayden Ave		Hayden Ave			National Blvd			National Blvd			TOTAL	
	NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0	0.5	0	0	0	0	2	1	1	2	0	
4:00 PM	110	0	14	0	0	0	0	188	73	5	107	0	497
4:15 PM	82	0	16	0	0	0	0	225	64	5	79	0	471
4:30 PM	98	0	26	0	0	0	0	231	78	3	106	0	542
4:45 PM	91	0	27	0	0	0	0	207	79	5	108	0	517
5:00 PM	102	0	37	0	0	0	0	197	91	4	118	0	549
5:15 PM	102	0	29	0	0	0	0	161	90	5	106	0	493
5:30 PM	122	0	17	0	0	0	0	123	95	6	140	0	503
5:45 PM	87	0	13	0	0	0	1	132	123	4	101	0	461
TOTAL VOLUMES :	794	0	179	0	0	0	1	1464	693	37	865	0	4033
APPROACH %'s :	81.60%	0.00%	18.40%	#DIV/0!	#DIV/0!	#DIV/0!	0.05%	67.84%	32.11%	4.10%	95.90%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	393	0	119	0	0	0	0	796	338	17	438	0	2101
PEAK HR FACTOR :	0.921		0.000			0.917			0.932			0.957	

CONTROL : Sgnalized

ITM Peak Hour Summary

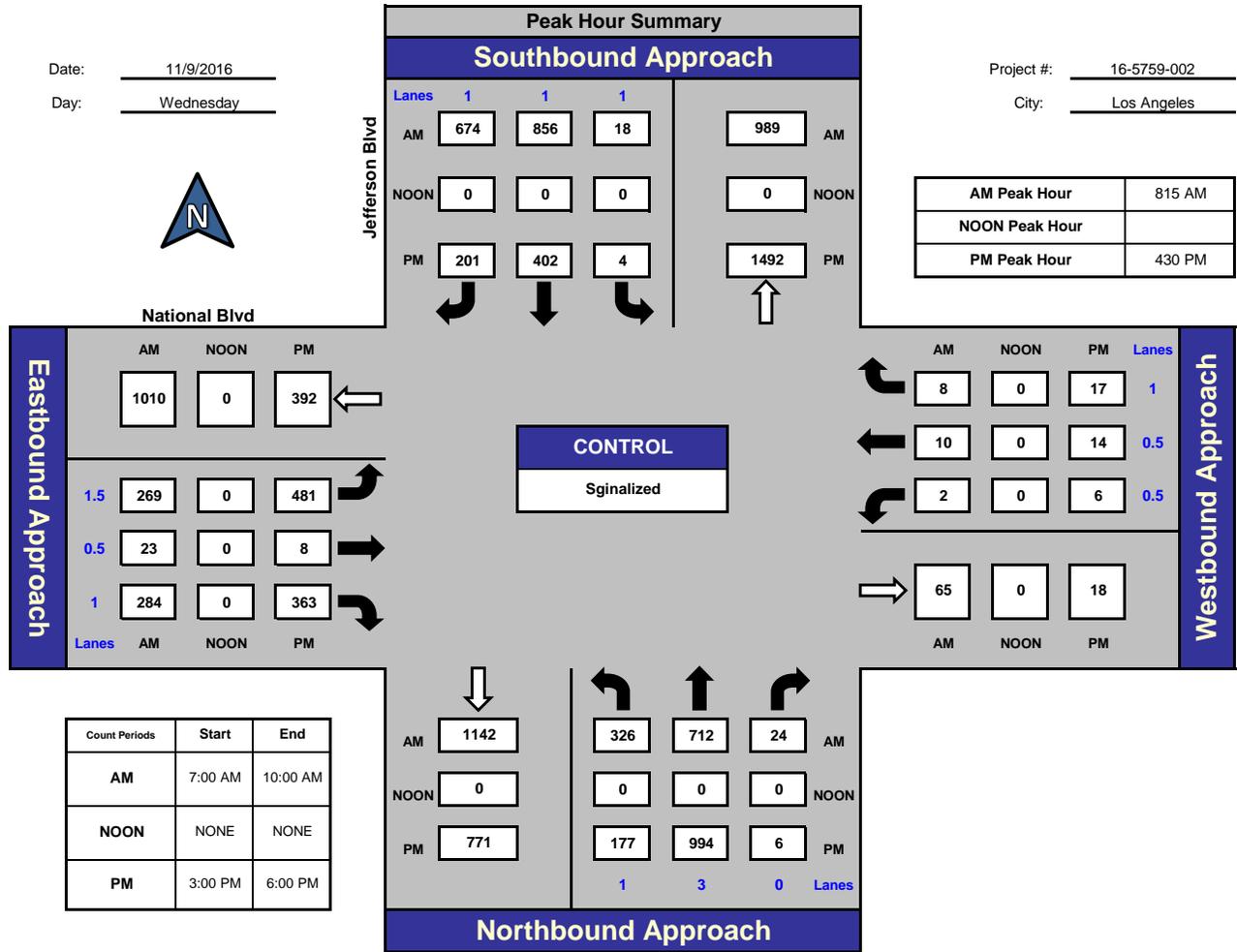


Prepared by:
National Data & Surveying Services

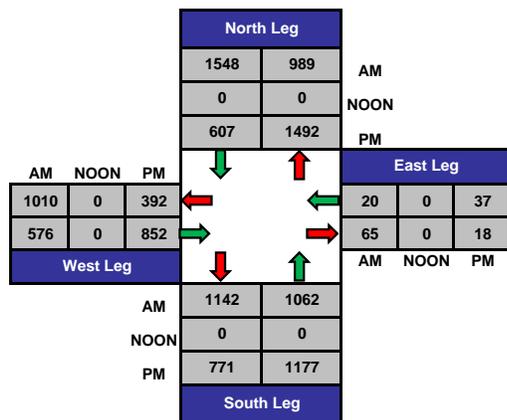
Jefferson Blvd and National Blvd, Los Angeles

Date: 11/9/2016
Day: Wednesday

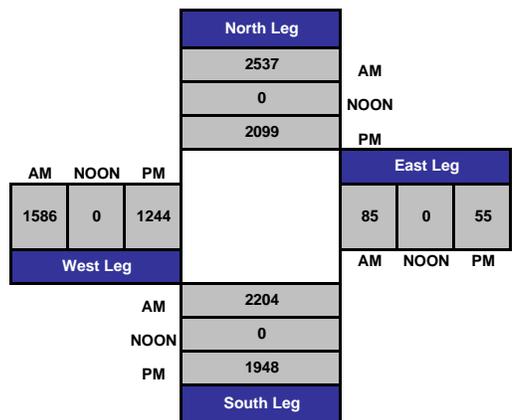
Project #: 16-5759-002
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-002

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:	AM												TOTAL
	Jefferson Blvd			Jefferson Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	1	1	1.5	0.5	1	0.5	0.5	1	
7:00 AM	123	156	2	0	143	151	26	0	45	1	4	0	651
7:15 AM	115	158	2	4	183	158	52	0	48	0	2	1	723
7:30 AM	93	160	2	3	188	127	31	2	58	0	3	2	669
7:45 AM	61	132	3	2	264	173	63	0	46	0	1	0	745
8:00 AM	75	182	1	2	212	147	62	1	57	1	3	0	743
8:15 AM	81	221	1	3	196	122	81	2	67	0	1	1	776
8:30 AM	80	189	3	2	208	147	61	4	72	0	3	2	771
8:45 AM	83	164	10	8	218	181	66	4	78	2	5	2	821
9:00 AM	82	138	10	5	234	224	61	13	67	0	1	3	838
9:15 AM	72	129	6	10	180	200	47	9	71	3	2	0	729
9:30 AM	89	139	3	15	174	202	55	14	58	0	1	1	751
9:45 AM	107	122	1	4	138	172	43	5	69	1	5	0	667
TOTAL VOLUMES :	1061	1890	44	58	2338	2004	648	54	736	8	31	12	8884
APPROACH %'s :	35.43%	63.11%	1.47%	1.32%	53.14%	45.55%	45.06%	3.76%	51.18%	15.69%	60.78%	23.53%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	326	712	24	18	856	674	269	23	284	2	10	8	3206
PEAK HR FACTOR :	0.876			0.836			0.960			0.556			0.956

CONTROL : Sgnalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-002

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:	PM												TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 1	SR 1	EL 1.5	ET 0.5	ER 1	WL 0.5	WT 0.5	WR 1	
3:00 PM	45	163	1	1	83	51	125	1	86	1	4	1	562
3:15 PM	38	157	2	0	84	58	125	1	97	1	1	0	564
3:30 PM	61	229	1	0	83	50	128	0	96	1	2	0	651
3:45 PM	36	195	4	2	96	47	148	3	100	1	1	4	637
4:00 PM	44	222	3	0	98	56	105	2	66	3	2	8	609
4:15 PM	38	246	3	2	78	44	104	0	110	0	3	5	633
4:30 PM	47	243	3	1	118	47	119	4	93	1	4	3	683
4:45 PM	41	220	1	0	88	49	142	1	107	2	5	2	658
5:00 PM	48	260	0	2	83	58	118	1	105	1	3	6	685
5:15 PM	41	271	2	1	113	47	102	2	58	2	2	6	647
5:30 PM	48	248	1	2	79	47	130	2	76	2	3	8	646
5:45 PM	37	243	2	0	72	46	105	2	99	2	1	2	611
TOTAL VOLUMES :	524	2697	23	11	1075	600	1451	19	1093	17	31	45	7586
APPROACH %'s :	16.15%	83.14%	0.71%	0.65%	63.76%	35.59%	56.61%	0.74%	42.65%	18.28%	33.33%	48.39%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	177	994	6	4	402	201	481	8	363	6	14	17	2673
PEAK HR FACTOR :	0.937			0.914			0.852			0.925			0.976

CONTROL : Sginalized

ITM Peak Hour Summary

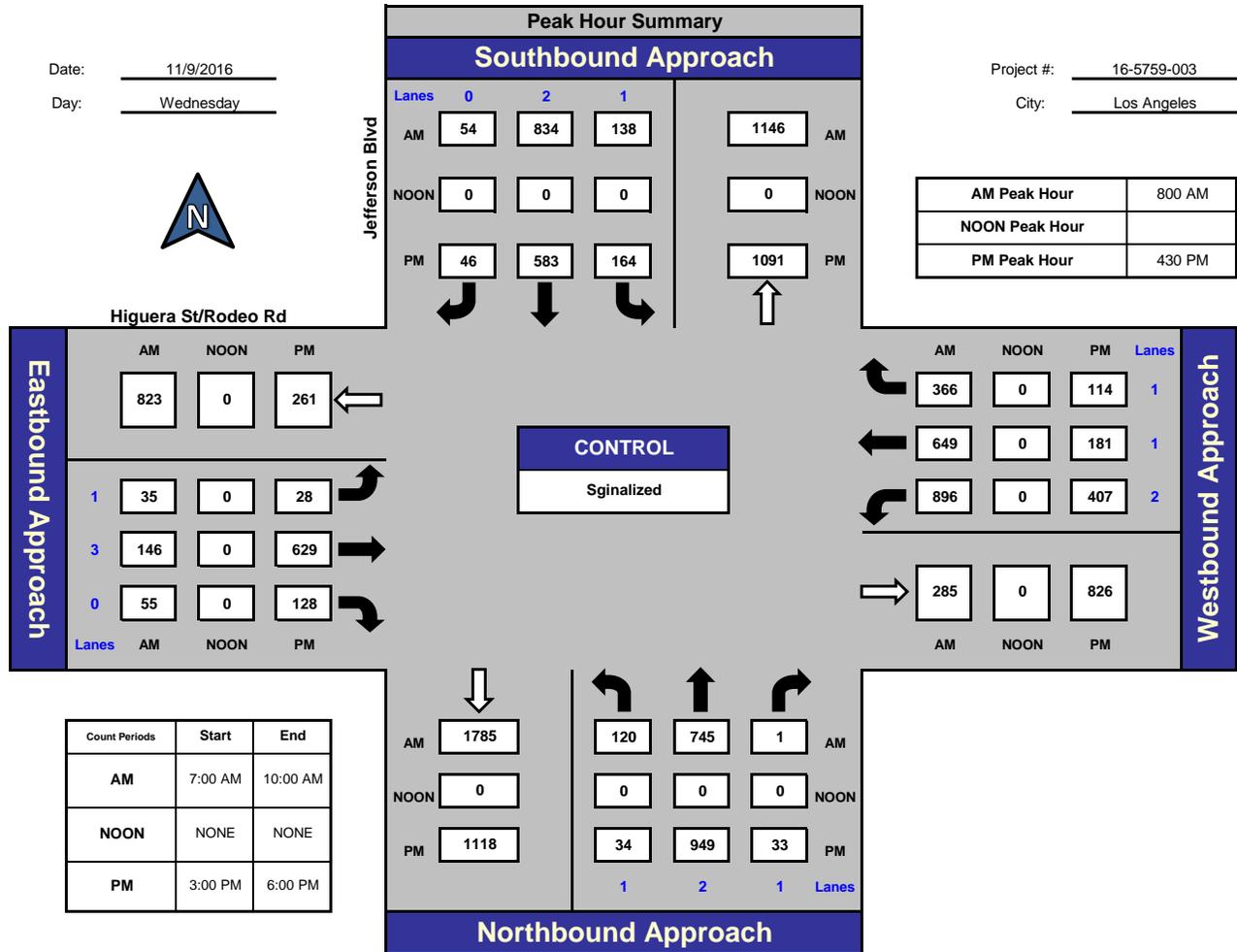


Prepared by:
National Data & Surveying Services

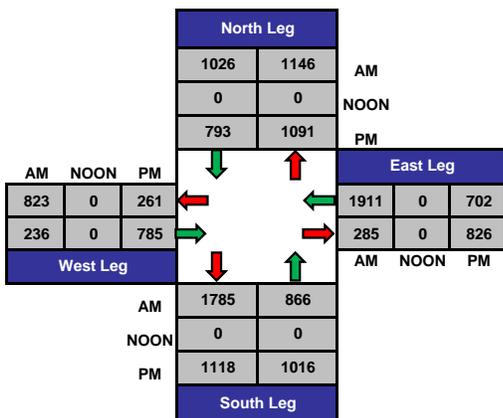
Jefferson Blvd and Higuera St/Rodeo Rd, Los Angeles

Date: 11/9/2016
Day: Wednesday

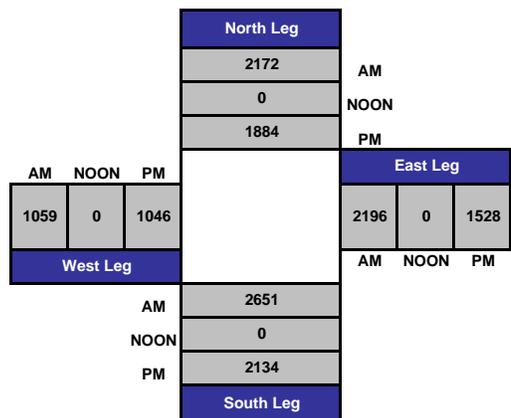
Project #: 16-5759-003
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-103

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:	AM												TOTAL
	Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	1	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	59	0	0	0	0	0	0	0	0	0	59
7:15 AM	0	0	99	0	0	0	0	0	0	0	0	0	99
7:30 AM	0	0	100	0	0	0	0	0	0	0	0	0	100
7:45 AM	0	0	114	0	0	0	0	0	0	0	0	0	114
8:00 AM	0	0	109	0	0	0	0	0	0	0	0	0	109
8:15 AM	0	0	104	0	0	0	0	0	0	0	0	0	104
8:30 AM	0	0	118	0	0	0	0	0	0	0	0	0	118
8:45 AM	0	0	131	0	0	0	0	0	0	0	0	0	131
9:00 AM	0	0	94	0	0	0	0	0	0	0	0	0	94
9:15 AM	0	0	113	0	0	0	0	0	0	0	0	0	113
9:30 AM	0	0	76	0	0	0	0	0	0	0	0	0	76
9:45 AM	0	0	84	0	0	0	0	0	0	0	0	0	84
TOTAL VOLUMES :	0	0	1201	0	0	0	0	0	0	0	0	0	1201
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	462												462
PEAK HR FACTOR :													

CONTROL : Sgnalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-103

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:		Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	0	1	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	235	0	0	0	0	0	0	0	0	0	235	
3:15 PM	0	0	209	0	0	0	0	0	0	0	0	0	209	
3:30 PM	0	0	219	0	0	0	0	0	0	0	0	0	219	
3:45 PM	0	0	241	0	0	0	0	0	0	0	0	0	241	
4:00 PM	0	0	251	0	0	0	0	0	0	0	0	0	251	
4:15 PM	0	0	233	0	0	0	0	0	0	0	0	0	233	
4:30 PM	0	0	228	0	0	0	0	0	0	0	0	0	228	
4:45 PM	0	0	158	0	0	0	0	0	0	0	0	0	158	
5:00 PM	0	0	212	0	0	0	0	0	0	0	0	0	212	
5:15 PM	0	0	173	0	0	0	0	0	0	0	0	0	173	
5:30 PM	0	0	220	0	0	0	0	0	0	0	0	0	220	
5:45 PM	0	0	227	0	0	0	0	0	0	0	0	0	227	
TOTAL VOLUMES :	0	0	2606	0	0	0	0	0	0	0	0	0	2606	
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		
PEAK HR START TIME :	430 PM												TOTAL	
PEAK HR VOL :	771												771	
PEAK HR FACTOR :														

CONTROL : Sgnalized

ITM Peak Hour Summary

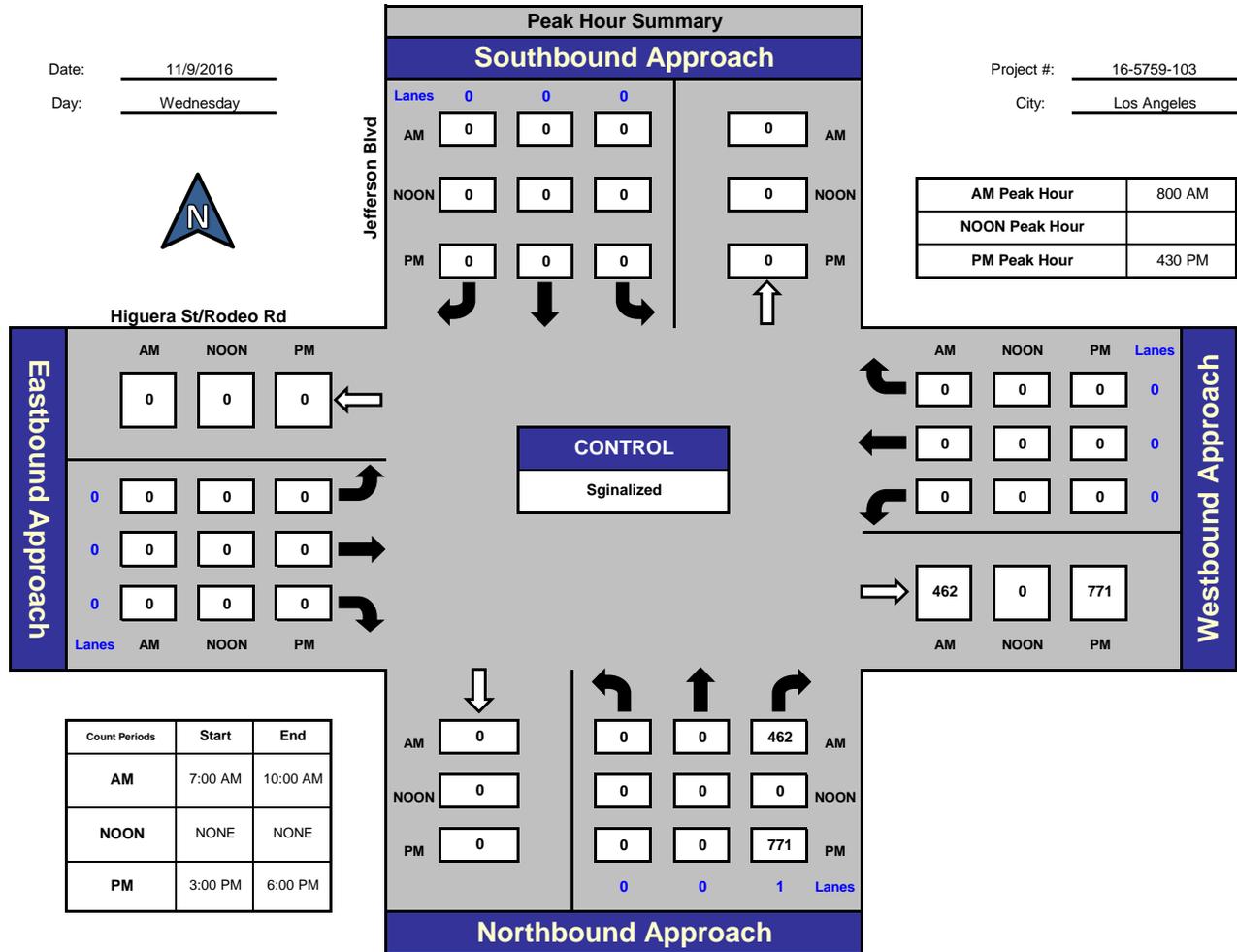


Prepared by:
National Data & Surveying Services

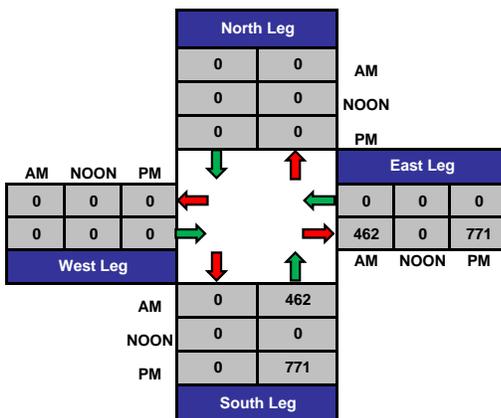
Jefferson Blvd and Higuera St/Rodeo Rd, Los Angeles

