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Culver Studios

MODIFIED
COMPREHENSIVE
PLAN UPDATE #6

Transportation Analysis
Report

September 2015

Culver Studios Modified Comprehensive Plan Update #6

**Prepared for:
Hackman Capital**

September 2015

LA14-2690

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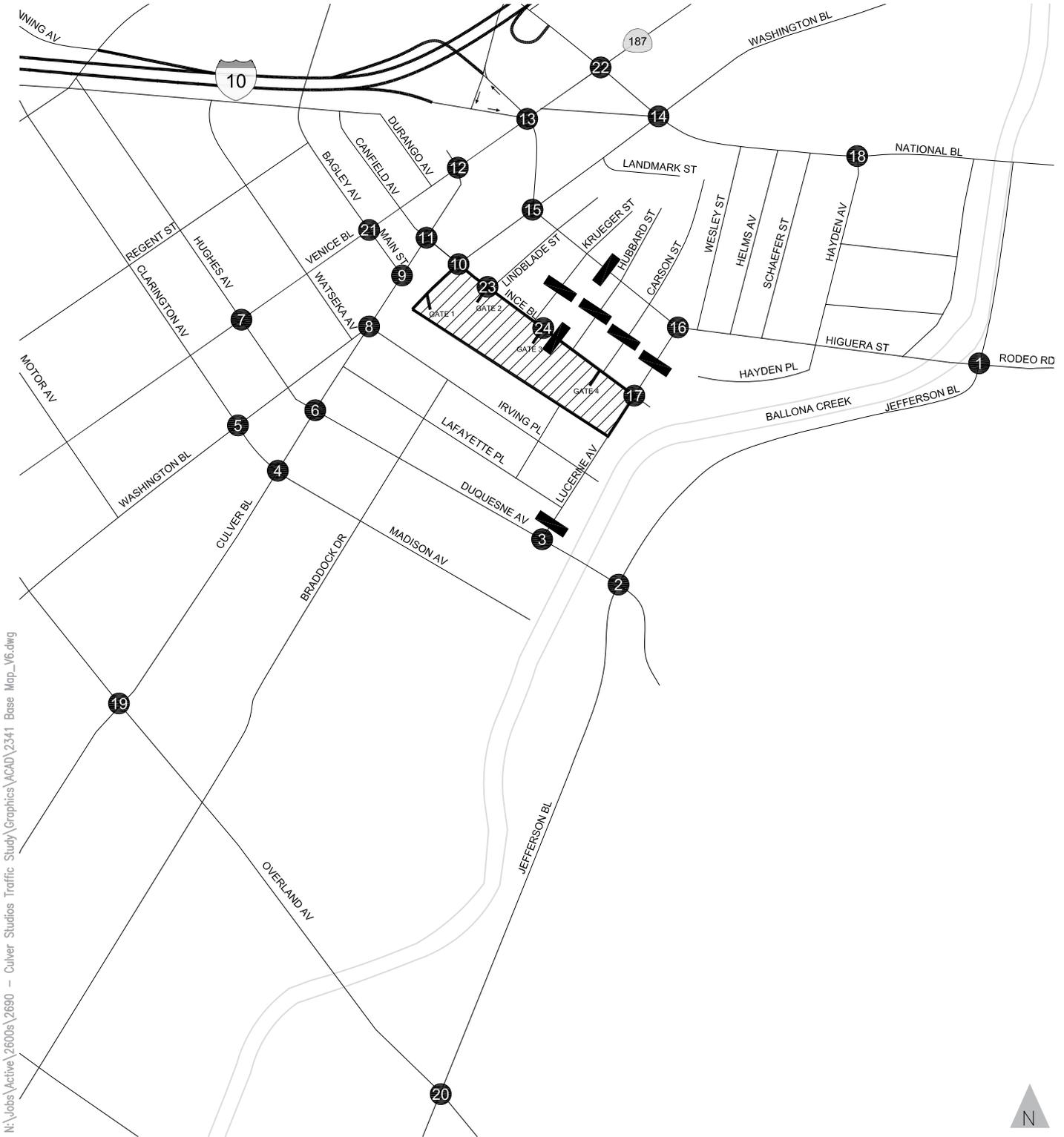
1. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Fehr & Peers to evaluate the potential traffic and parking impacts of proposed development that is part of the Culver Studios Modified Comprehensive Plan Amendment #6 Update.