Date: 11/9/2016
Day: Wednesday

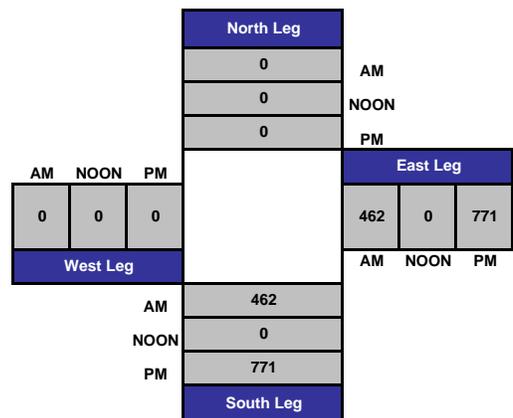
Project #: 16-5759-103
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-103

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

		AM												
NS/EW Streets:		Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	1	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	59	0	0	0	0	0	0	0	0	0	59
	7:15 AM	0	0	99	0	0	0	0	0	0	0	0	0	99
	7:30 AM	0	0	100	0	0	0	0	0	0	0	0	0	100
	7:45 AM	0	0	114	0	0	0	0	0	0	0	0	0	114
	8:00 AM	0	0	109	0	0	0	0	0	0	0	0	0	109
	8:15 AM	0	0	104	0	0	0	0	0	0	0	0	0	104
	8:30 AM	0	0	118	0	0	0	0	0	0	0	0	0	118
	8:45 AM	0	0	131	0	0	0	0	0	0	0	0	0	131
	9:00 AM	0	0	94	0	0	0	0	0	0	0	0	0	94
	9:15 AM	0	0	113	0	0	0	0	0	0	0	0	0	113
	9:30 AM	0	0	76	0	0	0	0	0	0	0	0	0	76
	9:45 AM	0	0	84	0	0	0	0	0	0	0	0	0	84
TOTAL VOLUMES :		0	0	1201	0	0	0	0	0	0	0	0	0	1201
APPROACH %'s :		0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		462												462
PEAK HR FACTOR :														

CONTROL : Sgnalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5759-103

Day: Wednesday

City: Los Angeles

Date: 11/9/2016

NS/EW Streets:	PM												TOTAL
	Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	1	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	235	0	0	0	0	0	0	0	0	0	235
3:15 PM	0	0	209	0	0	0	0	0	0	0	0	0	209
3:30 PM	0	0	219	0	0	0	0	0	0	0	0	0	219
3:45 PM	0	0	241	0	0	0	0	0	0	0	0	0	241
4:00 PM	0	0	251	0	0	0	0	0	0	0	0	0	251
4:15 PM	0	0	233	0	0	0	0	0	0	0	0	0	233
4:30 PM	0	0	228	0	0	0	0	0	0	0	0	0	228
4:45 PM	0	0	158	0	0	0	0	0	0	0	0	0	158
5:00 PM	0	0	212	0	0	0	0	0	0	0	0	0	212
5:15 PM	0	0	173	0	0	0	0	0	0	0	0	0	173
5:30 PM	0	0	220	0	0	0	0	0	0	0	0	0	220
5:45 PM	0	0	227	0	0	0	0	0	0	0	0	0	227
TOTAL VOLUMES :	0	0	2606	0	0	0	0	0	0	0	0	0	2606
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	771												771
PEAK HR FACTOR :													

CONTROL : Sginalized

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Mar 3, 16

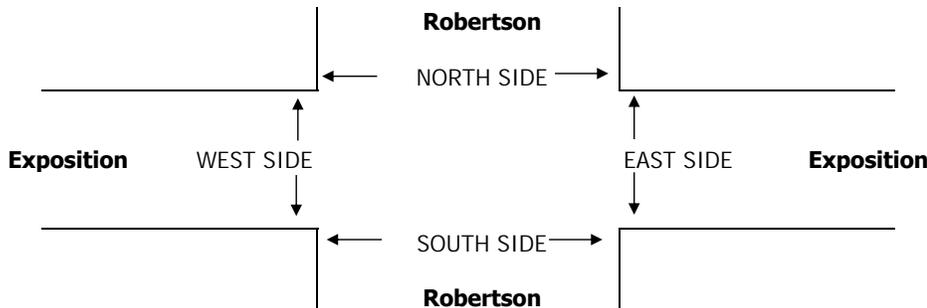
LOCATION:
NORTH & SOUTH: Culver
EAST & WEST: Robertson
Exposition

PROJECT #: SC1603
LOCATION #: 2
CONTROL: STOP S/E

NOTES: <div style="text-align: center; color: blue; font-weight: bold;">NR - I-10 WB Off Ramp</div>	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
--	----------------------------------	------------	---------------

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Robertson			Robertson			Exposition			Exposition			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	X	X	1	1	X	1	X	1	X	X	X	X	

AM	7:00 AM	0	0	152	43	0	5	0	4	0	0	0	0	204
	7:15 AM	0	0	179	41	0	1	0	3	0	0	0	0	224
	7:30 AM	0	0	211	56	0	1	0	0	0	0	0	0	268
	7:45 AM	0	0	246	60	0	4	0	1	0	0	0	0	311
	8:00 AM	0	0	300	53	0	1	0	0	0	0	0	0	354
	8:15 AM	0	0	310	68	0	5	0	1	0	0	0	0	384
	8:30 AM	0	0	316	61	0	1	0	0	0	0	0	0	378
	8:45 AM	0	0	321	65	0	4	0	3	0	0	0	0	393
	VOLUMES	0	0	2,035	447	0	22	0	12	0	0	0	0	2,516
	APPROACH %	0%	0%	100%	95%	0%	5%	0%	100%	0%	0%	0%	0%	
APP/DEPART	2,035	/	0	469	/	0	12	/	2,494	0	/	22	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	1,247	247	0	11	0	4	0	0	0	0	1,509	
APPROACH %	0%	0%	100%	96%	0%	4%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.971			0.884			0.333			0.000			0.960	
APP/DEPART	1,247	/	0	258	/	0	4	/	1,498	0	/	11	0	
PM	4:00 PM	0	0	158	89	0	17	0	17	0	0	0	0	281
	4:15 PM	0	0	126	111	0	15	0	17	0	0	0	0	269
	4:30 PM	0	0	133	106	0	14	0	11	0	0	0	0	264
	4:45 PM	0	0	137	125	0	16	0	21	0	0	0	0	299
	5:00 PM	0	0	136	108	0	11	0	12	0	0	0	0	267
	5:15 PM	0	0	115	130	0	10	0	10	0	0	0	0	265
	5:30 PM	0	0	129	111	0	15	0	16	0	0	0	0	271
	5:45 PM	0	0	123	127	0	8	0	15	0	0	0	0	273
	VOLUMES	0	0	1,057	907	0	106	0	119	0	0	0	0	2,189
	APPROACH %	0%	0%	100%	90%	0%	10%	0%	100%	0%	0%	0%	0%	
APP/DEPART	1,057	/	0	1,013	/	0	119	/	2,083	0	/	106	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	554	431	0	62	0	66	0	0	0	0	1,113	
APPROACH %	0%	0%	100%	87%	0%	13%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.877			0.874			0.786			0.000			0.931	
APP/DEPART	554	/	0	493	/	0	66	/	1,051	0	/	62	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: Video & AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

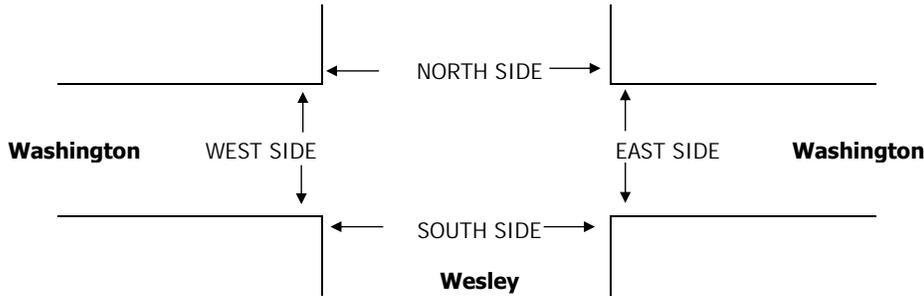
DATE:
Thu, Sep 24, 15

LOCATION: Culver City
NORTH & SOUTH: Wesley
EAST & WEST: Washington

PROJECT #: SC0715
LOCATION #: 27
CONTROL: UNSIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wesley			Washington			Washington			Wesley			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	0	1	0	0	0	0	96	3	5	230	0	337
7:15 AM	2	0	0	0	0	0	0	118	5	4	303	0	432
7:30 AM	0	0	1	0	0	0	0	157	5	1	400	0	564
7:45 AM	0	0	1	0	0	0	0	195	4	5	452	0	657
8:00 AM	1	0	1	0	0	0	0	167	6	2	345	0	522
8:15 AM	1	0	2	0	0	0	0	183	5	3	343	0	537
8:30 AM	4	0	1	0	0	0	0	158	9	2	299	0	473
8:45 AM	2	0	0	0	0	0	0	162	0	4	434	0	602
VOLUMES	12	0	7	0	0	0	0	1,236	37	26	2,806	0	4,124
APPROACH %	63%	0%	37%	0%	0%	0%	0%	97%	3%	1%	99%	0%	
APP/DEPART	19	/	0	0	/	63	1,273	/	1,243	2,832	/	2,818	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	2	0	5	0	0	0	0	702	20	11	1,540	0	2,280
APPROACH %	29%	0%	71%	0%	0%	0%	0%	97%	3%	1%	99%	0%	
PEAK HR FACTOR	0.583			0.000			0.907			0.848			0.868
APP/DEPART	7	/	0	0	/	31	722	/	707	1,551	/	1,542	0
4:00 PM	8	0	11	0	0	0	0	268	2	1	183	0	473
4:15 PM	2	0	11	0	0	0	0	258	3	1	176	0	451
4:30 PM	7	0	7	0	0	0	0	292	2	3	173	0	484
4:45 PM	4	0	3	0	0	0	0	348	3	2	197	0	557
5:00 PM	1	0	4	0	0	0	0	348	1	1	283	0	638
5:15 PM	0	0	2	0	0	0	0	347	0	1	258	0	608
5:30 PM	4	0	3	0	0	0	0	290	1	2	255	0	555
5:45 PM	2	0	1	0	0	0	0	361	1	1	207	0	573
VOLUMES	28	0	42	0	0	0	0	2,512	13	12	1,732	0	4,339
APPROACH %	40%	0%	60%	0%	0%	0%	0%	99%	1%	1%	99%	0%	
APP/DEPART	70	/	0	0	/	24	2,525	/	2,555	1,744	/	1,760	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	7	0	10	0	0	0	0	1,346	3	5	1,003	0	2,374
APPROACH %	41%	0%	59%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.607			0.000			0.932			0.887			0.930
APP/DEPART	17	/	0	0	/	7	1,349	/	1,357	1,008	/	1,010	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Thu, Mar 3, 16

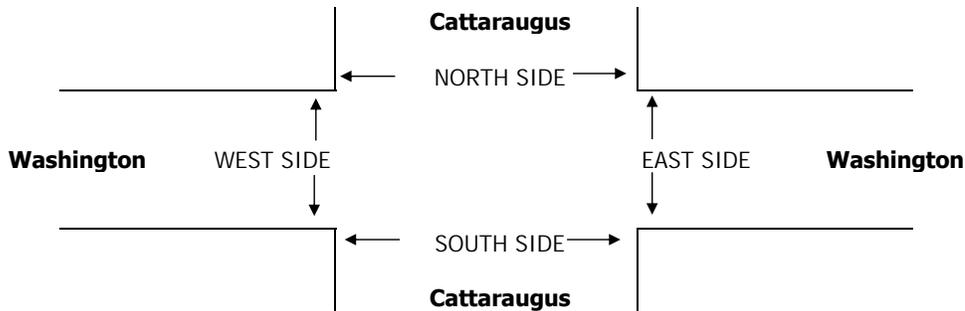
LOCATION: Culver
NORTH & SOUTH: Cattaraugus
EAST & WEST: Washington

PROJECT #: SC1603
LOCATION #: 1
CONTROL: STOP N\S

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Cattaraugus			Cattaraugus			Washington			Washington			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	

													TOTAL	
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR VOLUMES		APPROACH %
AM	1	1	2	7	0	5	3	115	2	3	320	63	522	
	4	0	0	10	0	8	5	112	1	0	366	81	587	
	4	0	3	10	0	18	1	163	3	6	328	107	643	
	2	1	2	18	0	19	8	149	4	1	380	108	692	
	0	2	4	14	1	18	14	175	3	2	337	75	645	
	0	2	2	16	1	16	11	200	2	4	322	75	651	
	1	4	0	4	0	15	9	189	2	7	318	102	651	
	3	1	2	8	1	19	14	174	1	2	340	89	654	
	15	11	15	87	3	118	65	1,277	18	25	2,711	700	5,045	
	37%	27%	37%	42%	1%	57%	5%	94%	1%	1%	79%	20%		
41	/	771	208	/	40	1,360	/	1,385	3,436	/	2,849	0		
7:45 AM														
3	9	8	52	2	68	42	713	11	14	1,357	360	2,639		
15%	45%	40%	43%	2%	56%	5%	93%	1%	1%	78%	21%			
0.833		0.824		0.899		0.885								
20	/	409	122	/	24	766	/	776	1,731	/	1,430	0		
PM	3	0	2	20	3	12	6	278	4	0	158	18	504	
	0	1	2	22	1	15	7	328	4	0	128	21	529	
	0	0	1	21	0	11	10	323	6	4	169	9	554	
	2	0	1	19	0	13	11	303	6	1	178	9	543	
	0	0	1	28	2	16	12	293	7	0	165	14	538	
	3	0	1	26	0	14	5	286	4	2	171	21	533	
	1	0	1	17	3	11	10	288	8	2	185	15	541	
	1	1	1	19	2	18	10	277	12	2	161	9	513	
	10	2	10	172	11	110	71	2,376	51	11	1,315	116	4,255	
	45%	9%	45%	59%	4%	38%	3%	95%	2%	1%	91%	8%		
22	/	184	293	/	69	2,498	/	2,562	1,442	/	1,440	0		
4:30 PM														
5	0	4	94	2	54	38	1,205	23	7	683	53	2,168		
56%	0%	44%	63%	1%	36%	3%	95%	2%	1%	92%	7%			
0.563		0.815		0.934		0.957								
9	/	89	150	/	29	1,266	/	1,306	743	/	744	0		



APPENDIX D

Level of Service Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017												
1	East-West Street:	I-10 WB Off-Ramp - Kincardine Av	Projection Year:	2019	Peak Hour:	AM	Reviewed by:	RA	Project:	RA469												
No. of Phases		2	2		2		2		2													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		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												
Override Capacity		2	2		2		2		2													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	↔	Left	58	1	58	0	58	58	0	60	1	60	0	60	1	60	0	60	1	60		
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through	1263	2	632	0	1263	632	45	1346	2	673	0	1346	2	673	0	1346	2	673		
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	↔	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1401	1	739	7	1408	743	62	1505	1	792	7	1512	1	796	0	1512	1	796		
	↔	Through-Right	77	0	77	0	77	77	0	79	0	79	0	79	0	79	0	79	0	79	0	79
	↔	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left	109	0	109	0	109	109	0	112	0	112	0	112	0	112	0	112	0	112		
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through-Right	60	0	169	0	60	169	0	62	0	174	0	62	0	174	0	62	0	174		
	↔	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	↔	Left	66	0	66	6	72	72	163	231	0	231	6	237	0	237	0	237	0	237		
	↔	Left-Through	48	1	114	0	48	120	0	49	0	280	0	49	0	286	0	49	0	286		
	↔	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through-Right	104	1	104	0	104	104	-1	106	1	106	0	106	1	106	0	106	1	106		
	↔	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 797	801		North-South: 852		856		North-South: 856		856		North-South: 856		856		North-South: 856		856			
		East-West: 235	241		East-West: 405		411		East-West: 411		411		East-West: 411		411		East-West: 411		411			
		SUM: 1032	1042		SUM: 1257		1267		SUM: 1267		1267		SUM: 1267		1267		SUM: 1267		1267			
VOLUME/CAPACITY (V/C) RATIO:		0.688		0.695		0.838		0.845		0.845		0.845		0.845		0.845		0.845		0.845		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.588		0.595		0.738		0.745		0.745		0.745		0.745		0.745		0.745		0.745		
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C		C		C		C		C		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017				
1	East-West Street:	I-10 WB Off-Ramp - Kincardine Av	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469				
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	Right Turns: FREE-1, NRTOR-2 or OLA-3?		2	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		2
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0
		2			2			2			2			2
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			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:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
2	East-West Street:	National Boulevard	Projection Year:	2019	Peak Hour:	AM	Reviewed by:	RA	Project:	RA469									
No. of Phases			4			4			4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3										
Override Capacity			2			2			2										
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	75	0	75	75	13	90	1	90	0	90	1	90	0	90	1	90	
	Left-Through	0							0				0				0		
	Through	1	372	0	713	372	6	741	1	398	0	741	1	398	0	741	1	398	
	Through-Right	1							1				1				1		
	Right	0	31	0	31	31	23	55	0	55	0	55	0	55	0	55	0	55	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	2	287	14	536	295	68	606	2	333	14	620	2	341	0	620	2	341	
	Left-Through	0							0				0				0		
	Through	1	525	0	923	525	155	1106	1	619	0	1106	1	619	0	1106	1	619	
	Through-Right	1							1				1				1		
	Right	0	126	0	126	126	2	132	0	132	0	132	0	132	0	132	0	132	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	1	263	0	263	263	4	275	1	275	0	275	1	275	0	275	1	275	
	Left-Through	0							0				0				0		
	Through	1	470	1	655	471	50	724	1	515	1	725	1	516	0	725	1	516	
	Through-Right	1							1				1				1		
	Right	0	286	0	286	286	11	306	0	306	0	306	0	306	0	306	0	306	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
WESTBOUND	Left	1	131	0	131	131	4	139	1	139	0	139	1	139	0	139	1	139	
	Left-Through	0							0				0				0		
	Through	1	442	0	442	442	26	481	1	481	0	481	1	481	0	481	1	481	
	Through-Right	0							0				0				0		
	Right	1	29	0	316	21	35	361	1	28	0	361	1	20	0	361	1	20	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES		North-South: 659	North-South: 667	North-South: 731	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	North-South: 739	
		East-West: 705	East-West: 705	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	East-West: 756	
		SUM: 1364	SUM: 1372	SUM: 1487	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	SUM: 1495	
VOLUME/CAPACITY (V/C) RATIO:		0.992		0.998		1.081		1.087		1.087		1.087		1.087		1.087		1.087	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.892		0.898		0.981		0.987		0.987		0.987		0.987		0.987		0.987	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E		E		E	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
2	East-West Street:	National Boulevard	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		3	3		3		3		3										
Override Capacity		2	2		2		2		2										
		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	40	1	40	0	40	40	12	53	1	53	0	53	1	53	0	53	1	53
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	480	1	309	0	480	309	30	525	1	363	0	525	1	363	0	525	1	363
	Through-Right	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	138	0	138	0	138	138	59	201	0	201	0	201	0	201	0	201	0	201
	Left-Through-Right	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
SOUTHBOUND	Left	644	2	354	-3	641	353	65	729	2	401	-3	726	2	399	0	726	2	399
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	970	1	588	0	970	588	78	1077	1	646	0	1077	1	646	0	1077	1	646
	Through-Right	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	206	0	206	0	206	206	3	215	0	215	0	215	0	215	0	215	0	215
	Left-Through-Right	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
EASTBOUND	Left	150	1	150	0	150	150	2	157	1	157	0	157	1	157	0	157	1	157
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	938	1	510	0	938	510	56	1022	1	560	0	1022	1	560	0	1022	1	560
	Through-Right	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	81	0	81	0	81	81	15	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right	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
WESTBOUND	Left	88	1	88	0	88	88	9	100	1	100	0	100	1	100	0	100	1	100
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	289	1	289	1	290	290	44	342	1	342	1	343	1	343	0	343	1	343
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	303	1	0	6	309	0	48	360	1	0	6	366	1	0	0	366	1	0
	Left-Through-Right	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
CRITICAL VOLUMES		North-South: 663 East-West: 598 SUM: 1261			North-South: 662 East-West: 598 SUM: 1260			North-South: 764 East-West: 660 SUM: 1424					North-South: 762 East-West: 660 SUM: 1422					North-South: 762 East-West: 660 SUM: 1422	
VOLUME/CAPACITY (V/C) RATIO:				0.917			0.916					1.034					1.034		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.816					0.934					0.934		
LEVEL OF SERVICE (LOS):				D			D					E					E		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	National Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017												
3	East-West Street:	I-10 Freeway Eastbound On-Ramp	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469												
No. of Phases		2	2		2		2		2													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 2	NB-- 0 SB-- 2		NB-- 0 SB-- 2		NB-- 0 SB-- 2		NB-- 0 SB-- 2													
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0													
Override Capacity		2	2		2		2		2													
		0	0		0		0		0													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	116	1	116	5	121	121	96	216	1	216	5	221	1	221	0	221	1	221			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	674	2	337	6	680	340	101	795	2	398	6	801	2	401	0	801	2	401			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	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			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	971	2	486	-3	968	484	127	1127	2	564	-3	1124	2	562	0	1124	2	562			
	Through-Right	712	1	712	0	712	712	53	787	1	787	0	787	1	787	0	787	1	787			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	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			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	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			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	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			
CRITICAL VOLUMES		North-South: 828	828		North-South: 833	833		North-South: 1003	1003				North-South: 1008	1008				North-South: 1008	1008			
		East-West: 0	0		East-West: 0	0		East-West: 0	0				East-West: 0	0				East-West: 0	0			
		SUM: 828	828		SUM: 833	833		SUM: 1003	1003				SUM: 1008	1008				SUM: 1008	1008			
VOLUME/CAPACITY (V/C) RATIO:		0.552		0.555		0.669		0.672				0.672				0.672						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.452		0.455		0.569		0.572				0.572				0.572						
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:	0.003	Δv/c after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #: 4	North-South Street:	Bagley Avenue		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	PM		Reviewed by:	RA		Project:	RA469					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		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		
Override Capacity																			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	51	1	51	0	51	51	28	81	1	81	0	81	1	81	0	81	1	81
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	113	0	150	0	113	150	7	123	0	164	0	123	0	164	0	123	0	164
	↔	37	0	0	0	37	0	3	41	0	0	0	41	0	0	0	41	0	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	64	0	64	0	64	64	1	67	0	67	0	67	0	67	0	67	0	67
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	271	0	406	0	271	406	3	282	0	424	0	282	0	424	0	282	0	424
	↔	71	0	0	0	71	0	2	75	0	0	0	75	0	0	0	75	0	0
	↔	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0
EASTBOUND	↔	117	1	117	0	117	117	1	122	1	122	0	122	1	122	0	122	1	122
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	1248	2	436	-3	1245	435	173	1459	2	520	-3	1456	2	519	0	1456	2	519
	↔	61	0	61	0	61	61	39	102	0	102	0	102	0	102	0	102	0	102
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	112	1	112	0	112	112	2	117	1	117	0	117	1	117	0	117	1	117
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	1620	3	540	14	1634	545	190	1859	3	620	14	1873	3	624	0	1873	3	624
	↔	45	1	45	0	45	45	1	47	1	47	0	47	1	47	0	47	1	47
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	457	East-West:	657	SUM:	1114	North-South:	457	East-West:	662	SUM:	1119	North-South:	505	East-West:	746	SUM:	1251
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Culver Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	AM		Reviewed by:	RA		Project:	RA469					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4		1		4		1		4		1		4		1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2		2		2	
Override Capacity				0		0		0		0		0		0		0		0	
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	36	1	36	0	36	36	4	41	1	41	0	41	1	41	0	41	1	41
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	43	1	43	0	43	43	0	44	1	44	0	44	1	44	0	44	1	44
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	683	2	196	0	683	196	84	788	2	145	0	788	2	145	0	788	2	145
SOUTHBOUND	Left	143	1	105	0	143	105	0	147	1	108	0	147	1	108	0	147	1	108
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	37	0	105	0	37	105	0	38	0	108	0	38	0	108	0	38	0	108
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
EASTBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1298	3	433	18	1316	439	145	1482	3	494	18	1500	3	500	0	1500	3	500
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	13	1	0	0	13	0	0	13	1	0	0	13	1	0	0	13	1	0
WESTBOUND	Left	327	2	180	0	327	180	187	524	2	288	0	524	2	288	0	524	2	288
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1538	2	560	0	1538	560	128	1713	2	619	0	1713	2	619	0	1713	2	619
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	141	0	141	0	141	141	0	145	0	145	0	145	0	145	0	145	0	145
CRITICAL VOLUMES		North-South:	301	North-South:	301	North-South:	253	North-South:	253	North-South:	253	North-South:	253	North-South:	253	North-South:	253	North-South:	253
		East-West:	613	East-West:	619	East-West:	782	East-West:	788	East-West:	788	East-West:	788	East-West:	788	East-West:	788	East-West:	788
		SUM:	914	SUM:	920	SUM:	1035	SUM:	1041	SUM:	1041	SUM:	1041	SUM:	1041	SUM:	1041	SUM:	1041
VOLUME/CAPACITY (V/C) RATIO:				0.665		0.669		0.753		0.757		0.757		0.757		0.757		0.757	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565		0.569		0.653		0.657		0.657		0.657		0.657		0.657	
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Culver Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	PM		Reviewed by:	RA		Project:	RA469					
No. of Phases		4		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1		1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		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		
Override Capacity		2		2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	76	1	76	0	76	76	22	100	1	100	0	100	1	100	0	100	1	100
	↔	47	0	47	0	47	47	0	48	0	48	0	48	0	48	0	48	0	48
	↔	819	2	240	0	819	240	254	1098	2	329	0	1098	2	329	0	1098	2	329
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	231	1	145	0	231	145	0	238	1	149	0	238	1	149	0	238	1	149
	↔	35	0	145	0	35	145	0	36	0	149	0	36	0	149	0	36	0	149
	↔	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	↔	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	↔	1202	3	401	-3	1199	400	177	1415	3	472	-3	1412	3	471	0	1412	3	471
	↔	17	1	0	0	17	0	0	18	1	0	0	18	1	0	0	18	1	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	381	2	210	0	381	210	107	500	2	275	0	500	2	275	0	500	2	275
	↔	1611	2	580	14	1625	585	170	1830	2	654	14	1844	2	659	0	1844	2	659
	↔	129	1	129	0	129	129	0	133	1	133	0	133	0	133	0	133	0	133
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 385	East-West: 611	SUM: 996	North-South: 385	East-West: 610	SUM: 995	North-South: 478	East-West: 747	SUM: 1225	North-South: 478	East-West: 746	SUM: 1224	North-South: 478	East-West: 746	SUM: 1224	North-South: 478	East-West: 746	SUM: 1224
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.724			0.891			0.890			0.890			0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.624			0.791			0.790			0.790			0.790
LEVEL OF SERVICE (LOS):				B			B			C			C			C			C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017											
6	East-West Street:	Venice Boulevard	Projection Year:	2019	Peak Hour:	AM	Reviewed by:	RA	Project:	RA469											
No. of Phases		4	4		4		4		4												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		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											
Override Capacity		2	2		2		2		2												
		0	0		0		0		0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	80	1	80	0	80	80	19	101	1	101	0	101	1	101	0	101	1	101	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	380	2	190	0	380	190	23	415	2	208	0	415	2	208	0	415	2	208	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	42	1	0	0	42	0	1	44	1	0	0	44	1	0	0	44	1	0	
	↔	Left-Through-Right	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	
SOUTHBOUND	↔	Left	233	1	233	0	233	233	73	313	1	313	0	313	1	313	0	313	1	313	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	253	1	253	12	265	265	142	403	1	403	12	415	1	415	0	415	1	415	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	372	1	269	0	372	269	144	527	1	410	0	527	1	410	0	527	1	410	
	↔	Left-Through-Right	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	
EASTBOUND	↔	Left	375	2	206	0	375	206	42	428	2	235	0	428	2	235	0	428	2	235	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1586	3	529	18	1604	535	145	1779	3	593	18	1797	3	599	0	1797	3	599	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	64	1	24	0	64	24	42	108	1	58	0	108	1	58	0	108	1	58	
	↔	Left-Through-Right	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	
WESTBOUND	↔	Left	45	1	45	0	45	45	28	74	1	74	0	74	1	74	0	74	1	74	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1421	3	474	0	1421	474	151	1615	3	538	0	1615	3	538	0	1615	3	538	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	187	1	71	0	187	71	35	228	1	72	0	228	1	72	0	228	1	72	
	↔	Left-Through-Right	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	
CRITICAL VOLUMES		North-South:	459	North-South:		459	North-South:		618	North-South:		623	North-South:		623	North-South:		623	North-South:		623
		East-West:	680	East-West:		680	East-West:		773	East-West:		773	East-West:		773	East-West:		773	East-West:		773
		SUM:	1139	SUM:		1139	SUM:		1391	SUM:		1396	SUM:		1396	SUM:		1396	SUM:		1396
VOLUME/CAPACITY (V/C) RATIO:				0.828			0.828			1.012			1.015			1.015			1.015		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.728			0.912			0.915			0.915			0.915		
LEVEL OF SERVICE (LOS):				C			C			E			E			E			E		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
6	East-West Street:	Venice Boulevard	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469									
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	98	1	98	0	98	98	63	164	1	164	0	164	1	164	0	164	1	164
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	349	2	175	9	358	179	80	440	2	220	9	449	2	225	0	449	2	225
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	63	1	63	0	63	63	28	93	1	4	0	93	1	4	0	93	1	4
	Left-Through-Right	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
SOUTHBOUND	Left	162	1	162	0	162	162	49	216	1	216	0	216	1	216	0	216	1	216
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	164	1	164	-2	162	162	87	256	1	256	-2	254	1	254	0	254	1	254
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	347	1	223	0	347	223	68	426	1	261	0	426	1	261	0	426	1	261
	Left-Through-Right	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
EASTBOUND	Left	450	2	248	0	450	248	136	600	2	330	0	600	2	330	0	600	2	330
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1748	3	583	-3	1745	582	241	2042	3	681	-3	2039	3	680	0	2039	3	680
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	98	1	98	0	98	98	54	155	1	73	0	155	1	73	0	155	1	73
	Left-Through-Right	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
WESTBOUND	Left	62	1	62	0	62	62	25	89	1	89	0	89	1	89	0	89	1	89
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1450	3	483	14	1464	488	151	1645	3	548	14	1659	3	553	0	1659	3	553
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	106	1	106	0	106	106	70	179	1	71	0	179	1	71	0	179	1	71
	Left-Through-Right	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
CRITICAL VOLUMES		North-South: 398	East-West: 731	SUM: 1129	North-South: 402	East-West: 736	SUM: 1138	North-South: 481	East-West: 878	SUM: 1359	North-South: 486	East-West: 883	SUM: 1369	North-South: 486	East-West: 883	SUM: 1369			
VOLUME/CAPACITY (V/C) RATIO:		0.821		0.828		0.988		0.996		0.996									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.721		0.728		0.888		0.896		0.896									
LEVEL OF SERVICE (LOS):		C		C		D		D		D									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: National Boulevard			Year of Count: 2016			Ambient Growth: (%): 1			Conducted by: RA			Date: 1/10/2017						
	East-West Street: Venice Boulevard			Projection Year: 2019			Peak Hour: AM			Reviewed by: RA			Project: RA469						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	238	1	238	0	238	238	88	333	1	333	0	333	1	333	0	333	1	333
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	671	1	353	0	671	353	89	780	1	418	0	780	1	418	0	780	1	418
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	34	0	34	0	34	34	20	55	0	55	0	55	0	55	0	55	0	55
SOUTHBOUND	Left	95	1	95	0	95	95	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	590	1	332	15	605	340	116	724	1	405	15	739	1	413	0	739	1	413
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	74	0	74	0	74	74	10	86	0	86	0	86	0	86	0	86	0	86
EASTBOUND	Left	121	2	67	0	121	67	18	143	2	79	0	143	2	79	0	143	2	79
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1412	3	471	0	1412	471	46	1501	3	500	0	1501	3	500	0	1501	3	500
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	446	1	327	18	464	345	133	593	1	427	18	611	1	445	0	611	1	445
WESTBOUND	Left	68	1	68	0	68	68	52	122	1	122	0	122	1	122	0	122	1	122
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1265	3	422	0	1265	422	117	1420	3	473	0	1420	3	473	0	1420	3	473
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	73	1	26	0	73	26	2	77	1	28	0	77	1	28	0	77	1	28
CRITICAL VOLUMES		North-South: 570 East-West: 539 SUM: 1109			North-South: 578 East-West: 539 SUM: 1117			North-South: 738 East-West: 622 SUM: 1360					North-South: 746 East-West: 622 SUM: 1368					North-South: 746 East-West: 622 SUM: 1368	
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.812					0.989					0.995		
V/C LESS ATSC/ATCS ADJUSTMENT:				0.707			0.712					0.889					0.895		
LEVEL OF SERVICE (LOS):				C			C					D					D		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	National Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
7	East-West Street:	Venice Boulevard	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	201	1	201	14	215	215	151	358	1	358	14	372	1	372	0	372	1	372
	Left-Through		0							0				0				0	
	Through	609	1	352	11	620	360	147	774	1	459	11	785	1	467	0	785	1	467
	Through-Right		1							1				1				1	
	Right	94	0	94	5	99	99	46	143	0	143	5	148	0	148	0	148	0	148
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	141	1	141	0	141	141	0	145	1	145	0	145	1	145	0	145	1	145
	Left-Through		0							0				0				0	
	Through	779	1	418	-3	776	416	120	923	1	495	-3	920	1	494	0	920	1	494
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	9	67	0	67	0	67	0	67	0	67	0	67
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	165	2	91	0	165	91	45	215	2	118	0	215	2	118	0	215	2	118
	Left-Through		0							0				0				0	
	Through	1554	3	518	0	1554	518	120	1721	3	574	0	1721	3	574	0	1721	3	574
	Through-Right		0							0				0				0	
	Right	310	1	210	-3	307	200	158	477	1	298	-3	474	1	288	0	474	1	288
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	90	1	90	0	90	90	51	144	1	144	0	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	1337	3	446	0	1337	446	98	1476	3	492	0	1476	3	492	0	1476	3	492
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	4	65	1	0	0	65	1	0	0	65	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 619 East-West: 608 SUM: 1227	North-South: 631 East-West: 608 SUM: 1239	North-South: 853 East-West: 718 SUM: 1571	North-South: 866 East-West: 718 SUM: 1584	North-South: 866 East-West: 718 SUM: 1584													
VOLUME/CAPACITY (V/C) RATIO:		0.892		0.901		1.143		1.152		1.152									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.792		0.801		1.043		1.052		1.052									
LEVEL OF SERVICE (LOS):		C		D		F		F		F									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Helms Avenue		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	AM		Reviewed by:	RA		Project:	RA469					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		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		
Override Capacity																			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	↔	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	↔	3	0	6	0	3	6	0	3	0	6	0	3	0	6	0	3	0	6
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	6	1	0	0	6	0	0	6	1	0	0	6	1	0	0	6	1	0
SOUTHBOUND	↔	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	3	0	33	0	3	33	0	3	0	33	0	3	0	33	0	3	0	33
	↔	14	0	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
	↔	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
EASTBOUND	↔	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	1484	3	495	0	1484	495	62	1591	3	530	0	1591	3	530	0	1591	3	530
	↔	11	1	11	0	11	11	4	15	1	15	0	15	1	15	0	15	1	15
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	33	1	33	0	33	33	0	34	1	34	0	34	1	34	0	34	1	34
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	1403	2	487	0	1403	487	171	1617	2	559	0	1617	2	559	0	1617	2	559
	↔	57	0	57	0	57	57	0	59	0	59	0	59	0	59	0	59	0	59
	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 36		North-South: 36		North-South: 36		North-South: 36		North-South: 36		North-South: 36		North-South: 36		North-South: 36		North-South: 36	
		East-West: 540		East-West: 540		East-West: 540		East-West: 614		East-West: 614		East-West: 614		East-West: 614		East-West: 614		East-West: 614	
		SUM: 576		SUM: 576		SUM: 576		SUM: 650		SUM: 650		SUM: 650		SUM: 650		SUM: 650		SUM: 650	
VOLUME/CAPACITY (V/C) RATIO:				0.384		0.384				0.433		0.433				0.433		0.433	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284		0.284				0.333		0.333				0.333		0.333	
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:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Helms Avenue	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
8	East-West Street:	Venice Boulevard	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469									
No. of Phases		2		2		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
Override Capacity		2		2		2		2		2									
		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		1							1				1			1		
	Through	4	0	17	0	4	17	0	4	0	17	0	4	0	17	0	4	0	17
	Through-Right		0							0				0			0		
	Right	10	1	0	0	10	0	0	10	1	0	0	10	1	0	0	10	1	0
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0			0		
	Through	2	0	65	0	2	65	0	2	0	67	0	2	0	67	0	2	0	67
	Through-Right		0							0				0			0		
	Right	34	0	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0
Left-Through-Right		1							1				1			1			
Left-Right		0							0				0			0			
EASTBOUND	Left	34	1	34	0	34	34	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0			0		
	Through	1807	3	602	5	1812	604	158	2020	3	673	5	2025	3	675	0	2025	3	675
	Through-Right		0							0				0			0		
	Right	23	1	23	0	23	23	8	32	1	32	0	32	1	32	0	32	1	32
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
WESTBOUND	Left	33	1	33	0	33	33	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0			0		
	Through	1467	2	492	0	1467	492	152	1663	2	558	0	1663	2	558	0	1663	2	558
	Through-Right		1							1				1			1		
	Right	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 78		North-South: 78		North-South: 80		North-South: 80		North-South: 80		North-South: 80		North-South: 80		North-South: 80		North-South: 80	
		East-West: 635		East-West: 637		East-West: 707		East-West: 707		East-West: 709		East-West: 709		East-West: 709		East-West: 709		East-West: 709	
		SUM: 713		SUM: 715		SUM: 787		SUM: 787		SUM: 789		SUM: 789		SUM: 789		SUM: 789		SUM: 789	
VOLUME/CAPACITY (V/C) RATIO:		0.475		0.477		0.525		0.525		0.526		0.526		0.526		0.526		0.526	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.375		0.377		0.425		0.425		0.426		0.426		0.426		0.426		0.426	
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:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Cattaraugus Avenue		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017			
	East-West Street:	Washington Boulevard		Projection Year:	2019		Peak Hour:	AM		Reviewed by:	RA		Project:	RA469			
		No. of Phases	2														
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0														
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	0														
		ATSAC-1 or ATSAC+ATCS-2?	2														
		Override Capacity	2														
		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	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	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	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
		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	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	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	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
		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	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	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	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
		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	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	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	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
		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	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	EB--	0	WB--	0	EB--	0	WB--	0
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Cattaraugus Avenue	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
9	East-West Street:	Washington Boulevard	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469									
No. of Phases		2		2		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
Override Capacity		2		2		2		2		2									
		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	14	0	14	0	14	14	34	48	0	48	0	48	0	48	0	48	0	48