PROJECT DESCRIPTION

The proposed project is located at 9336 Washington Boulevard in Culver City, California. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system.

The proposed project would involve the demolition of 54,616 square feet (sf) of production office and 12,087 sf of support uses and replacement with 205,700 sf of new production office for a net addition of 138,997 sf. The project also includes removal of the existing parking garage along Van Buren Place, the western edge of the property, replacing it with a new 1,430- space parking garage. Table 1 provides a summary of the proposed components of the comprehensive plan. The project would be developed on the existing Culver Studios site, bordered by Culver Boulevard to the north, Lucerne Avenue to the south, Ince Boulevard to the east, and Van Buren Place and single residential properties to the west in the downtown area of the City of Culver City. The traffic impact study analyzed a site access scenario with all employee and visitor vehicular traffic for Culver Studios entering and exiting the site from Gates 2 and 3. The existing Gate 1 will be maintained and will provide an egress-only vehicular access on to Washington Boulevard. The previously proposed Gate 1A has been removed from the proposed project. All traffic that was previously assumed to exit the project site at Gate 1A is now proposed to exit at existing Gate 1. Gate 3 will provide access to the above-grade parking structure. Figure 2 illustrates the proposed site plan for the project.



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LEGEND

-  - Project Site
-  - Analyzed Intersection
-  - Analyzed Segment



Figure 1
Study Area and Analyzed Locations

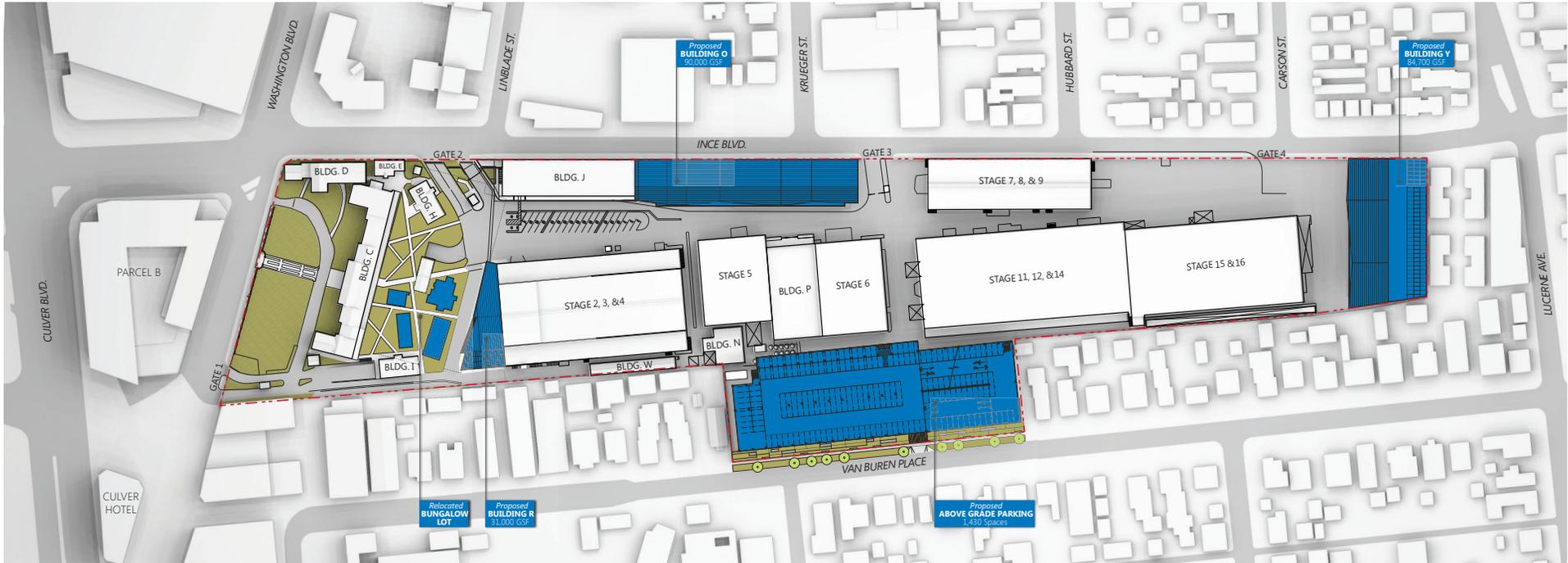
**TABLE 1
PROPOSED PROGRAM DEVELOPMENT**