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	71	0	118	0	71	118	0	73	0	170	0	73	0	170	0	73	0	170
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	33	0	0	0	33	0	15	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	259	0	259	0	259	259	0	267	0	267	0	267	0	267	0	267	0	267
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	139	0	417	0	139	417	7	150	0	445	0	150	0	445	0	150	0	445
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	19	0	8	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	81	1	81	0	81	81	10	93	1	93	0	93	1	93	0	93	1	93
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1629	2	556	5	1634	558	147	1825	2	622	5	1830	2	624	0	1830	2	624
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right	0	0	0	0	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
WESTBOUND	Left	69	1	69	-1	68	68	17	88	1	88	-1	87	1	87	0	87	1	87
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1349	2	466	0	1349	466	110	1500	2	516	0	1500	2	516	0	1500	2	516
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	48	0	48	0	48	48	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right	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
CRITICAL VOLUMES		North-South:	431	North-South:	431	North-South:	493	North-South:	493	North-South:	493	North-South:	493	North-South:	493	North-South:	493	North-South:	493
		East-West:	625	East-West:	626	East-West:	710	East-West:	711	East-West:	711	East-West:	711	East-West:	711	East-West:	711	East-West:	711
		SUM:	1056	SUM:	1057	SUM:	1203	SUM:	1204	SUM:	1204	SUM:	1204	SUM:	1204	SUM:	1204	SUM:	1204
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.705		0.802		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.605		0.702		0.703		0.703		0.703		0.703		0.703		0.703	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		C	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street:	La Cienega Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	AM		Reviewed by:	RA		Project:	RA469					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		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		
Override Capacity																			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	0	172	172	0	177	1	177	0	177	1	177	0	177	1	177
	Left-Through		0							0				0				0	
	Through	1633	2	563	0	1633	563	64	1746	2	603	0	1746	2	603	0	1746	2	603
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	5	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	1160	2	467	4	1164	469	84	1279	2	521	4	1283	2	523	0	1283	2	523
	Through-Right		1							1				1				1	
	Right	242	0	242	0	242	242	36	285	0	285	0	285	0	285	0	285	0	285
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	274	2	151	0	274	151	24	306	2	168	0	306	2	168	0	306	2	168
	Left-Through		0							0				0				0	
	Through	1187	3	396	0	1187	396	42	1265	3	422	0	1265	3	422	0	1265	3	422
	Through-Right		0							0				0				0	
	Right	127	1	41	0	127	41	0	131	1	43	0	131	1	43	0	131	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	179	1	179	6	185	185	5	189	1	189	6	195	1	195	0	195	1	195
	Left-Through		0							0				0				0	
	Through	1234	3	411	6	1240	413	111	1382	3	461	6	1388	3	463	0	1388	3	463
	Through-Right		0							0				0				0	
	Right	85	1	26	0	85	26	0	88	1	27	0	88	1	27	0	88	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 681		North-South: 681		North-South: 725		North-South: 725		North-South: 725		North-South: 725		North-South: 725		North-South: 725		North-South: 725	
		East-West: 575		East-West: 581		East-West: 629		East-West: 629		East-West: 631		East-West: 631		East-West: 631		East-West: 631		East-West: 631	
		SUM: 1256		SUM: 1262		SUM: 1354		SUM: 1354		SUM: 1356		SUM: 1356		SUM: 1356		SUM: 1356		SUM: 1356	
VOLUME/CAPACITY (V/C) RATIO:				0.913		0.918		0.985		0.986		0.986		0.986		0.986		0.986	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813		0.818		0.885		0.886		0.886		0.886		0.886		0.886	
LEVEL OF SERVICE (LOS):				D		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street:	La Cienega Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Venice Boulevard		Projection Year:	2019		Peak Hour:	PM		Reviewed by:	RA		Project:	RA469					
No. of Phases		4		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		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		
Override Capacity		2		2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	91	91	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	961	2	345	3	964	348	84	1074	2	386	3	1077	2	389	0	1077	2	389
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	75	0	75	5	80	80	7	84	0	84	5	89	0	89	0	89	0	89
SOUTHBOUND	Left	60	1	60	0	60	60	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1389	2	529	-1	1388	529	79	1510	2	585	-1	1509	2	584	0	1509	2	584
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	199	0	199	0	199	199	39	244	0	244	0	244	0	244	0	244	0	244
EASTBOUND	Left	286	2	157	0	286	157	46	341	2	188	0	341	2	188	0	341	2	188
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1396	3	465	5	1401	467	116	1554	3	518	5	1559	3	520	0	1559	3	520
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	152	1	107	0	152	107	0	157	1	110	0	157	1	110	0	157	1	110
WESTBOUND	Left	172	1	172	-1	171	171	7	184	1	184	-1	183	1	183	0	183	1	183
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1091	3	364	-1	1090	363	88	1212	3	404	-1	1211	3	404	0	1211	3	404
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	29	1	0	0	29	0	0	30	1	0	0	30	1	0	0	30	1	0
CRITICAL VOLUMES		North-South: 620 East-West: 637 SUM: 1257		North-South: 620 East-West: 638 SUM: 1258		North-South: 679 East-West: 702 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381		North-South: 678 East-West: 703 SUM: 1381	
VOLUME/CAPACITY (V/C) RATIO:		0.914		0.915		1.004		1.004		1.004		1.004		1.004		1.004		1.004	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.814		0.815		0.904		0.904		0.904		0.904		0.904		0.904		0.904	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E		E		E	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 11
North/South Street: WASHINGTON BOULEVARD-IRVING PLACE
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.09	27	137	0.197	N-S(1): 0.288 * N-S(2): 0.000 E-W(1): 0.268 E-W(2): 0.338 * V/C: 0.626 Lost Time: 0.100 ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.91	603	2,757	0.219 *	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,623	4,800	0.338 *	
	LT	1.00	43	1,600	0.027	
Northbound	RT	1.00	87	1,600	0.028	
	TH	0.00	0	0	0.000	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.656 LOS: B
	TH	3.00	1,159	4,800	0.241	
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.04	18	62	0.290	N-S(1): 0.344 * N-S(2): 0.000 E-W(1): 0.274 * E-W(2): 0.269 V/C: 0.618 Lost Time: 0.100 ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.96	911	2,824	0.323 *	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,293	4,800	0.269	
	LT	1.00	33	1,600	0.021 *	
Northbound	RT	1.00	61	1,600	0.018	
	TH	0.00	0	0	0.000	
	LT	1.00	34	1,600	0.021 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.648 LOS: B
	TH	3.00	1,214	4,800	0.253 *	
	LT	0.00	0	0	0.000	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 12
North/South Street: MAIN STREET
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	212	1,600	0.000	N-S(1): 0.056 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	89	1,600	0.056 *	E-W(1): 0.337
Westbound	RT	1.00	126	1,600	0.023	E-W(2): 0.598 *
	TH	2.00	1,394	3,200	0.436 *	
	LT	0.00	0	0	0.000	V/C: 0.654
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	3.00	1,619	4,800	0.337	
	LT	1.00	259	1,600	0.162 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	209	1,600	0.043	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.043
	LT	1.00	229	1,600	0.143 *	E-W(1): 0.375
Westbound	RT	1.00	92	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,091	3,200	0.341 *	
	LT	0.00	1	1,600	0.001	V/C: 0.572
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.602
	TH	3.00	1,795	4,800	0.374	
	LT	1.00	141	1,600	0.088 *	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 13
North/South Street: WASHINGTON BOULEVARD-CANFIELD AVENUE
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.001 *	N-S(1): 0.385 N-S(2): 0.428 * E-W(1): 0.239 *
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.090 V/C: 0.667 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	273	3,200	0.086	
	LT	1.00	30	1,600	0.019 *	
Northbound	RT	1.00	53	1,600	0.014	ICU: 0.697
	TH	0.03	17	44	0.385	
	LT	1.97	1,214	2,840	0.427 *	
Eastbound	RT	2.00	1,046	3,200	0.135	LOS: B
	TH	2.00	705	3,200	0.220 *	
	LT	1.00	7	1,600	0.004	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	25	1,600	0.001 *	N-S(1): 0.286 N-S(2): 0.319 * E-W(1): 0.273 *
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.127 V/C: 0.592 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	344	3,200	0.113	
	LT	1.00	35	1,600	0.022 *	
Northbound	RT	1.00	99	1,600	0.040	ICU: 0.622
	TH	0.03	14	49	0.286	
	LT	1.97	901	2,836	0.318 *	
Eastbound	RT	2.00	1,219	3,200	0.238	LOS: B
	TH	2.00	804	3,200	0.251 *	
	LT	1.00	23	1,600	0.014	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 14
North/South Street: INCE BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	Y
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,600	0.003	N-S(1): 0.451 *
	TH	0.17	88	280	0.315	N-S(2): 0.000
	LT	1.83	919	2,628	0.350 *	E-W(1): 0.377 *
Westbound	RT	2.00	1,197	3,200	0.374 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	V/C: 0.828
	LT	1.00	58	1,600	0.036	Lost Time: 0.100
Northbound	RT	1.00	111	1,600	0.033	ATSAC: -0.070
	TH	1.00	162	1,600	0.101 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.858
	TH	1.00	3	1,600	0.003 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,600	0.003	N-S(1): 0.514 *
	TH	0.13	86	208	0.414	N-S(2): 0.000
	LT	1.87	1,238	2,693	0.460 *	E-W(1): 0.269 *
Westbound	RT	2.00	838	3,200	0.262 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	V/C: 0.783
	LT	1.00	94	1,600	0.059	Lost Time: 0.100
Northbound	RT	1.00	78	1,600	0.000	ATSAC: -0.070
	TH	1.00	87	1,600	0.054 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.813
	TH	1.00	10	1,600	0.007 *	
	LT	0.00	0	0	0.000	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 15
North/South Street: ROBERTSON BOULEVARD-HIGUERA STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.054	N-S(1): 0.284 * N-S(2): 0.203 E-W(1): 0.270 E-W(2): 0.396 *
	TH	1.00	238	1,600	0.149	
	LT	1.00	101	1,600	0.063 *	
Westbound	RT	0.00	142	0	0.000	V/C: 0.680 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	1,041	3,200	0.370 *	
	LT	1.00	78	1,600	0.049	
Northbound	RT	1.00	124	1,600	0.029	ICU: 0.710
	TH	1.00	354	1,600	0.221 *	
	LT	1.00	86	1,600	0.054	
Eastbound	RT	0.00	65	0	0.000	LOS: C
	TH	2.00	642	3,200	0.221	
	LT	1.00	42	1,600	0.026 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	72	1,600	0.045	N-S(1): 0.224 * N-S(2): 0.170 E-W(1): 0.395 * E-W(2): 0.388
	TH	1.00	235	1,600	0.147	
	LT	1.00	124	1,600	0.078 *	
Westbound	RT	0.00	202	0	0.000	V/C: 0.619 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	651	3,200	0.267	
	LT	1.00	82	1,600	0.051 *	
Northbound	RT	1.00	88	1,600	0.004	ICU: 0.649
	TH	1.00	234	1,600	0.146 *	
	LT	1.00	36	1,600	0.023	
Eastbound	RT	0.00	73	0	0.000	LOS: B
	TH	2.00	1,028	3,200	0.344 *	
	LT	1.00	193	1,600	0.121	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 16
North/South Street: LANDMARK STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.034 *
	LT	0.00	0	0	0.000	E-W(1): 0.319
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.378 *
	TH	2.00	1,211	3,200	0.378 *	V/C: 0.412
	LT	1.00	63	1,600	0.039	Lost Time: 0.100
Northbound	RT	1.00	47	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	93	0	0.000	ICU: 0.442
	TH	2.00	804	3,200	0.280	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.017 *
	TH	0.00	0	0	0.000	N-S(2): 0.014
	LT	0.00	0	0	0.000 *	E-W(1): 0.397 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.292
	TH	2.00	935	3,200	0.292	V/C: 0.414
	LT	1.00	6	1,600	0.004 *	Lost Time: 0.100
Northbound	RT	1.00	33	1,600	0.017 *	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	23	1,600	0.014	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.444
	TH	2.00	1,250	3,200	0.393 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 17
North/South Street: NATIONAL BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.268
	TH	2.00	684	3,200	0.239 *	N-S(2): 0.312 *
	LT	2.00	82	2,880	0.028	E-W(1): 0.286
Westbound	RT	0.00	181	0	0.000	E-W(2): 0.328 *
	TH	3.00	1,213	4,800	0.290 *	V/C: 0.640
	LT	1.00	162	1,600	0.101	Lost Time: 0.100
Northbound	RT	0.00	36	0	0.000	ATSAC: -0.070
	TH	2.00	733	3,200	0.240	
	LT	2.00	211	2,880	0.073 *	
Eastbound	RT	1.00	140	1,600	0.022	ICU: 0.670
	TH	2.00	592	3,200	0.185	
	LT	1.00	61	1,600	0.038 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.339
	TH	2.00	937	3,200	0.309 *	N-S(2): 0.382 *
	LT	2.00	240	2,880	0.083	E-W(1): 0.404 *
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.238
	TH	3.00	783	4,800	0.185	V/C: 0.786
	LT	1.00	126	1,600	0.079 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ATSAC: -0.070
	TH	2.00	740	3,200	0.256	
	LT	2.00	209	2,880	0.073 *	
Eastbound	RT	1.00	200	1,600	0.060	ICU: 0.816
	TH	2.00	1,039	3,200	0.325 *	
	LT	1.00	85	1,600	0.053	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 18
North/South Street: HELMS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.015
	TH	0.00	0	0	0.000 *	N-S(2): 0.071 *
	LT	0.00	0	0	0.000	E-W(1): 0.240
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.439 *
	TH	2.00	1,404	3,200	0.439 *	V/C: 0.510
	LT	1.00	11	1,600	0.007	Lost Time: 0.100
Northbound	RT	0.12	14	196	0.015	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.88	100	1,404	0.071 *	
Eastbound	RT	0.00	23	0	0.000	ICU: 0.540
	TH	2.00	723	3,200	0.233	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.047 *
	LT	0.00	0	0	0.000	E-W(1): 0.433 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.281
	TH	2.00	899	3,200	0.281	V/C: 0.480
	LT	1.00	22	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	0.07	5	107	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.93	70	1,493	0.047 *	
Eastbound	RT	0.00	71	0	0.000	ICU: 0.510
	TH	2.00	1,269	3,200	0.419 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 19
North/South Street: LA CIENEGA AVENUE - MCMANUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.93	134	3,092	0.038	N-S(1): 0.103 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.07	74	1,537	0.048 *	E-W(1): 0.222
Westbound	RT	0.00	28	0	0.000	E-W(2): 0.440 *
	TH	2.00	1,351	3,200	0.431 *	V/C: 0.543
	LT	1.00	14	1,600	0.009	Lost Time: 0.100
Northbound	RT	0.24	21	382	0.018	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.76	67	1,218	0.055 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.573
	TH	2.00	670	3,200	0.213	
	LT	1.00	15	1,600	0.009 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.49	92	2,387	0.030	N-S(1): 0.104 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.51	93	2,172	0.043 *	E-W(1): 0.387 *
Westbound	RT	0.00	31	0	0.000	E-W(2): 0.245
	TH	2.00	711	3,200	0.232	V/C: 0.491
	LT	1.00	10	1,600	0.006 *	Lost Time: 0.100
Northbound	RT	0.21	21	343	0.032	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.79	77	1,257	0.061 *	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.521
	TH	2.00	1,199	3,200	0.381 *	
	LT	1.00	21	1,600	0.013	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 20
North/South Street: LA CIENEGA BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.404
	TH	3.00	1,042	4,800	0.227 *	N-S(2): 0.421 *
	LT	1.00	133	1,600	0.083	E-W(1): 0.281
Westbound	RT	1.00	320	1,600	0.117	E-W(2): 0.447 *
	TH	2.00	1,314	3,200	0.411 *	V/C: 0.868
	LT	1.00	69	1,600	0.043	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	ATSAC: -0.070
	TH	3.00	1,514	4,800	0.321	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	1.00	122	1,600	0.000	ICU: 0.898
	TH	2.00	760	3,200	0.238	
	LT	1.00	57	1,600	0.036 *	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	17	0	0.000	N-S(1): 0.388 *
	TH	3.00	1,284	4,800	0.271	N-S(2): 0.319
	LT	1.00	302	1,600	0.189 *	E-W(1): 0.422 *
Westbound	RT	1.00	142	1,600	0.000	E-W(2): 0.212
	TH	2.00	556	3,200	0.174	V/C: 0.810
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	0.00	61	0	0.000	ATSAC: -0.070
	TH	3.00	896	4,800	0.199 *	
	LT	1.00	77	1,600	0.048	
Eastbound	RT	1.00	119	1,600	0.026	ICU: 0.840
	TH	2.00	1,212	3,200	0.379 *	
	LT	1.00	61	1,600	0.038	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 21
North/South Street: WESLEY STREET
East/West Street: NATIONAL BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.101
	TH	0.00	0	0	0.000 *	N-S(2): 0.139 *
	LT	0.00	0	0	0.000	E-W(1): 0.242
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.260 *
	TH	2.00	833	3,200	0.260 *	V/C: 0.399
	LT	1.00	22	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.35	79	567	0.101	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.65	144	1,033	0.139 *	
Eastbound	RT	1.00	239	1,600	0.059	ICU: 0.429
	TH	2.00	729	3,200	0.228	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.027
	TH	0.00	0	0	0.000 *	N-S(2): 0.061 *
	LT	0.00	0	0	0.000	E-W(1): 0.372 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.291
	TH	2.00	930	3,200	0.291	V/C: 0.433
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	0.26	25	408	0.027	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.74	73	1,192	0.061 *	
Eastbound	RT	1.00	93	1,600	0.013	ICU: 0.463
	TH	2.00	1,160	3,200	0.363 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 22
North/South Street: HAYDEN AVENUE
East/West Street: NATIONAL BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.115 *
	LT	0.00	0	0	0.000	E-W(1): 0.316 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.189
	TH	2.00	602	3,200	0.188	V/C: 0.431
	LT	1.00	185	1,600	0.116 *	Lost Time: 0.100
Northbound	RT	0.26	43	416	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.74	288	2,506	0.115 *	
Eastbound	RT	1.00	254	1,600	0.055	ICU: 0.461
	TH	2.00	640	3,200	0.200 *	
	LT	0.00	1	1,600	0.001	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.137
	TH	0.00	0	0	0.000 *	N-S(2): 0.178 *
	LT	0.00	0	0	0.000	E-W(1): 0.260 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.137
	TH	2.00	438	3,200	0.137	V/C: 0.438
	LT	1.00	17	1,600	0.011 *	Lost Time: 0.100
Northbound	RT	0.46	119	744	0.137	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.54	393	2,211	0.178 *	
Eastbound	RT	1.00	338	1,600	0.051	ICU: 0.468
	TH	2.00	796	3,200	0.249 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 11
North/South Street: WASHINGTON BOULEVARD-IRVING PLACE
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.09	27	137	0.197	N-S(1): 0.288 * N-S(2): 0.000 E-W(1): 0.271 E-W(2): 0.338 * V/C: 0.626 Lost Time: 0.100 ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.91	603	2,757	0.219 *	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,623	4,800	0.338 *	
	LT	1.00	43	1,600	0.027	
Northbound	RT	1.00	87	1,600	0.028	
	TH	0.00	0	0	0.000	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.656 LOS: B
	TH	3.00	1,171	4,800	0.244	
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.04	18	62	0.290	N-S(1): 0.344 * N-S(2): 0.000 E-W(1): 0.274 * E-W(2): 0.271 V/C: 0.618 Lost Time: 0.100 ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.96	911	2,824	0.323 *	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,302	4,800	0.271	
	LT	1.00	33	1,600	0.021 *	
Northbound	RT	1.00	61	1,600	0.018	
	TH	0.00	0	0	0.000	
	LT	1.00	34	1,600	0.021 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.648 LOS: B
	TH	3.00	1,212	4,800	0.253 *	
	LT	0.00	0	0	0.000	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 12
North/South Street: MAIN STREET
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	212	1,600	0.000	N-S(1): 0.056 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	89	1,600	0.056 *	E-W(1): 0.340
Westbound	RT	1.00	126	1,600	0.023	E-W(2): 0.598 *
	TH	2.00	1,394	3,200	0.436 *	
	LT	0.00	0	0	0.000	V/C: 0.654
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	3.00	1,631	4,800	0.340	
	LT	1.00	259	1,600	0.162 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	209	1,600	0.043	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.043
	LT	1.00	229	1,600	0.143 *	E-W(1): 0.375
Westbound	RT	1.00	92	1,600	0.000	E-W(2): 0.432 *
	TH	2.00	1,100	3,200	0.344 *	
	LT	0.00	1	1,600	0.001	V/C: 0.575
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.605
	TH	3.00	1,793	4,800	0.374	
	LT	1.00	141	1,600	0.088 *	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 13
North/South Street: WASHINGTON BOULEVARD-CANFIELD AVENUE
East/West Street: CULVER BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.001 *	N-S(1): 0.385 N-S(2): 0.428 * E-W(1): 0.239 * E-W(2): 0.090
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	1	0	0.000	V/C: 0.667 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	273	3,200	0.086	
	LT	1.00	30	1,600	0.019 *	
Northbound	RT	1.00	53	1,600	0.014	ICU: 0.697
	TH	0.03	17	44	0.385	
	LT	1.97	1,214	2,840	0.427 *	
Eastbound	RT	2.00	1,058	3,200	0.138	LOS: B
	TH	2.00	705	3,200	0.220 *	
	LT	1.00	7	1,600	0.004	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	25	1,600	0.001 *	N-S(1): 0.289 N-S(2): 0.322 * E-W(1): 0.273 * E-W(2): 0.127
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	19	0	0.000	V/C: 0.595 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	344	3,200	0.113	
	LT	1.00	35	1,600	0.022 *	
Northbound	RT	1.00	99	1,600	0.040	ICU: 0.625
	TH	0.03	14	48	0.289	
	LT	1.97	910	2,836	0.321 *	
Eastbound	RT	2.00	1,217	3,200	0.236	LOS: B
	TH	2.00	804	3,200	0.251 *	
	LT	1.00	23	1,600	0.014	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 14
North/South Street: INCE BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	Y
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,600	0.003	N-S(1): 0.455 *
	TH	0.17	88	276	0.318	N-S(2): 0.000
	LT	1.83	931	2,631	0.354 *	E-W(1): 0.377 *
Westbound	RT	2.00	1,197	3,200	0.374 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	V/C: 0.832
	LT	1.00	58	1,600	0.036	Lost Time: 0.100
Northbound	RT	1.00	111	1,600	0.033	ATSAC: -0.070
	TH	1.00	162	1,600	0.101 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.862
	TH	1.00	3	1,600	0.003 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,600	0.003	N-S(1): 0.513 *
	TH	0.13	86	208	0.413	N-S(2): 0.000
	LT	1.87	1,236	2,693	0.459 *	E-W(1): 0.272 *
Westbound	RT	2.00	847	3,200	0.265 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	V/C: 0.785
	LT	1.00	94	1,600	0.059	Lost Time: 0.100
Northbound	RT	1.00	78	1,600	0.000	ATSAC: -0.070
	TH	1.00	87	1,600	0.054 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.815
	TH	1.00	10	1,600	0.007 *	
	LT	0.00	0	0	0.000	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 15
North/South Street: ROBERTSON BOULEVARD-HIGUERA STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.054	N-S(1): 0.292 * N-S(2): 0.203 E-W(1): 0.274 E-W(2): 0.396 * V/C: 0.688 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	238	1,600	0.149	
	LT	1.00	113	1,600	0.071 *	
Westbound	RT	0.00	142	0	0.000	
	TH	2.00	1,041	3,200	0.370 *	
	LT	1.00	78	1,600	0.049	
Northbound	RT	1.00	124	1,600	0.029	
	TH	1.00	354	1,600	0.221 *	
	LT	1.00	86	1,600	0.054	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.718 LOS: C
	TH	2.00	654	3,200	0.225	
	LT	1.00	42	1,600	0.026 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	72	1,600	0.045	N-S(1): 0.222 * N-S(2): 0.170 E-W(1): 0.394 * E-W(2): 0.393 V/C: 0.616 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	235	1,600	0.147	
	LT	1.00	122	1,600	0.076 *	
Westbound	RT	0.00	211	0	0.000	
	TH	2.00	660	3,200	0.272	
	LT	1.00	82	1,600	0.051 *	
Northbound	RT	1.00	88	1,600	0.004	
	TH	1.00	234	1,600	0.146 *	
	LT	1.00	36	1,600	0.023	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.646 LOS: B
	TH	2.00	1,026	3,200	0.343 *	
	LT	1.00	193	1,600	0.121	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 16
North/South Street: LANDMARK STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.034 *
	LT	0.00	0	0	0.000	E-W(1): 0.327
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.378 *
	TH	2.00	1,210	3,200	0.378 *	V/C: 0.412
	LT	1.00	63	1,600	0.039	Lost Time: 0.100
Northbound	RT	1.00	47	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	93	0	0.000	ICU: 0.442
	TH	2.00	829	3,200	0.288	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.017 *
	TH	0.00	0	0	0.000	N-S(2): 0.014
	LT	0.00	0	0	0.000 *	E-W(1): 0.395 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.298
	TH	2.00	953	3,200	0.298	V/C: 0.412
	LT	1.00	6	1,600	0.004 *	Lost Time: 0.100
Northbound	RT	1.00	33	1,600	0.017 *	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	23	1,600	0.014	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.442
	TH	2.00	1,245	3,200	0.391 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 17
North/South Street: NATIONAL BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.290
	TH	2.00	684	3,200	0.239 *	N-S(2): 0.312 *
	LT	2.00	115	2,880	0.040	E-W(1): 0.294
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.328 *
	TH	3.00	1,212	4,800	0.290 *	V/C: 0.640
	LT	1.00	161	1,600	0.101	Lost Time: 0.100
Northbound	RT	0.00	67	0	0.000	ATSAC: -0.070
	TH	2.00	733	3,200	0.250	
	LT	2.00	211	2,880	0.073 *	
Eastbound	RT	1.00	140	1,600	0.022	ICU: 0.670
	TH	2.00	617	3,200	0.193	
	LT	1.00	61	1,600	0.038 *	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.335
	TH	2.00	937	3,200	0.309 *	N-S(2): 0.382 *
	LT	2.00	234	2,880	0.081	E-W(1): 0.416 *
Westbound	RT	0.00	133	0	0.000	E-W(2): 0.248
	TH	3.00	801	4,800	0.195	V/C: 0.798
	LT	1.00	149	1,600	0.093 *	Lost Time: 0.100
Northbound	RT	0.00	74	0	0.000	ATSAC: -0.070
	TH	2.00	740	3,200	0.254	
	LT	2.00	209	2,880	0.073 *	
Eastbound	RT	1.00	200	1,600	0.060	ICU: 0.828
	TH	2.00	1,034	3,200	0.323 *	
	LT	1.00	85	1,600	0.053	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 18
North/South Street: HELMS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.015
	TH	0.00	0	0	0.000 *	N-S(2): 0.071 *
	LT	0.00	0	0	0.000	E-W(1): 0.240
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.449 *
	TH	2.00	1,438	3,200	0.449 *	V/C: 0.520
	LT	1.00	11	1,600	0.007	Lost Time: 0.100
Northbound	RT	0.12	14	196	0.015	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.88	100	1,404	0.071 *	
Eastbound	RT	0.00	23	0	0.000	ICU: 0.550
	TH	2.00	722	3,200	0.233	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.047 *
	LT	0.00	0	0	0.000	E-W(1): 0.439 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.279
	TH	2.00	893	3,200	0.279	V/C: 0.486
	LT	1.00	22	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	0.07	5	107	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.93	70	1,493	0.047 *	
Eastbound	RT	0.00	71	0	0.000	ICU: 0.516
	TH	2.00	1,290	3,200	0.425 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 19
North/South Street: LA CIENEGA AVENUE - MCMANUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.98	144	3,171	0.041	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.02	74	1,466	0.050 *	E-W(1): 0.221
Westbound	RT	0.00	28	0	0.000	E-W(2): 0.446 *
	TH	2.00	1,369	3,200	0.437 *	V/C: 0.551
	LT	1.00	14	1,600	0.009	Lost Time: 0.100
Northbound	RT	0.24	21	382	0.018	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.76	67	1,218	0.055 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.581
	TH	2.00	669	3,200	0.212	
	LT	1.00	15	1,600	0.009 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.48	90	2,361	0.029	N-S(1): 0.103 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.52	93	2,195	0.042 *	E-W(1): 0.394 *
Westbound	RT	0.00	31	0	0.000	E-W(2): 0.244
	TH	2.00	708	3,200	0.231	V/C: 0.497
	LT	1.00	10	1,600	0.006 *	Lost Time: 0.100
Northbound	RT	0.21	21	343	0.032	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.79	77	1,257	0.061 *	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.527
	TH	2.00	1,220	3,200	0.388 *	
	LT	1.00	21	1,600	0.013	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 20
North/South Street: LA CIENEGA BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.404
	TH	3.00	1,042	4,800	0.227 *	N-S(2): 0.421 *
	LT	1.00	133	1,600	0.083	E-W(1): 0.281
Westbound	RT	1.00	320	1,600	0.117	E-W(2): 0.452 *
	TH	2.00	1,332	3,200	0.416 *	V/C: 0.873
	LT	1.00	69	1,600	0.043	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	ATSAC: -0.070
	TH	3.00	1,514	4,800	0.321	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	1.00	122	1,600	0.000	ICU: 0.903
	TH	2.00	760	3,200	0.238	
	LT	1.00	57	1,600	0.036 *	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	17	0	0.000	N-S(1): 0.388 *
	TH	3.00	1,284	4,800	0.271	N-S(2): 0.319
	LT	1.00	302	1,600	0.189 *	E-W(1): 0.426 *
Westbound	RT	1.00	142	1,600	0.000	E-W(2): 0.216
	TH	2.00	553	3,200	0.173	V/C: 0.814
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	0.00	61	0	0.000	ATSAC: -0.070
	TH	3.00	896	4,800	0.199 *	
	LT	1.00	77	1,600	0.048	
Eastbound	RT	1.00	119	1,600	0.026	ICU: 0.844
	TH	2.00	1,226	3,200	0.383 *	
	LT	1.00	68	1,600	0.043	LOS: D

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 21
North/South Street: WESLEY STREET
East/West Street: NATIONAL BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.101
	TH	0.00	0	0	0.000 *	N-S(2): 0.139 *
	LT	0.00	0	0	0.000	E-W(1): 0.242
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.270 *
	TH	2.00	864	3,200	0.270 *	V/C: 0.409
	LT	1.00	22	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.35	79	567	0.101	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.65	144	1,033	0.139 *	
Eastbound	RT	1.00	239	1,600	0.059	ICU: 0.439
	TH	2.00	728	3,200	0.228	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.027
	TH	0.00	0	0	0.000 *	N-S(2): 0.061 *
	LT	0.00	0	0	0.000	E-W(1): 0.379 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.289
	TH	2.00	924	3,200	0.289	V/C: 0.440
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	0.26	25	408	0.027	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.74	73	1,192	0.061 *	
Eastbound	RT	1.00	93	1,600	0.013	ICU: 0.470
	TH	2.00	1,183	3,200	0.370 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 22
North/South Street: HAYDEN AVENUE
East/West Street: NATIONAL BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.117 *
	LT	0.00	0	0	0.000	E-W(1): 0.316 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.197
	TH	2.00	627	3,200	0.196	V/C: 0.433
	LT	1.00	185	1,600	0.116 *	Lost Time: 0.100
Northbound	RT	0.26	43	408	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.74	294	2,513	0.117 *	
Eastbound	RT	1.00	254	1,600	0.053	ICU: 0.463
	TH	2.00	639	3,200	0.200 *	
	LT	0.00	1	1,600	0.001	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.137
	TH	0.00	0	0	0.000 *	N-S(2): 0.177 *
	LT	0.00	0	0	0.000	E-W(1): 0.267 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.135
	TH	2.00	433	3,200	0.135	V/C: 0.444
	LT	1.00	17	1,600	0.011 *	Lost Time: 0.100
Northbound	RT	0.47	119	745	0.137	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.53	392	2,209	0.177 *	
Eastbound	RT	1.00	338	1,600	0.052	ICU: 0.474
	TH	2.00	819	3,200	0.256 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 11
North/South Street: WASHINGTON BOULEVARD-IRVING PLACE
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.08	28	130	0.215	N-S(1): 0.310 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.92	659	2,763	0.239 *	E-W(1): 0.339
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.398 *
	TH	3.00	1,908	4,800	0.398 *	
	LT	1.00	44	1,600	0.028	V/C: 0.708
Northbound	RT	1.00	92	1,600	0.030	Lost Time: 0.100
	TH	0.00	0	0	0.000	ATSAC: -0.070
	LT	1.00	113	1,600	0.071 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.738
	TH	3.00	1,493	4,800	0.311	
	LT	0.00	0	0	0.000 *	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.04	19	62	0.307	N-S(1): 0.363 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.96	962	2,824	0.341 *	E-W(1): 0.339
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.348 *
	TH	3.00	1,671	4,800	0.348 *	
	LT	1.00	34	1,600	0.021	V/C: 0.711
Northbound	RT	1.00	66	1,600	0.020	Lost Time: 0.100
	TH	0.00	0	0	0.000	ATSAC: -0.070
	LT	1.00	35	1,600	0.022 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.741
	TH	3.00	1,526	4,800	0.318	
	LT	0.00	0	0	0.000 *	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 12
North/South Street: MAIN STREET
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	218	0	0.000	N-S(1): 0.089
	TH	1.00	22	1,600	0.150 *	N-S(2): 0.158 *
	LT	1.00	136	1,600	0.085	E-W(1): 0.432
Westbound	RT	1.00	134	1,600	0.000	E-W(2): 0.686 *
	TH	2.00	1,661	3,200	0.519 *	V/C: 0.844
	LT	1.00	22	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.00	3	0	0.000	ATSAC: -0.070
	TH	1.00	3	1,600	0.004	
	LT	1.00	12	1,600	0.008 *	
Eastbound	RT	0.00	87	0	0.000	ICU: 0.874
	TH	3.00	1,919	4,800	0.418	
	LT	1.00	267	1,600	0.167 *	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	215	0	0.000	N-S(1): 0.192 *
	TH	1.00	7	1,600	0.139	N-S(2): 0.181
	LT	1.00	273	1,600	0.171 *	E-W(1): 0.453
Westbound	RT	1.00	113	1,600	0.000	E-W(2): 0.527 *
	TH	2.00	1,396	3,200	0.436 *	V/C: 0.719
	LT	1.00	8	1,600	0.005	Lost Time: 0.100
Northbound	RT	0.00	17	0	0.000	ATSAC: -0.070
	TH	1.00	17	1,600	0.021 *	
	LT	1.00	67	1,600	0.042	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.749
	TH	3.00	2,124	4,800	0.448	
	LT	1.00	145	1,600	0.091 *	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 13
North/South Street: WASHINGTON BOULEVARD-CANFIELD AVENUE
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.001 *	N-S(1): 0.437 N-S(2): 0.487 * E-W(1): 0.312 * E-W(2): 0.131
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	1	0	0.000	V/C: 0.799 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	404	3,200	0.127	
	LT	1.00	95	1,600	0.059 *	
Northbound	RT	1.00	62	1,600	0.000	ICU: 0.829
	TH	0.03	18	41	0.437	
	LT	1.97	1,381	2,843	0.486 *	
Eastbound	RT	2.00	1,290	3,200	0.185	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	7	1,600	0.004	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	26	1,600	0.001 *	N-S(1): 0.362 N-S(2): 0.403 * E-W(1): 0.345 * E-W(2): 0.157
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	20	0	0.000	V/C: 0.748 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	434	3,200	0.142	
	LT	1.00	69	1,600	0.043 *	
Northbound	RT	1.00	142	1,600	0.046	ICU: 0.778
	TH	0.02	14	39	0.362	
	LT	1.98	1,145	2,845	0.402 *	
Eastbound	RT	2.00	1,448	3,200	0.271	LOS: C
	TH	2.00	965	3,200	0.302 *	
	LT	1.00	24	1,600	0.015	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 14
North/South Street: INCE BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	Y
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.038	N-S(1): 0.564 *
	TH	0.34	221	548	0.403	N-S(2): 0.000
	LT	1.66	1,069	2,387	0.448 *	E-W(1): 0.446 *
Westbound	RT	2.00	1,349	3,200	0.422 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	233	1,600	0.146	V/C: 1.010
Northbound	RT	1.00	137	1,600	0.000	Lost Time: 0.100
	TH	1.00	186	1,600	0.116 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.040
	TH	1.00	38	1,600	0.024 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	69	1,600	0.043	N-S(1): 0.665 *
	TH	0.16	128	263	0.486	N-S(2): 0.000
	LT	1.84	1,427	2,643	0.540 *	E-W(1): 0.362 *
Westbound	RT	2.00	1,010	3,200	0.316 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	149	1,600	0.093	V/C: 1.027
Northbound	RT	1.00	215	1,600	0.041	Lost Time: 0.100
	TH	1.00	200	1,600	0.125 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.057
	TH	1.00	73	1,600	0.046 *	
	LT	0.00	0	0	0.000	LOS: F

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 15
North/South Street: ROBERTSON BOULEVARD-HIGUERA STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.138	N-S(1): 0.330 * N-S(2): 0.227 E-W(1): 0.321 E-W(2): 0.493 * V/C: 0.823 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	270	1,600	0.169	
	LT	1.00	144	1,600	0.090 *	
Westbound	RT	0.00	160	0	0.000	
	TH	2.00	1,297	3,200	0.455 *	
	LT	1.00	81	1,600	0.051	
Northbound	RT	1.00	132	1,600	0.032	
	TH	1.00	384	1,600	0.240 *	
	LT	1.00	93	1,600	0.058	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.853 LOS: D
	TH	2.00	789	3,200	0.270	
	LT	1.00	60	1,600	0.038 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	146	1,600	0.091	N-S(1): 0.288 * N-S(2): 0.190 E-W(1): 0.486 E-W(2): 0.529 * V/C: 0.817 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	262	1,600	0.164	
	LT	1.00	198	1,600	0.124 *	
Westbound	RT	0.00	266	0	0.000	
	TH	2.00	872	3,200	0.356 *	
	LT	1.00	89	1,600	0.056	
Northbound	RT	1.00	96	1,600	0.004	
	TH	1.00	262	1,600	0.164 *	
	LT	1.00	41	1,600	0.026	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.847 LOS: D
	TH	2.00	1,288	3,200	0.430	
	LT	1.00	276	1,600	0.173 *	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 16
North/South Street: LANDMARK STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.040 *
	LT	0.00	0	0	0.000	E-W(1): 0.403
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.480 *
	TH	2.00	1,535	3,200	0.480 *	V/C: 0.520
	LT	1.00	108	1,600	0.068	Lost Time: 0.100
Northbound	RT	1.00	60	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	64	1,600	0.040 *	
Eastbound	RT	0.00	124	0	0.000	ICU: 0.550
	TH	2.00	949	3,200	0.335	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.018
	TH	0.00	0	0	0.000 *	N-S(2): 0.040 *
	LT	0.00	0	0	0.000	E-W(1): 0.554 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.369
	TH	2.00	1,180	3,200	0.369	V/C: 0.594
	LT	1.00	66	1,600	0.041 *	Lost Time: 0.100
Northbound	RT	1.00	94	1,600	0.018	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	64	1,600	0.040 *	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.624
	TH	2.00	1,594	3,200	0.513 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 17
North/South Street: NATIONAL BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.326
	TH	2.00	860	3,200	0.309 *	N-S(2): 0.438 *
	LT	2.00	128	2,880	0.044	E-W(1): 0.317
Westbound	RT	0.00	234	0	0.000	E-W(2): 0.397 *
	TH	3.00	1,416	4,800	0.344 *	V/C: 0.835
	LT	1.00	182	1,600	0.114	Lost Time: 0.100
Northbound	RT	0.00	51	0	0.000	ATSAC: -0.070
	TH	2.00	851	3,200	0.282	
	LT	2.00	372	2,880	0.129 *	
Eastbound	RT	1.00	214	1,600	0.018	ICU: 0.865
	TH	2.00	650	3,200	0.203	
	LT	1.00	85	1,600	0.053 *	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.447
	TH	2.00	1,117	3,200	0.378 *	N-S(2): 0.501 *
	LT	2.00	367	2,880	0.127	E-W(1): 0.474 *
Westbound	RT	0.00	135	0	0.000	E-W(2): 0.328
	TH	3.00	927	4,800	0.221	V/C: 0.975
	LT	1.00	146	1,600	0.091 *	Lost Time: 0.100
Northbound	RT	0.00	121	0	0.000	ATSAC: -0.070
	TH	2.00	903	3,200	0.320	
	LT	2.00	355	2,880	0.123 *	
Eastbound	RT	1.00	332	1,600	0.097	ICU: 1.005
	TH	2.00	1,227	3,200	0.383 *	
	LT	1.00	171	1,600	0.107	LOS: F

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 18
North/South Street: HELMS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073
	TH	0.00	0	0	0.000 *	N-S(2): 0.090 *
	LT	0.00	0	0	0.000	E-W(1): 0.277
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.506 *
	TH	2.00	1,619	3,200	0.506 *	V/C: 0.596
	LT	1.00	6	1,600	0.004	Lost Time: 0.100
Northbound	RT	0.22	32	356	0.073	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.78	112	1,244	0.090 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.626
	TH	2.00	852	3,200	0.273	
	LT	0.00	0	0	0.000 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.050 *
	LT	0.00	0	0	0.000	E-W(1): 0.538 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.338
	TH	2.00	1,083	3,200	0.338	V/C: 0.588
	LT	1.00	43	1,600	0.027 *	Lost Time: 0.100
Northbound	RT	0.09	7	140	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.91	73	1,460	0.050 *	
Eastbound	RT	0.00	83	0	0.000	ICU: 0.618
	TH	2.00	1,553	3,200	0.511 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 19
North/South Street: LA CIENEGA AVENUE - MCMANUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.94	140	3,111	0.040	N-S(1): 0.107 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.06	76	1,520	0.050 *	E-W(1): 0.257
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.503 *
	TH	2.00	1,551	3,200	0.494 *	V/C: 0.610
	LT	1.00	14	1,600	0.009	Lost Time: 0.100
Northbound	RT	0.24	22	387	0.021	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.76	69	1,213	0.057 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.640
	TH	2.00	782	3,200	0.248	
	LT	1.00	15	1,600	0.009 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.50	96	2,400	0.031	N-S(1): 0.107 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.50	96	2,160	0.044 *	E-W(1): 0.460 *
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.299
	TH	2.00	880	3,200	0.285	V/C: 0.567
	LT	1.00	10	1,600	0.006 *	Lost Time: 0.100
Northbound	RT	0.22	22	349	0.034	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.78	79	1,251	0.063 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.597
	TH	2.00	1,433	3,200	0.454 *	
	LT	1.00	22	1,600	0.014	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 20
North/South Street: LA CIENEGA BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	58	0	0.000	N-S(1): 0.430
	TH	3.00	1,153	4,800	0.252 *	N-S(2): 0.451 *
	LT	1.00	137	1,600	0.086	E-W(1): 0.336
Westbound	RT	1.00	330	1,600	0.121	E-W(2): 0.512 *
	TH	2.00	1,505	3,200	0.470 *	V/C: 0.963
	LT	1.00	109	1,600	0.068	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ATSAC: -0.070
	TH	3.00	1,621	4,800	0.344	
	LT	1.00	319	1,600	0.199 *	
Eastbound	RT	1.00	134	1,600	0.000	ICU: 0.993
	TH	2.00	859	3,200	0.268	
	LT	1.00	67	1,600	0.042 *	LOS: E

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.416 *
	TH	3.00	1,391	4,800	0.296	N-S(2): 0.345
	LT	1.00	311	1,600	0.194 *	E-W(1): 0.524 *
Westbound	RT	1.00	146	1,600	0.000	E-W(2): 0.267
	TH	2.00	708	3,200	0.221	V/C: 0.940
	LT	1.00	127	1,600	0.079 *	Lost Time: 0.100
Northbound	RT	0.00	63	0	0.000	ATSAC: -0.070
	TH	3.00	1,004	4,800	0.222 *	
	LT	1.00	79	1,600	0.049	
Eastbound	RT	1.00	138	1,600	0.037	ICU: 0.970
	TH	2.00	1,423	3,200	0.445 *	
	LT	1.00	73	1,600	0.046	LOS: E

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 21
North/South Street: WESLEY STREET
East/West Street: NATIONAL BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.102
	TH	0.00	0	0	0.000 *	N-S(2): 0.143 *
	LT	0.00	0	0	0.000	E-W(1): 0.323
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.351 *
	TH	2.00	1,123	3,200	0.351 *	V/C: 0.494
	LT	1.00	23	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.35	81	566	0.102	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.65	148	1,034	0.143 *	
Eastbound	RT	1.00	247	1,600	0.062	ICU: 0.524
	TH	2.00	990	3,200	0.309	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.029
	TH	0.00	0	0	0.000 *	N-S(2): 0.064 *
	LT	0.00	0	0	0.000	E-W(1): 0.474 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.399
	TH	2.00	1,276	3,200	0.399	V/C: 0.538
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	0.25	26	408	0.029	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.75	76	1,192	0.064 *	
Eastbound	RT	1.00	97	1,600	0.013	ICU: 0.568
	TH	2.00	1,488	3,200	0.465 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 22
North/South Street: HAYDEN AVENUE
East/West Street: NATIONAL BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.147 *
	LT	0.00	0	0	0.000	E-W(1): 0.407 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.261
	TH	2.00	832	3,200	0.260	V/C: 0.554
	LT	1.00	212	1,600	0.133 *	Lost Time: 0.100
Northbound	RT	0.34	72	545	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.66	351	2,390	0.147 *	
Eastbound	RT	1.00	285	1,600	0.046	ICU: 0.584
	TH	2.00	876	3,200	0.274 *	
	LT	0.00	1	1,600	0.001	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.149
	TH	0.00	0	0	0.000 *	N-S(2): 0.215 *
	LT	0.00	0	0	0.000	E-W(1): 0.364 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.222
	TH	2.00	709	3,200	0.222	V/C: 0.579
	LT	1.00	35	1,600	0.022 *	Lost Time: 0.100
Northbound	RT	0.50	153	792	0.149	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.50	465	2,167	0.215 *	
Eastbound	RT	1.00	366	1,600	0.036	ICU: 0.609
	TH	2.00	1,095	3,200	0.342 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 11
North/South Street: WASHINGTON BOULEVARD-IRVING PLACE
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.08	28	130	0.215	N-S(1): 0.310 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.92	659	2,763	0.239 *	E-W(1): 0.342
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.398 *
	TH	3.00	1,908	4,800	0.398 *	
	LT	1.00	44	1,600	0.028	V/C: 0.708
Northbound	RT	1.00	92	1,600	0.030	Lost Time: 0.100
	TH	0.00	0	0	0.000	ATSAC: -0.070
	LT	1.00	113	1,600	0.071 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.738
	TH	3.00	1,505	4,800	0.314	
	LT	0.00	0	0	0.000 *	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.04	19	62	0.307	N-S(1): 0.363 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.96	962	2,824	0.341 *	E-W(1): 0.339
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.350 *
	TH	3.00	1,680	4,800	0.350 *	
	LT	1.00	34	1,600	0.021	V/C: 0.713
Northbound	RT	1.00	66	1,600	0.020	Lost Time: 0.100
	TH	0.00	0	0	0.000	ATSAC: -0.070
	LT	1.00	35	1,600	0.022 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.743
	TH	3.00	1,524	4,800	0.318	
	LT	0.00	0	0	0.000 *	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 12
North/South Street: MAIN STREET
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	218	0	0.000	N-S(1): 0.089
	TH	1.00	22	1,600	0.150 *	N-S(2): 0.158 *
	LT	1.00	136	1,600	0.085	E-W(1): 0.434
Westbound	RT	1.00	134	1,600	0.000	E-W(2): 0.686 *
	TH	2.00	1,661	3,200	0.519 *	V/C: 0.844
	LT	1.00	22	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.00	3	0	0.000	ATSAC: -0.070
	TH	1.00	3	1,600	0.004	
	LT	1.00	12	1,600	0.008 *	
Eastbound	RT	0.00	87	0	0.000	ICU: 0.874
	TH	3.00	1,931	4,800	0.420	
	LT	1.00	267	1,600	0.167 *	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	215	0	0.000	N-S(1): 0.192 *
	TH	1.00	7	1,600	0.139	N-S(2): 0.181
	LT	1.00	273	1,600	0.171 *	E-W(1): 0.453
Westbound	RT	1.00	113	1,600	0.000	E-W(2): 0.530 *
	TH	2.00	1,405	3,200	0.439 *	V/C: 0.722
	LT	1.00	8	1,600	0.005	Lost Time: 0.100
Northbound	RT	0.00	17	0	0.000	ATSAC: -0.070
	TH	1.00	17	1,600	0.021 *	
	LT	1.00	67	1,600	0.042	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.752
	TH	3.00	2,122	4,800	0.448	
	LT	1.00	145	1,600	0.091 *	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 13
North/South Street: WASHINGTON BOULEVARD-CANFIELD AVENUE
East/West Street: CULVER BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.001 *	N-S(1): 0.437 N-S(2): 0.487 * E-W(1): 0.312 * E-W(2): 0.131
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	1	0	0.000	V/C: 0.799 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	404	3,200	0.127	
	LT	1.00	95	1,600	0.059 *	
Northbound	RT	1.00	62	1,600	0.000	ICU: 0.829
	TH	0.03	18	41	0.437	
	LT	1.97	1,381	2,843	0.486 *	
Eastbound	RT	2.00	1,302	3,200	0.188	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	7	1,600	0.004	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	26	1,600	0.001 *	N-S(1): 0.365 N-S(2): 0.407 * E-W(1): 0.345 * E-W(2): 0.157
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	20	0	0.000	V/C: 0.752 Lost Time: 0.100 ATSAC: -0.070
	TH	2.00	434	3,200	0.142	
	LT	1.00	69	1,600	0.043 *	
Northbound	RT	1.00	142	1,600	0.046	ICU: 0.782
	TH	0.02	14	38	0.365	
	LT	1.98	1,154	2,845	0.406 *	
Eastbound	RT	2.00	1,446	3,200	0.269	LOS: C
	TH	2.00	965	3,200	0.302 *	
	LT	1.00	24	1,600	0.015	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 14
North/South Street: INCE BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	Y
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.038	N-S(1): 0.568 *
	TH	0.34	221	543	0.407	N-S(2): 0.000
	LT	1.66	1,081	2,391	0.452 *	E-W(1): 0.446 *
Westbound	RT	2.00	1,349	3,200	0.422 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	233	1,600	0.146	V/C: 1.014
Northbound	RT	1.00	137	1,600	0.000	Lost Time: 0.100
	TH	1.00	186	1,600	0.116 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.044
	TH	1.00	38	1,600	0.024 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	69	1,600	0.043	N-S(1): 0.664 *
	TH	0.16	128	264	0.485	N-S(2): 0.000
	LT	1.84	1,425	2,643	0.539 *	E-W(1): 0.364 *
Westbound	RT	2.00	1,019	3,200	0.318 *	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	149	1,600	0.093	V/C: 1.028
Northbound	RT	1.00	215	1,600	0.041	Lost Time: 0.100
	TH	1.00	200	1,600	0.125 *	ATSAC: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.058
	TH	1.00	73	1,600	0.046 *	
	LT	0.00	0	0	0.000	LOS: F

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 15
North/South Street: ROBERTSON BOULEVARD-HIGUERA STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.138	N-S(1): 0.338 * N-S(2): 0.227 E-W(1): 0.324 E-W(2): 0.493 * V/C: 0.831 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	270	1,600	0.169	
	LT	1.00	156	1,600	0.098 *	
Westbound	RT	0.00	160	0	0.000	
	TH	2.00	1,297	3,200	0.455 *	
	LT	1.00	81	1,600	0.051	
Northbound	RT	1.00	132	1,600	0.032	
	TH	1.00	384	1,600	0.240 *	
	LT	1.00	93	1,600	0.058	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.861 LOS: D
	TH	2.00	801	3,200	0.273	
	LT	1.00	60	1,600	0.038 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	146	1,600	0.091	N-S(1): 0.287 * N-S(2): 0.190 E-W(1): 0.485 E-W(2): 0.534 * V/C: 0.821 Lost Time: 0.100 ATSAC: -0.070
	TH	1.00	262	1,600	0.164	
	LT	1.00	196	1,600	0.123 *	
Westbound	RT	0.00	275	0	0.000	
	TH	2.00	881	3,200	0.361 *	
	LT	1.00	89	1,600	0.056	
Northbound	RT	1.00	96	1,600	0.004	
	TH	1.00	262	1,600	0.164 *	
	LT	1.00	41	1,600	0.026	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.851 LOS: D
	TH	2.00	1,286	3,200	0.429	
	LT	1.00	276	1,600	0.173 *	

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 16
North/South Street: LANDMARK STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.040 *
	LT	0.00	0	0	0.000	E-W(1): 0.411
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.479 *
	TH	2.00	1,534	3,200	0.479 *	V/C: 0.519
	LT	1.00	108	1,600	0.068	Lost Time: 0.100
Northbound	RT	1.00	60	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	64	1,600	0.040 *	
Eastbound	RT	0.00	124	0	0.000	ICU: 0.549
	TH	2.00	974	3,200	0.343	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.018
	TH	0.00	0	0	0.000 *	N-S(2): 0.040 *
	LT	0.00	0	0	0.000	E-W(1): 0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.374
	TH	2.00	1,198	3,200	0.374	V/C: 0.592
	LT	1.00	66	1,600	0.041 *	Lost Time: 0.100
Northbound	RT	1.00	94	1,600	0.018	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	64	1,600	0.040 *	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.622
	TH	2.00	1,589	3,200	0.511 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 17
North/South Street: NATIONAL BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.348
	TH	2.00	860	3,200	0.309 *	N-S(2): 0.438 *
	LT	2.00	161	2,880	0.056	E-W(1): 0.324
Westbound	RT	0.00	233	0	0.000	E-W(2): 0.396 *
	TH	3.00	1,415	4,800	0.343 *	V/C: 0.834
	LT	1.00	181	1,600	0.113	Lost Time: 0.100
Northbound	RT	0.00	82	0	0.000	ATSAC: -0.070
	TH	2.00	851	3,200	0.292	
	LT	2.00	372	2,880	0.129 *	
Eastbound	RT	1.00	214	1,600	0.018	ICU: 0.864
	TH	2.00	675	3,200	0.211	
	LT	1.00	85	1,600	0.053 *	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.443
	TH	2.00	1,117	3,200	0.378 *	N-S(2): 0.501 *
	LT	2.00	361	2,880	0.125	E-W(1): 0.488 *
Westbound	RT	0.00	164	0	0.000	E-W(2): 0.338
	TH	3.00	945	4,800	0.231	V/C: 0.989
	LT	1.00	169	1,600	0.106 *	Lost Time: 0.100
Northbound	RT	0.00	115	0	0.000	ATSAC: -0.070
	TH	2.00	903	3,200	0.318	
	LT	2.00	355	2,880	0.123 *	
Eastbound	RT	1.00	332	1,600	0.097	ICU: 1.019
	TH	2.00	1,222	3,200	0.382 *	
	LT	1.00	171	1,600	0.107	LOS: F

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 18
North/South Street: HELMS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073
	TH	0.00	0	0	0.000 *	N-S(2): 0.090 *
	LT	0.00	0	0	0.000	E-W(1): 0.277
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.517 *
	TH	2.00	1,653	3,200	0.517 *	V/C: 0.607
	LT	1.00	6	1,600	0.004	Lost Time: 0.100
Northbound	RT	0.22	32	356	0.073	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.78	112	1,244	0.090 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.637
	TH	2.00	851	3,200	0.273	
	LT	0.00	0	0	0.000 *	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.050 *
	LT	0.00	0	0	0.000	E-W(1): 0.545 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.337
	TH	2.00	1,077	3,200	0.337	V/C: 0.595
	LT	1.00	43	1,600	0.027 *	Lost Time: 0.100
Northbound	RT	0.09	7	140	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.91	73	1,460	0.050 *	
Eastbound	RT	0.00	83	0	0.000	ICU: 0.625
	TH	2.00	1,574	3,200	0.518 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 19
North/South Street: LA CIENEGA AVENUE - MCMANUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.99	150	3,186	0.042	N-S(1): 0.109 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.01	76	1,453	0.052 *	E-W(1): 0.256
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.508 *
	TH	2.00	1,569	3,200	0.499 *	V/C: 0.617
	LT	1.00	14	1,600	0.009	Lost Time: 0.100
Northbound	RT	0.24	22	387	0.021	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.76	69	1,213	0.057 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.647
	TH	2.00	781	3,200	0.247	
	LT	1.00	15	1,600	0.009 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.48	94	2,375	0.030	N-S(1): 0.107 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.52	96	2,183	0.044 *	E-W(1): 0.467 *
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.298
	TH	2.00	877	3,200	0.284	V/C: 0.574
	LT	1.00	10	1,600	0.006 *	Lost Time: 0.100
Northbound	RT	0.22	22	349	0.034	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.78	79	1,251	0.063 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.604
	TH	2.00	1,454	3,200	0.461 *	
	LT	1.00	22	1,600	0.014	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 20
North/South Street: LA CIENEGA BOULEVARD
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	58	0	0.000	N-S(1): 0.430
	TH	3.00	1,153	4,800	0.252 *	N-S(2): 0.451 *
	LT	1.00	137	1,600	0.086	E-W(1): 0.336
Westbound	RT	1.00	330	1,600	0.121	E-W(2): 0.518 *
	TH	2.00	1,523	3,200	0.476 *	V/C: 0.969
	LT	1.00	109	1,600	0.068	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ATSAC: -0.070
	TH	3.00	1,621	4,800	0.344	
	LT	1.00	319	1,600	0.199 *	
Eastbound	RT	1.00	134	1,600	0.000	ICU: 0.999
	TH	2.00	859	3,200	0.268	
	LT	1.00	67	1,600	0.042 *	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.416 *
	TH	3.00	1,391	4,800	0.296	N-S(2): 0.345
	LT	1.00	311	1,600	0.194 *	E-W(1): 0.528 *
Westbound	RT	1.00	146	1,600	0.000	E-W(2): 0.270
	TH	2.00	705	3,200	0.220	V/C: 0.944
	LT	1.00	127	1,600	0.079 *	Lost Time: 0.100
Northbound	RT	0.00	63	0	0.000	ATSAC: -0.070
	TH	3.00	1,004	4,800	0.222 *	
	LT	1.00	79	1,600	0.049	
Eastbound	RT	1.00	138	1,600	0.037	ICU: 0.974
	TH	2.00	1,437	3,200	0.449 *	
	LT	1.00	80	1,600	0.050	LOS: E

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 21
North/South Street: WESLEY STREET
East/West Street: NATIONAL BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.102
	TH	0.00	0	0	0.000 *	N-S(2): 0.143 *
	LT	0.00	0	0	0.000	E-W(1): 0.323
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.361 *
	TH	2.00	1,154	3,200	0.361 *	V/C: 0.504
	LT	1.00	23	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.35	81	566	0.102	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.65	148	1,034	0.143 *	
Eastbound	RT	1.00	247	1,600	0.062	ICU: 0.534
	TH	2.00	989	3,200	0.309	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.029
	TH	0.00	0	0	0.000 *	N-S(2): 0.064 *
	LT	0.00	0	0	0.000	E-W(1): 0.481 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.397
	TH	2.00	1,270	3,200	0.397	V/C: 0.545
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	0.25	26	408	0.029	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	0.75	76	1,192	0.064 *	
Eastbound	RT	1.00	97	1,600	0.013	ICU: 0.575
	TH	2.00	1,511	3,200	0.472 *	
	LT	0.00	0	0	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 22
North/South Street: HAYDEN AVENUE
East/West Street: NATIONAL BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.149 *
	LT	0.00	0	0	0.000	E-W(1): 0.407 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.269
	TH	2.00	857	3,200	0.268	V/C: 0.556
	LT	1.00	212	1,600	0.133 *	Lost Time: 0.100
Northbound	RT	0.34	72	537	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.66	357	2,397	0.149 *	
Eastbound	RT	1.00	285	1,600	0.044	ICU: 0.586
	TH	2.00	875	3,200	0.274 *	
	LT	0.00	1	1,600	0.001	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.149
	TH	0.00	0	0	0.000 *	N-S(2): 0.214 *
	LT	0.00	0	0	0.000	E-W(1): 0.371 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.220
	TH	2.00	704	3,200	0.220	V/C: 0.585
	LT	1.00	35	1,600	0.022 *	Lost Time: 0.100
Northbound	RT	0.50	153	794	0.149	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.50	464	2,166	0.214 *	
Eastbound	RT	1.00	366	1,600	0.036	ICU: 0.615
	TH	2.00	1,118	3,200	0.349 *	
	LT	0.00	0	0	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Level of Service Worksheet (Circular 212 Method)



I/S #: 23	North-South Street:	Jefferson Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017						
	East-West Street:	National Boulevard		Projection Year:	2019		Peak Hour:	PM		Reviewed by:	RA		Project:	RA469						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2	EB-- 3	WB-- 2			
Override Capacity																				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↔	Left	177	1	177	-1	176	176	22	204	1	204	-1	203	1	203	0	203	1	203
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	994	2	497	0	994	497	68	1092	2	546	0	1092	2	546	0	1092	2	546
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right	6	1	3	0	6	3	14	20	1	0	0	20	1	0	0	20	1	0
SOUTHBOUND	↔	Left	4	1	4	0	4	4	13	17	1	17	0	17	1	17	0	17	1	17
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	402	1	402	0	402	402	63	477	1	477	0	477	1	477	0	477	1	477
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	201	1	0	-3	198	0	188	395	1	25	-3	392	1	15	0	392	1	15
EASTBOUND	↔	Left	481	1	245	14	495	252	223	719	1	370	14	733	1	377	0	733	1	377
	↔	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	
	↔	Through	8	0	245	0	8	252	13	21	0	370	0	21	0	377	0	21	0	377
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	363	1	186	9	372	196	44	418	1	214	9	427	1	224	0	427	1	224
WESTBOUND	↔	Left	6	0	6	0	6	6	66	72	0	72	0	72	0	72	0	72	0	72
	↔	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	
	↔	Through	14	0	20	0	14	20	66	80	0	152	0	80	0	152	0	80	0	152
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	17	1	17	0	17	17	66	84	1	84	0	84	1	84	0	84	1	84
CRITICAL VOLUMES		North-South: 579		North-South: 578		North-South: 681		North-South: 680		North-South: 680		North-South: 680		North-South: 680		North-South: 680		North-South: 680		
		East-West: 265		East-West: 272		East-West: 522		East-West: 522		East-West: 522		East-West: 529		East-West: 529		East-West: 529		East-West: 529		
		SUM: 844		SUM: 850		SUM: 1203		SUM: 1203		SUM: 1203		SUM: 1209		SUM: 1209		SUM: 1209		SUM: 1209		
VOLUME/CAPACITY (V/C) RATIO:				0.614		0.618		0.844		0.844		0.848		0.848		0.848		0.848		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514		0.518		0.744		0.744		0.748		0.748		0.748		0.748		
LEVEL OF SERVICE (LOS):				A		A		C		C		C		C		C		C		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Jefferson Boulevard		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:	RA		Date:	1/10/2017					
	East-West Street:	Higuera Street-Rodeo Road		Projection Year:	2019		Peak Hour:	PM		Reviewed by:	RA		Project:	RA469					
No. of Phases		3		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		2		Override Capacity		0	
NB--		3		SB--		0		NB--		3		SB--		0		NB--		3	
EB--		0		WB--		0		EB--		0		WB--		0		EB--		0	
		2				2				2				2				2	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	
		0				0				0				0				0	

Intersection

Intersection Delay, s/veh	55.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	19	582	789	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	20	606	822	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach WB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	SB
Conflicting Lanes Right	3
HCM Control Delay	63.4
HCM LOS	F

Lane WBLn1 WBLn2 SBLn1 SBLn2 SBLn3

Vol Left, %	3%	0%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	601	789	120	120	833
LT Vol	19	0	0	0	0
Through Vol	582	0	120	120	0
RT Vol	0	789	0	0	833
Lane Flow Rate	626	822	125	125	868
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.251	0.251	1
Departure Headway (Hd)	6.929	6.21	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	532	592	501	501	764
Service Time	4.626	3.916	4.918	4.918	2.49
HCM Lane V/C Ratio	1.177	1.389	0.25	0.25	1.136
HCM Control Delay	65.5	61.8	12.3	12.3	53.9
HCM Lane LOS	F	F	B	B	F
HCM 95th-tile Q	14	14.7	1	1	16.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	240	833
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	250	868
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	44.6
HCM LOS	E

Lane

Intersection

Intersection Delay, s/veh	41.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	38	474	567	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	40	494	591	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach WB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	SB
Conflicting Lanes Right	3
HCM Control Delay	64
HCM LOS	F

Lane

	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	7%	0%	0%	0%	0%
Vol Thru, %	93%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	512	567	242	242	532
LT Vol	38	0	0	0	0
Through Vol	474	0	242	242	0
RT Vol	0	567	0	0	532
Lane Flow Rate	533	591	252	252	554
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.499	0.499	0.734
Departure Headway (Hd)	7.021	6.28	7.12	7.12	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	517	579	502	502	759
Service Time	4.739	3.998	4.918	4.918	2.49
HCM Lane V/C Ratio	1.031	1.021	0.502	0.502	0.73
HCM Control Delay	66	62.2	16.9	16.9	19.5
HCM Lane LOS	F	F	C	C	C
HCM 95th-tile Q	13.8	14.6	2.7	2.7	6.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	484	532
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	504	554
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	18.3
HCM LOS	C

Lane

Intersection

Intersection Delay, s/veh	55.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	19	582	789	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	20	606	822	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach WB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	SB
Conflicting Lanes Right	3
HCM Control Delay	63.4
HCM LOS	F

Lane

	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	0%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	601	789	120	120	833
LT Vol	19	0	0	0	0
Through Vol	582	0	120	120	0
RT Vol	0	789	0	0	833
Lane Flow Rate	626	822	125	125	868
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.251	0.251	1
Departure Headway (Hd)	6.929	6.21	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	532	592	501	501	764
Service Time	4.626	3.916	4.918	4.918	2.49
HCM Lane V/C Ratio	1.177	1.389	0.25	0.25	1.136
HCM Control Delay	65.5	61.8	12.3	12.3	53.9
HCM Lane LOS	F	F	B	B	F
HCM 95th-tile Q	14	14.7	1	1	16.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	240	833
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	250	868
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	44.6
HCM LOS	E

Lane

Intersection												
Intersection Delay, s/veh	41.9											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	38	483	567	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	40	503	591	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach		WB
Opposing Approach		
Opposing Lanes	0	
Conflicting Approach Left		
Conflicting Lanes Left	0	
Conflicting Approach Right		
Conflicting Lanes Right	3	
HCM Control Delay	64	
HCM LOS	F	

Lane	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	7%	0%	0%	0%	0%
Vol Thru, %	93%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	521	567	242	242	532
LT Vol	38	0	0	0	0
Through Vol	483	0	242	242	0
RT Vol	0	567	0	0	532
Lane Flow Rate	543	591	252	252	554
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.5	0.5	0.734
Departure Headway (Hd)	7.025	6.285	7.135	7.135	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	521	579	502	502	759
Service Time	4.74	4	4.918	4.918	2.49
HCM Lane V/C Ratio	1.042	1.021	0.502	0.502	0.73
HCM Control Delay	66	62.2	16.9	16.9	19.5
HCM Lane LOS	F	F	C	C	C
HCM 95th-tile Q	13.8	14.6	2.8	2.8	6.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	484	532
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	504	554
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	18.3
HCM LOS	C

Lane

Intersection												
Intersection Delay, s/veh	54.1											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	20	666	851	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	21	694	886	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach		WB
Opposing Approach		
Opposing Lanes	0	
Conflicting Approach Left		
Conflicting Lanes Left	0	
Conflicting Approach Right		
Conflicting Lanes Right	3	
HCM Control Delay	64.6	
HCM LOS	F	

Lane	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	0%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	686	851	207	207	858
LT Vol	20	0	0	0	0
Through Vol	666	0	207	207	0
RT Vol	0	851	0	0	858
Lane Flow Rate	715	886	215	215	894
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.431	0.431	1
Departure Headway (Hd)	7.116	6.408	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	515	576	501	501	769
Service Time	4.852	4.144	4.918	4.918	2.49
HCM Lane V/C Ratio	1.388	1.538	0.429	0.429	1.163
HCM Control Delay	66.6	63	15.3	15.3	53.9
HCM Lane LOS	F	F	C	C	F
HCM 95th-tile Q	13.7	14.5	2.1	2.1	16.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	413	858
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	430	894
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	41.4
HCM LOS	E

Lane

Intersection												
Intersection Delay, s/veh	45.3											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	39	680	682	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	41	708	710	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach		WB
Opposing Approach		
Opposing Lanes	0	
Conflicting Approach Left		
Conflicting Lanes Left	0	
Conflicting Approach Right		
Conflicting Lanes Right	3	
HCM Control Delay	65.2	
HCM LOS	F	

Lane	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	5%	0%	0%	0%	0%
Vol Thru, %	95%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	719	682	297	297	548
LT Vol	39	0	0	0	0
Through Vol	680	0	297	297	0
RT Vol	0	682	0	0	548
Lane Flow Rate	749	710	309	309	571
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.619	0.619	0.76
Departure Headway (Hd)	7.237	6.507	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	509	561	503	503	759
Service Time	4.937	4.207	4.918	4.918	2.49
HCM Lane V/C Ratio	1.472	1.266	0.614	0.614	0.752
HCM Control Delay	67	63.3	20.9	20.9	21
HCM Lane LOS	F	F	C	C	C
HCM 95th-tile Q	13.7	14.4	4.1	4.1	7.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	593	548
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	618	571
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach
 Opposing Lanes 0
 Conflicting Approach Left WB
 Conflicting Lanes Left 2
 Conflicting Approach Right
 Conflicting Lanes Right 0
 HCM Control Delay 20.9
 HCM LOS C

Lane

Intersection												
Intersection Delay, s/veh	54.1											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	20	666	851	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	21	694	886	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach		WB
Opposing Approach		
Opposing Lanes		0
Conflicting Approach Left		
Conflicting Lanes Left		0
Conflicting Approach Right		
Conflicting Lanes Right		3
HCM Control Delay		64.6
HCM LOS		F

Lane	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	0%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	686	851	207	207	858
LT Vol	20	0	0	0	0
Through Vol	666	0	207	207	0
RT Vol	0	851	0	0	858
Lane Flow Rate	715	886	215	215	894
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.431	0.431	1
Departure Headway (Hd)	7.116	6.408	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	515	576	501	501	769
Service Time	4.852	4.144	4.918	4.918	2.49
HCM Lane V/C Ratio	1.388	1.538	0.429	0.429	1.163
HCM Control Delay	66.6	63	15.3	15.3	53.9
HCM Lane LOS	F	F	C	C	F
HCM 95th-tile Q	13.7	14.5	2.1	2.1	16.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	413	858
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	430	894
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach

Opposing Lanes 0

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right

Conflicting Lanes Right 0

HCM Control Delay 41.4

HCM LOS E

Lane

Intersection												
Intersection Delay, s/veh	45.4											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	0	0	0	39	689	682	0	0	0	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	41	718	710	0	0	0	0
Number of Lanes	0	0	0	0	0	0	1	1	0	0	0	0

Approach		WB
Opposing Approach		
Opposing Lanes	0	
Conflicting Approach Left		
Conflicting Lanes Left	0	
Conflicting Approach Right		
Conflicting Lanes Right	3	
HCM Control Delay	65.2	
HCM LOS	F	

Lane	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	5%	0%	0%	0%	0%
Vol Thru, %	95%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	728	682	297	297	548
LT Vol	39	0	0	0	0
Through Vol	689	0	297	297	0
RT Vol	0	682	0	0	548
Lane Flow Rate	758	710	309	309	571
Geometry Grp	8	8	7	7	7
Degree of Util (X)	1	1	0.619	0.619	0.76
Departure Headway (Hd)	7.237	6.507	7.218	7.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	508	561	503	503	759
Service Time	4.937	4.207	4.918	4.918	2.49
HCM Lane V/C Ratio	1.492	1.266	0.614	0.614	0.752
HCM Control Delay	67	63.3	20.9	20.9	21
HCM Lane LOS	F	F	C	C	C
HCM 95th-tile Q	13.7	14.4	4.1	4.1	7.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	593	548
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	618	571
Number of Lanes	0	0	2	1

Approach SB

Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	
Conflicting Lanes Right	0
HCM Control Delay	20.9
HCM LOS	C

Lane

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
	25	East-West Street:	I-10 WB On-Ramp/Robertson BI	Projection Year:	2019	Peak Hour:	AM	Reviewed by:	RA	Project:	RA469								
No. of Phases		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1								
Override Capacity		1200		1200		1200		1200		1200									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	240	2	120	0	240	166	413	2	207	0	413	2	207	0	413	2	207	
	Through-Right	833	0	0	0	833	0	858	0	0	0	858	0	0	0	858	0	0	
	Right	0	1	0	0	833	0	858	1	0	0	858	1	0	0	858	1	0	
EASTBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	19	0	19	0	19	0	20	0	20	0	20	0	20	0	20	0	20	
	Left-Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	582	0	601	0	582	66	666	0	686	0	666	0	686	0	666	0	686	
	Through-Right	789	0	0	0	789	38	851	0	0	0	851	0	0	0	851	0	0	
	Right	0	1	0	0	789	0	851	1	0	0	851	1	0	0	851	1	0	
CRITICAL VOLUMES		North-South: 120	East-West: 601	SUM: 721	North-South: 120	East-West: 601	SUM: 721	North-South: 207	East-West: 686	SUM: 893	North-South: 207	East-West: 686	SUM: 893	North-South: 207	East-West: 686	SUM: 893	North-South: 207	East-West: 686	SUM: 893
VOLUME/CAPACITY (V/C) RATIO:		0.601		0.601		0.744		0.744		0.744		0.744		0.744		0.744		0.744	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.601		0.601		0.744		0.744		0.744		0.744		0.744		0.744		0.744	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		C	

REMARKS:

Version: 11 Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RA	Date:	1/10/2017									
	25	East-West Street:	I-10 WB On-Ramp/Robertson BI	Projection Year:	2019	Peak Hour:	PM	Reviewed by:	RA	Project:	RA469								
No. of Phases		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1								
Override Capacity		1200		1200		1200		1200		1200									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	484	2	242	0	484	242	94	593	2	297	0	593	2	297	0	593	2	297
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	532	1	0	0	532	0	0	548	1	0	0	548	1	0	0	548	1	0
EASTBOUND	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	474	0	512	9	483	521	192	680	0	719	9	689	0	728	0	689	0	728
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	567	1	0	0	567	0	98	682	1	0	0	682	1	0	0	682	1	0
CRITICAL VOLUMES		North-South: 242	East-West: 512	SUM: 754	North-South: 242	East-West: 521	SUM: 763	North-South: 297	East-West: 719	SUM: 1016	North-South: 297	East-West: 728	SUM: 1025	North-South: 297	East-West: 728	SUM: 1025			
VOLUME/CAPACITY (V/C) RATIO:		0.628		0.636		0.847		0.854		0.854		0.854							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.628		0.636		0.847		0.854		0.854		0.854							
LEVEL OF SERVICE (LOS):		B		B		D		D		D		D							

REMARKS:

Version: 11 Beta; 8/4/2011

PROJECT IMPACT

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

Intersection									
Intersection Delay, s/veh	10.4								
Intersection LOS	B								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	4	0	0	0	0	247	11
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	0	0	257	11
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		7.7	10.4
HCM LOS		A	B

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	4	247	11
LT Vol	0	247	0
Through Vol	4	0	0
RT Vol	0	0	11
Lane Flow Rate	4	257	11
Geometry Grp	2	7	7
Degree of Util (X)	0.005	0.36	0.012
Departure Headway (Hd)	4.648	5.042	3.842
Convergence, Y/N	Yes	Yes	Yes
Cap	775	718	937
Service Time	2.648	2.744	1.544
HCM Lane V/C Ratio	0.005	0.358	0.012
HCM Control Delay	7.7	10.6	6.6
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0	1.6	0

Intersection									
Intersection Delay, s/veh	14.9								
Intersection LOS	B								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	66	0	0	0	0	431	62
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	69	0	0	0	0	449	65
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		8.8	15.7
HCM LOS		A	C

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	431	62
LT Vol	0	431	0
Through Vol	66	0	0
RT Vol	0	0	62
Lane Flow Rate	69	449	65
Geometry Grp	2	7	7
Degree of Util (X)	0.1	0.643	0.071
Departure Headway (Hd)	5.231	5.155	3.954
Convergence, Y/N	Yes	Yes	Yes
Cap	690	696	894
Service Time	3.231	2.933	1.73
HCM Lane V/C Ratio	0.1	0.645	0.073
HCM Control Delay	8.8	16.9	7
HCM Lane LOS	A	C	A
HCM 95th-tile Q	0.3	4.7	0.2

Intersection									
Intersection Delay, s/veh	10.4								
Intersection LOS	B								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	4	0	0	0	0	247	11
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	0	0	257	11
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		7.7	10.4
HCM LOS		A	B

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	4	247	11
LT Vol	0	247	0
Through Vol	4	0	0
RT Vol	0	0	11
Lane Flow Rate	4	257	11
Geometry Grp	2	7	7
Degree of Util (X)	0.005	0.36	0.012
Departure Headway (Hd)	4.648	5.042	3.842
Convergence, Y/N	Yes	Yes	Yes
Cap	775	718	937
Service Time	2.648	2.744	1.544
HCM Lane V/C Ratio	0.005	0.358	0.012
HCM Control Delay	7.7	10.6	6.6
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0	1.6	0

Intersection									
Intersection Delay, s/veh	14.9								
Intersection LOS	B								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	66	0	0	0	0	431	62
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	69	0	0	0	0	449	65
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		8.8	15.7
HCM LOS		A	C

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	431	62
LT Vol	0	431	0
Through Vol	66	0	0
RT Vol	0	0	62
Lane Flow Rate	69	449	65
Geometry Grp	2	7	7
Degree of Util (X)	0.1	0.643	0.071
Departure Headway (Hd)	5.231	5.155	3.954
Convergence, Y/N	Yes	Yes	Yes
Cap	690	696	894
Service Time	3.231	2.933	1.73
HCM Lane V/C Ratio	0.1	0.645	0.073
HCM Control Delay	8.8	16.9	7
HCM Lane LOS	A	C	A
HCM 95th-tile Q	0.3	4.7	0.2

Intersection									
Intersection Delay, s/veh	15.1								
Intersection LOS	C								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	4	0	0	0	0	420	11
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	0	0	438	11
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		8.2	15.2
HCM LOS		A	C

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	4	420	11
LT Vol	0	420	0
Through Vol	4	0	0
RT Vol	0	0	11
Lane Flow Rate	4	438	11
Geometry Grp	2	7	7
Degree of Util (X)	0.006	0.613	0.012
Departure Headway (Hd)	5.133	5.042	3.842
Convergence, Y/N	Yes	Yes	Yes
Cap	701	722	936
Service Time	3.133	2.746	1.546
HCM Lane V/C Ratio	0.006	0.607	0.012
HCM Control Delay	8.2	15.4	6.6
HCM Lane LOS	A	C	A
HCM 95th-tile Q	0	4.2	0

Intersection									
Intersection Delay, s/veh	22.3								
Intersection LOS	C								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	68	0	0	0	0	538	64
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	0	0	560	67
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	2	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	9.2	23.8
HCM LOS	A	C

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	68	538	64
LT Vol	0	538	0
Through Vol	68	0	0
RT Vol	0	0	64
Lane Flow Rate	71	560	67
Geometry Grp	2	7	7
Degree of Util (X)	0.109	0.803	0.073
Departure Headway (Hd)	5.521	5.159	3.958
Convergence, Y/N	Yes	Yes	Yes
Cap	653	695	890
Service Time	3.521	2.95	1.748
HCM Lane V/C Ratio	0.109	0.806	0.075
HCM Control Delay	9.2	25.8	7.1
HCM Lane LOS	A	D	A
HCM 95th-tile Q	0.4	8.2	0.2

Intersection

Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	4	0	0	0	0	420	11
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	0	0	438	11
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach

	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	2	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	8.2	15.2
HCM LOS	A	C

Lane

	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	4	420	11
LT Vol	0	420	0
Through Vol	4	0	0
RT Vol	0	0	11
Lane Flow Rate	4	438	11
Geometry Grp	2	7	7
Degree of Util (X)	0.006	0.613	0.012
Departure Headway (Hd)	5.133	5.042	3.842
Convergence, Y/N	Yes	Yes	Yes
Cap	701	722	936
Service Time	3.133	2.746	1.546
HCM Lane V/C Ratio	0.006	0.607	0.012
HCM Control Delay	8.2	15.4	6.6
HCM Lane LOS	A	C	A
HCM 95th-tile Q	0	4.2	0

Intersection									
Intersection Delay, s/veh	22.3								
Intersection LOS	C								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	0	68	0	0	0	0	538	64
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96	0.92	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	0	0	560	67
Number of Lanes	0	0	1	0	0	0	0	1	1

Approach		EB	SB
Opposing Approach			
Opposing Lanes		0	0
Conflicting Approach Left		SB	
Conflicting Lanes Left		2	0
Conflicting Approach Right			EB
Conflicting Lanes Right		0	1
HCM Control Delay		9.2	23.8
HCM LOS		A	C

Lane	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	68	538	64
LT Vol	0	538	0
Through Vol	68	0	0
RT Vol	0	0	64
Lane Flow Rate	71	560	67
Geometry Grp	2	7	7
Degree of Util (X)	0.109	0.803	0.073
Departure Headway (Hd)	5.521	5.159	3.958
Convergence, Y/N	Yes	Yes	Yes
Cap	653	695	890
Service Time	3.521	2.95	1.748
HCM Lane V/C Ratio	0.109	0.806	0.075
HCM Control Delay	9.2	25.8	7.1
HCM Lane LOS	A	D	A
HCM 95th-tile Q	0.4	8.2	0.2

Level of Service Worksheet (Circular 212 Method)



I/S #: 26	North-South Street: Robertson Boulevard		Year of Count: 2016		Ambient Growth: (%): 1		Conducted by: RA		Date: 1/10/2017										
	East-West Street: Exposition Boulevard		Projection Year: 2019		Peak Hour: AM		Reviewed by: RA		Project: RA469										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity			0 0 1 0 1200	0 0 1 0 1200	0 0 1 0 1200	0 0 1 0 1200	0 0 1 0 1200	0 0 1 0 1200	0 0 1 0 1200										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1247	0	0	12	1259	0	193	1478	0	0	12	1490	0	0	0	1490	0	0
SOUTHBOUND	Left	247	1	247	0	247	247	166	420	1	420	0	420	1	420	0	420	1	420
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	
	Through-Right	11	0	0	0	11	0	0	11	0	0	11	0	0	0	11	0	1	0
	Right	0	1	0	0	11	0	0	11	0	1	0	0	1	0	11	0	1	0
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
WESTBOUND	Left	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
CRITICAL VOLUMES			North-South: 247 East-West: 4 SUM: 251	North-South: 247 East-West: 4 SUM: 251	North-South: 420 East-West: 4 SUM: 424														
VOLUME/CAPACITY (V/C) RATIO:			0.209	0.209	0.353	0.353	0.353	0.353											
V/C LESS ATSC/ATCS ADJUSTMENT:			0.209	0.209	0.353	0.353	0.353	0.353											
LEVEL OF SERVICE (LOS):			A	A	A	A	A												

REMARKS:

Version: 11 Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 26	North-South Street: Robertson Boulevard		Year of Count: 2016		Ambient Growth: (%): 1		Conducted by: RA		Date: 1/10/2017											
	East-West Street: Exposition Boulevard		Projection Year: 2019		Peak Hour: PM		Reviewed by: RA		Project: RA469											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0 1 0 0 1200	0 0 1 0 0 1200	0 0 1 0 0 1200	0 0 1 0 0 1200	0 0 1 0 0 1200	0 0 1 0 0 1200	0 0 1 0 0 1200											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	←	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Through	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	
	←	Through-Right	554	0	0	-2	552	0	107	678	0	0	-2	676	0	0	0	676	0	0
	←	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left	431	1	431	0	431	431	94	538	1	538	0	538	1	538	0	538	1	538
	→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	
	→	Through-Right	62	0	0	0	0	0	0	64	0	0	0	64	0	0	0	64	0	0
	→	Right	0	1	0	0	62	0	0	64	1	0	0	64	1	0	0	64	1	0
EASTBOUND	←	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	←	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	←	Through	66	1	66	0	66	66	0	68	1	68	0	68	1	68	0	68	1	68
	←	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	←	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
WESTBOUND	→	Left	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0
	→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
CRITICAL VOLUMES			North-South: 431 East-West: 66 SUM: 497	North-South: 431 East-West: 66 SUM: 497	North-South: 538 East-West: 68 SUM: 606															
VOLUME/CAPACITY (V/C) RATIO:			0.414	0.414	0.505	0.505	0.505													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.414	0.414	0.505	0.505	0.505													
LEVEL OF SERVICE (LOS):			A	A	A	A	A													

REMARKS:

Version: 11 Beta; 8/4/2011

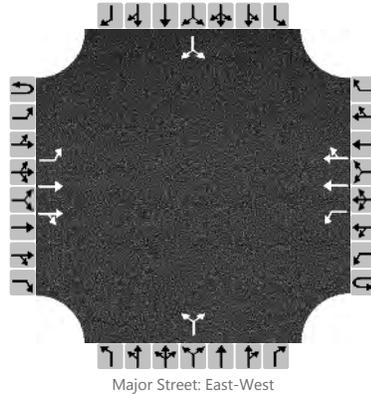
PROJECT IMPACT

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

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Wesley & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	1/5/2017			East/West Street	Washington Bl		
Analysis Year	2016			North/South Street	Wesley St		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.87		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing 2016						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	0	0		0	0	0
Configuration		L	T	TR		L	T	TR			LR				LR	
Volume, V (veh/h)		0	709	20		11	1555	0		2		5		0		0
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.16				4.16				6.86		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

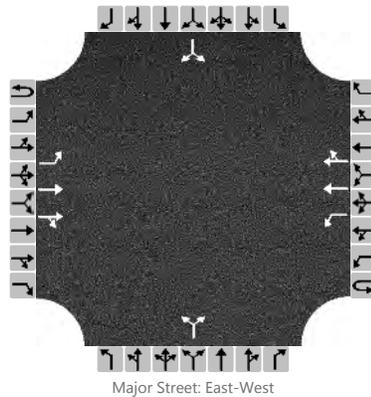
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				13					8					0	
Capacity, c (veh/h)		339				786					217					0	
v/c Ratio		0.00				0.02					0.04						
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.1						
Control Delay (s/veh)		15.6				9.7					22.3					5.0	
Level of Service, LOS		C				A					C					A	
Approach Delay (s/veh)		0.0				0.1				22.3				5.0			
Approach LOS										C				A			

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Wesley & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	1/5/2017			East/West Street	Washington Bl		
Analysis Year	2016			North/South Street	Wesley St		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing (2016)						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	2	0	0	1	2	0	0	0	0		0	0	0	
Configuration		L	T	TR		L	T	TR			LR				LR	
Volume, V (veh/h)		0	1359	3		5	1013	0		7		10		0		0
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.16				4.16				6.86		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				5				19				0		
Capacity, c (veh/h)		631				452				99				0		
v/c Ratio		0.00				0.01				0.19						
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.7						
Control Delay (s/veh)		10.7				13.0				49.7				5.0		
Level of Service, LOS		B				B				E				A		
Approach Delay (s/veh)	0.0				0.1				49.7				5.0			
Approach LOS									E				A			

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 27
North/South Street: WESLEY STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	0	1,600	0.000	N-S(1): 0.004 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	0	1,600	0.000 *	E-W(1): 0.235
Westbound	RT	0.00	34	0	0.000	E-W(2): 0.553 *
	TH	2.00	1,555	3,200	0.497 *	V/C: 0.557
	LT	1.00	11	1,600	0.007	Lost Time: 0.100
Northbound	RT	0.71	5	1,143	0.000	ATSAC: 0.000
	TH	0.00	0	0	0.000	
	LT	0.29	2	457	0.004 *	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.657
	TH	2.00	709	3,200	0.228	
	LT	1.00	89	1,600	0.056 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	71	1,600	0.044 *	N-S(1): 0.055 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	21	1,600	0.013	E-W(1): 0.429 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.317
	TH	2.00	1,013	3,200	0.317	V/C: 0.484
	LT	1.00	5	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.59	10	941	0.005	ATSAC: 0.000
	TH	0.00	0	0	0.000	
	LT	0.41	7	659	0.011 *	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.584
	TH	2.00	1,359	3,200	0.426 *	
	LT	1.00	0	1,600	0.000	LOS: A

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 27
North/South Street: WESLEY STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.50	0	800	0.000	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	0.50	0	800	0.000 *	E-W(1): 0.290
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.551 *
	TH	2.00	1,762	3,200	0.551 *	V/C: 0.597
	LT	1.00	32	1,600	0.020	Lost Time: 0.100
Northbound	RT	1.00	18	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	73	1,600	0.046 *	
Eastbound	RT	0.00	39	0	0.000	ICU: 0.627
	TH	2.00	824	3,200	0.270	
	LT	1.00	0	1,600	0.000 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.50	0	800	0.000	N-S(1): 0.038 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	0.50	0	800	0.000 *	E-W(1): 0.565 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.361
	TH	2.00	1,154	3,200	0.361	V/C: 0.603
	LT	1.00	53	1,600	0.033 *	Lost Time: 0.100
Northbound	RT	1.00	36	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	81	0	0.000	ICU: 0.633
	TH	2.00	1,620	3,200	0.532 *	
	LT	1.00	0	1,600	0.000	LOS: B

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 27
North/South Street: WESLEY STREET
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	0	1,600	0.000	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	0	1,600	0.000 *	E-W(1): 0.290
Westbound	RT	0.00	34	0	0.000	E-W(2): 0.617 *
	TH	2.00	1,762	3,200	0.561 *	V/C: 0.663
	LT	1.00	32	1,600	0.020	Lost Time: 0.100
Northbound	RT	1.00	18	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	73	1,600	0.046 *	
Eastbound	RT	0.00	39	0	0.000	ICU: 0.693
	TH	2.00	824	3,200	0.270	
	LT	1.00	89	1,600	0.056 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	71	1,600	0.044 *	N-S(1): 0.082 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	21	1,600	0.013	E-W(1): 0.565 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.361
	TH	2.00	1,154	3,200	0.361	V/C: 0.647
	LT	1.00	53	1,600	0.033 *	Lost Time: 0.100
Northbound	RT	1.00	36	1,600	0.000	ATSAC: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	81	0	0.000	ICU: 0.677
	TH	2.00	1,620	3,200	0.532 *	
	LT	1.00	0	1,600	0.000	LOS: B

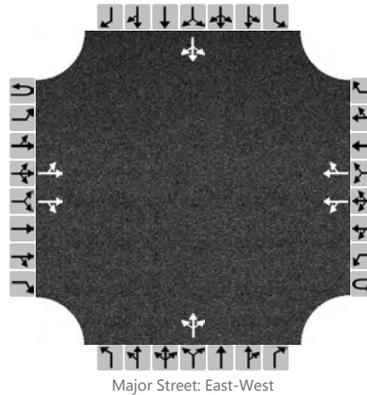
Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Cattaraugus & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	3/29/2016			East/West Street	Washington Bl		
Analysis Year	2016			North/South Street	Cattaraugus Ave		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing 2016						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		42	713	11		14	1357	360		3	9	8		52	2	68
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

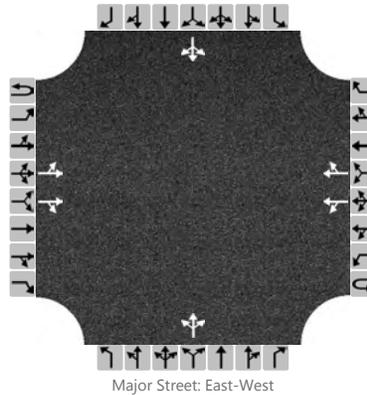
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		420				729					20					129	
Capacity		333				839					47					137	
v/c Ratio		1.26				0.87					0.43					0.94	
95% Queue Length		0.5				0.1					1.5					6.5	
Control Delay (s/veh)		17.5				9.4					130.7					124.5	
Level of Service (LOS)		C				A					F					F	
Approach Delay (s/veh)		2.6								130.7				124.5			
Approach LOS										F				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Raju Associates	Intersection	Cattaraugus & Washington
Agency/Co.		Jurisdiction	Culver City
Date Performed	3/29/2016	East/West Street	Washington Bl
Analysis Year	2016	North/South Street	Cattaraugus Ave
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2016		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		38	1205	23		7	683	53		5	0	4		94	2	54
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

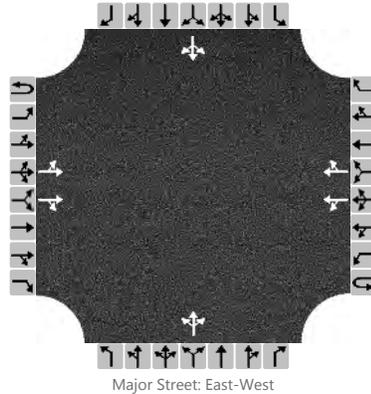
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		654				356					9					153	
Capacity		848				546					167					243	
v/c Ratio		0.77				0.65					0.05					0.63	
95% Queue Length		0.1				0.0					0.2					3.8	
Control Delay (s/veh)		9.5				11.7					27.8					41.9	
Level of Service (LOS)		A				B					D					E	
Approach Delay (s/veh)		0.9				0.2				27.8				41.9			
Approach LOS										D				E			

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Cattaraugus & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	1/9/2017			East/West Street	Washington Bl		
Analysis Year	2016			North/South Street	Cattaraugus Ave		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing + Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0	
Configuration		LT		TR		LT		TR		LTR				LTR		
Volume, V (veh/h)		42	712	11		14	1385	360		3	9	8		52	2	74
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

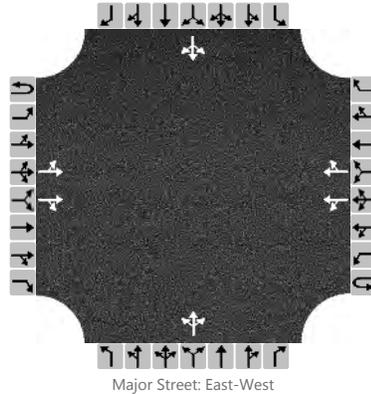
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		44				15				20				135		
Capacity, c (veh/h)		324				840				41				128		
v/c Ratio		0.14				0.02				0.48				1.06		
95% Queue Length, Q ₉₅ (veh)		0.5				0.1				1.7				7.6		
Control Delay (s/veh)		17.9				9.4				156.2				163.0		
Level of Service, LOS		C				A				F				F		
Approach Delay (s/veh)	2.7								156.2				163.0			
Approach LOS									F				F			

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Cattaraugus & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	1/9/2017			East/West Street	Washington Bl		
Analysis Year	2016			North/South Street	Cattaraugus Ave		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing + Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		38	1226	23		7	678	53		5	0	4		94	2	53
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

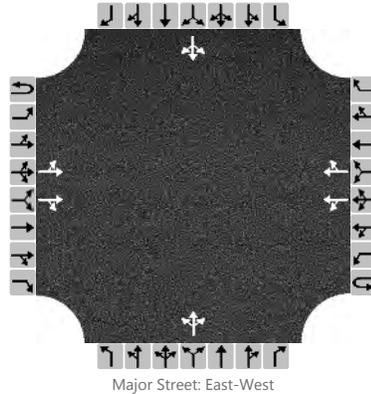
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		39				7					9					152	
Capacity, c (veh/h)		851				536					162					240	
v/c Ratio		0.05				0.01					0.06					0.63	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.2					3.8	
Control Delay (s/veh)		9.4				11.8					28.5					42.8	
Level of Service, LOS		A				B					D					E	
Approach Delay (s/veh)		0.9				0.2				28.5				42.8			
Approach LOS										D				E			

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Raju Associates	Intersection	Cattaraugus & Washington
Agency/Co.		Jurisdiction	Culver City
Date Performed	3/23/2017	East/West Street	Washington Bl
Analysis Year	2019	North/South Street	Cattaraugus Ave
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cumulative Base		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		77	827	11		14	1560	371		3	9	8		54	2	74
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

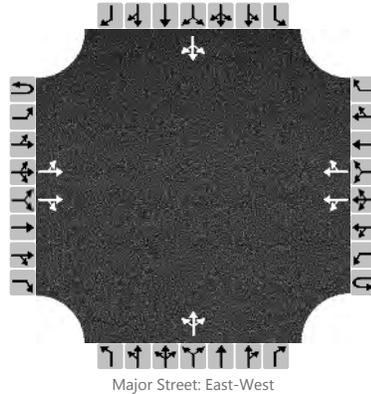
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				15					20					137	
Capacity, c (veh/h)		271				756					11						
v/c Ratio		0.30				0.02					1.82						
95% Queue Length, Q ₉₅ (veh)		1.2				0.1					3.4						
Control Delay (s/veh)		23.8				9.9					1067.3						
Level of Service, LOS		C				A					F						
Approach Delay (s/veh)		7.3								1067.3							
Approach LOS										F							

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Raju Associates	Intersection	Cattaraugus & Washington
Agency/Co.		Jurisdiction	Culver City
Date Performed	3/23/2017	East/West Street	Washington Bl
Analysis Year	2019	North/South Street	Cattaraugus Ave
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cumulative Base		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		89	1440	24		7	858	55		5	0	4		97	2	80
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

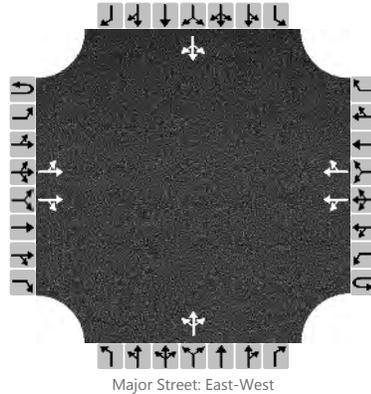
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		91				7					9					183	
Capacity, c (veh/h)		724				441					37					78	
v/c Ratio		0.13				0.02					0.24					2.36	
95% Queue Length, Q ₉₅ (veh)		0.4				0.0					0.8					17.2	
Control Delay (s/veh)		10.7				13.3					131.0					735.5	
Level of Service, LOS		B				B					F					F	
Approach Delay (s/veh)		3.9				0.3				131.0				735.5			
Approach LOS										F				F			

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Cattaraugus & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	3/23/2017			East/West Street	Washington Bl		
Analysis Year	2019			North/South Street	Cattaraugus Ave		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Cumulative + Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0	
Configuration		LT		TR		LT		TR		LTR				LTR		
Volume, V (veh/h)		77	826	11		14	1588	371		3	9	8		54	2	80
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

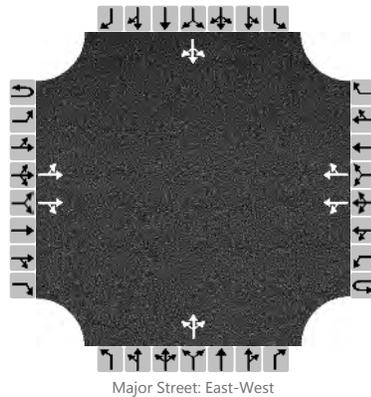
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				15				20						143
Capacity, c (veh/h)		264				757				10						
v/c Ratio		0.31				0.02				1.99						
95% Queue Length, Q ₉₅ (veh)		1.3				0.1				3.4						
Control Delay (s/veh)		24.6				9.9				1197.4						
Level of Service, LOS		C				A				F						
Approach Delay (s/veh)	7.7								1197.4							
Approach LOS									F							

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Raju Associates			Intersection	Cattaraugus & Washington		
Agency/Co.				Jurisdiction	Culver City		
Date Performed	3/23/2017			East/West Street	Washington Bl		
Analysis Year	2019			North/South Street	Cattaraugus Ave		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Cumulative + Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0	
Configuration		LT		TR		LT		TR		LTR					LTR	
Volume, V (veh/h)		89	1461	24		7	853	55		5	0	4		97	2	79
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		91				7				9						182
Capacity, c (veh/h)		728				432				28						61
v/c Ratio		0.13				0.02				0.32						3.01
95% Queue Length, Q ₉₅ (veh)		0.4				0.0				1.0						18.8
Control Delay (s/veh)		10.7				13.5				182.1						1049.4
Level of Service, LOS		B				B				F						F
Approach Delay (s/veh)	4.1				0.3				182.1				1049.4			
Approach LOS									F				F			

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 28
North/South Street: CATTARAUGUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.060
	TH	1.00	2	1,200	0.102 *	N-S(2): 0.105 *
	LT	0.00	52	1,200	0.043	E-W(1): 0.331
Westbound	RT	0.00	360	0	0.000	E-W(2): 0.756 *
	TH	2.00	1,357	2,400	0.721 *	V/C: 0.861
	LT	0.00	14	1,200	0.012	Lost Time: 0.100
Northbound	RT	0.00	8	0	0.000	ATSAC: 0.000
	TH	1.00	9	1,200	0.017	
	LT	0.00	3	1,200	0.003 *	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.961
	TH	2.00	713	2,400	0.319	
	LT	0.00	42	1,200	0.035 *	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	54	0	0.000	N-S(1): 0.086
	TH	1.00	2	1,200	0.125 *	N-S(2): 0.129 *
	LT	0.00	94	1,200	0.078	E-W(1): 0.534 *
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.342
	TH	2.00	683	2,400	0.310	V/C: 0.663
	LT	0.00	7	1,200	0.006 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ATSAC: 0.000
	TH	1.00	0	1,200	0.008	
	LT	0.00	5	1,200	0.004 *	
Eastbound	RT	0.00	23	0	0.000	ICU: 0.763
	TH	2.00	1,205	2,400	0.528 *	
	LT	0.00	38	1,200	0.032	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 28
North/South Street: CATTARAUGUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: EXISTING (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.060
	TH	1.00	2	1,200	0.107 *	N-S(2): 0.110 *
	LT	0.00	52	1,200	0.043	E-W(1): 0.331
Westbound	RT	0.00	360	0	0.000	E-W(2): 0.768 *
	TH	2.00	1,385	2,400	0.733 *	V/C: 0.878
	LT	0.00	14	1,200	0.012	Lost Time: 0.100
Northbound	RT	0.00	8	0	0.000	ATSAC: 0.000
	TH	1.00	9	1,200	0.017	
	LT	0.00	3	1,200	0.003 *	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.978
	TH	2.00	712	2,400	0.319	
	LT	0.00	42	1,200	0.035 *	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.086
	TH	1.00	2	1,200	0.124 *	N-S(2): 0.128 *
	LT	0.00	94	1,200	0.078	E-W(1): 0.542 *
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.340
	TH	2.00	678	2,400	0.308	V/C: 0.670
	LT	0.00	7	1,200	0.006 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ATSAC: 0.000
	TH	1.00	0	1,200	0.008	
	LT	0.00	5	1,200	0.004 *	
Eastbound	RT	0.00	23	0	0.000	ICU: 0.770
	TH	2.00	1,226	2,400	0.536 *	
	LT	0.00	38	1,200	0.032	LOS: C

Traffic signals in Culver City have advanced traffic signal synchronization equivalent to ATSAC.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 28
North/South Street: CATTARAUGUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) BASE CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.062
	TH	1.00	2	1,200	0.108 *	N-S(2): 0.111 *
	LT	0.00	54	1,200	0.045	E-W(1): 0.393
Westbound	RT	0.00	371	0	0.000	E-W(2): 0.874 *
	TH	2.00	1,560	2,400	0.810 *	V/C: 0.985
	LT	0.00	14	1,200	0.012	Lost Time: 0.100
Northbound	RT	0.00	8	0	0.000	ATSAC: 0.000
	TH	1.00	9	1,200	0.017	
	LT	0.00	3	1,200	0.003 *	
Eastbound	RT	0.00	11	0	0.000	ICU: 1.085
	TH	2.00	827	2,400	0.381	
	LT	0.00	77	1,200	0.064 *	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.089
	TH	1.00	2	1,200	0.149 *	N-S(2): 0.153 *
	LT	0.00	97	1,200	0.081	E-W(1): 0.653 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.457
	TH	2.00	858	2,400	0.383	V/C: 0.806
	LT	0.00	7	1,200	0.006 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ATSAC: 0.000
	TH	1.00	0	1,200	0.008	
	LT	0.00	5	1,200	0.004 *	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.906
	TH	2.00	1,440	2,400	0.647 *	
	LT	0.00	89	1,200	0.074	LOS: E

Unsignalized intersection.

* = Critical Movement

Project: 8777 WASHINGTON BOULEVARD MIXED-USE PROJECT
INT # 28
North/South Street: CATTARAUGUS AVENUE
East/West Street: WASHINGTON BOULEVARD
Scenario: CUMULATIVE (2019) PLUS PROJECT CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.062
	TH	1.00	2	1,200	0.113 *	N-S(2): 0.116 *
	LT	0.00	54	1,200	0.045	E-W(1): 0.393
Westbound	RT	0.00	371	0	0.000	E-W(2): 0.886 *
	TH	2.00	1,588	2,400	0.822 *	V/C: 1.002
	LT	0.00	14	1,200	0.012	Lost Time: 0.100
Northbound	RT	0.00	8	0	0.000	ATSAC: 0.000
	TH	1.00	9	1,200	0.017	
	LT	0.00	3	1,200	0.003 *	
Eastbound	RT	0.00	11	0	0.000	ICU: 1.102
	TH	2.00	826	2,400	0.381	
	LT	0.00	77	1,200	0.064 *	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	79	0	0.000	N-S(1): 0.089
	TH	1.00	2	1,200	0.148 *	N-S(2): 0.152 *
	LT	0.00	97	1,200	0.081	E-W(1): 0.662 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.455
	TH	2.00	853	2,400	0.381	V/C: 0.814
	LT	0.00	7	1,200	0.006 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ATSAC: 0.000
	TH	1.00	0	1,200	0.008	
	LT	0.00	5	1,200	0.004 *	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.914
	TH	2.00	1,461	2,400	0.656 *	
	LT	0.00	89	1,200	0.074	LOS: E

Unsignalized intersection.

* = Critical Movement