Proposed	Existing Removed	Net Addition
1,430 space above grade parking structure	301 spaces existing above grade parking structure and surface parking lots	1,129 parking spaces
Relocation of bungalows	None	N/A
31,000 SF production office building	None	31,000 SF production office
90,000 SF production office building	25,607 SF of production office and 8,807 SF of support uses	55,586 SF production office
84,700 SF production office	29,009 SF of production office and 3,280 SF of support uses	52,411 SF production office

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Culver City. The base assumptions and technical methodologies were discussed as part of a detail Memorandum of Understanding (dated 3/12/2015). The project is expected to be completed by Year 2018. The analysis of the future year traffic forecast is based on projected conditions in Year 2018 both with and without the addition of the project traffic. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing (2014) Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.
- Existing (2014) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The impacts of the proposed Project on existing traffic operating conditions were then identified.
- Future Base (2018) Conditions – Future traffic conditions without the proposed project will be developed for the year 2018. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the Year 2018.
- Future (2018) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed project on future traffic operating conditions can then be identified.



Source: Gensler



PROJECT	SIZE (GSF OR SPACES)
BUILDING O	90,000 GSF
BUILDING Y	84,700 GSF
BUILDING R	31,000 GSF
RELOCATED BUNGALOW LOT	N/A
VAN BUREN PARKING STRUCTURE	1,430 SPACES



Figure 2
Site Plan

The City of Culver City has identified the following 22 intersections to be analyzed as part of the scope of work for this project:

1. Jefferson Boulevard & Rodeo Road/Higuera Street¹
2. Jefferson Boulevard & Duquesne Avenue²
3. Duquesne Avenue & Lucerne Avenue²
4. Culver Boulevard & Madison Avenue²
5. Washington Boulevard & Clarington Avenue²
6. Culver Boulevard & Duquesne Avenue²
7. Venice Boulevard & Hughes Avenue¹
8. Culver Boulevard & Washington Boulevard²
9. Culver Boulevard & Main Street & Washington Boulevard²
10. Washington Boulevard & Ince Boulevard²
11. Culver Boulevard & Ince Boulevard²
12. Venice Boulevard & Culver Boulevard¹
13. Venice Boulevard & Robertson Boulevard/Exposition Boulevard¹
14. Washington Boulevard & National Boulevard²
15. Washington Boulevard & Higuera Street²
16. Higuera Street & Lucerne Avenue²
17. Ince Boulevard & Lucerne Avenue²
18. Hayden Avenue & National Boulevard²
19. Overland Avenue & Culver Boulevard²
20. Overland Avenue & Jefferson Boulevard²
21. Venice Boulevard & Main Street/Bagley Avenue¹
22. Venice Boulevard & National Boulevard¹

¹ Under City of Los Angeles Jurisdiction

² Under City of Culver City Jurisdiction

The City of Culver City identified the following two intersections to be tested for signal warrants:

23. Ince Boulevard & Culver Studios Gate 2²
24. Ince Boulevard & Culver Studios Gate 3²

The potential for neighborhood traffic impacts was analyzed for the following seven neighborhood street segments in the vicinity of the Culver Studios Comprehensive Plan area:

1. Ince Boulevard between Krueger Street and Hubbard Street²
2. Higuera Street between Krueger Street and Hubbard Street²
3. Lucerne Avenue between Higuera Street and Ince Boulevard²
4. Lucerne Avenue between Duquesne Avenue and Lafayette Place²
5. Krueger Street between Ince Boulevard and Higuera Street²
6. Hubbard Street between Ince Boulevard and Higuera Street²
7. Carson Street between Ince Boulevard and Higuera Street²

ORGANIZATION OF REPORT

This report is divided into eight chapters, including this introduction. Chapter 2 describes the existing transportation conditions including an inventory of the streets, highways, and transit service in the study area, a summary of traffic volumes, and an assessment of operating conditions. The methodologies used to develop traffic forecasts for the existing, existing baseline plus project, future base, and future plus project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed Project under both existing and future conditions, and Chapter 5 presents an assessment of potential neighborhood impacts as a result of the proposed Project. The results of the regional transportation system analysis are provided in Chapter 6. Chapter 7 provides an assessment of the Project parking. Chapter 8 contains the study conclusions. Appendices to this report include details of the technical analysis.

² Under City of Culver City Jurisdiction

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the resultant operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The proposed project is located at 9336 Washington Boulevard in Culver City, California. Washington Boulevard and Ince Boulevard currently provide access to the site via Gates 1, 2 and 3. Gate 4 is occasionally used for truck access. The study area for this analysis is bounded by National Boulevard on the north, Madison Avenue on the south, Jefferson Boulevard on the east, and Venice Boulevard on the west.

EXISTING STREET SYSTEM

As indicated, Washington Boulevard and Ince Boulevard provide direct access to the site via Gates 1A, 2 and 3. Primary regional access to the site is provided by I-10, National Boulevard, Venice Boulevard, and Jefferson Boulevard. The following is a brief description of the streets that serve the site:

- Santa Monica Freeway (I-10) – The Santa Monica Freeway runs east/west approximately one-half mile north of the project site. Access to the Santa Monica Freeway can be obtained via full interchanges at Robertson Boulevard, Venice Boulevard, La Cienega Boulevard and Washington Boulevard.
- Venice Boulevard – Venice Boulevard is State Route 187 in the study area and provides six travel lanes, three per direction, with a raised median. Restricted and unrestricted parking is available on both sides of the street in the study area. The posted speed limit is 35 miles per hour (mph).
- Washington Boulevard – Washington Boulevard is a major east/west arterial that provides four travel lanes, two per direction, with a raised median near the project site. Restricted and metered parking is available on both sides of the street in the study area. The posted speed limit is 35 mph.

- Culver Boulevard – Culver Boulevard is a major east/west arterial that provides four travel lanes, two per direction, with a raised median. Restricted and metered parking is available on both sides of the street in the study area. The posted speed limit is 35 mph.
- National Boulevard – National Boulevard is a major east/west arterial. It has on-ramps for I-10 East in the study area. It provides four travel lanes, two per direction, with a raised median. Parking is not allowed on either side of the street in the study area. The posted speed limit is 35 mph.
- Robertson Boulevard – Robertson Boulevard is a north/south road that has on- and off-ramps to the I-10 freeway in the study area. It provides four travel lanes, two per direction. Restricted parking is allowed on one side of the street in the study area. The posted speed limit is 35 mph.

Table 2 provides a description of each of these facilities and summarizes the physical characteristics of all key streets in the study area. Diagrams of the existing lane configurations at each of the 22 analyzed intersections and the two intersections tested for signal warrants are provided in Appendix A.

EXISTING TRANSIT SERVICE

One light rail line and 14 bus lines currently serve the study area. These transit lines, described below, are illustrated in Figure 3:

- Metro Expo Line – The Expo Line is an east/west light rail line running from Culver City to downtown Los Angeles. The study area is served by Culver City Station.
- Metro Line 33 and Line 733 – Line 33/Line 733 is an east/west line that travels from downtown Los Angeles to Santa Monica. This line provides service to Union Station. This line travels along Venice Boulevard in the study area.
- Metro Line 220 – Line 220 is a north/south line that travels from Culver City to West Hollywood. This line serves Culver City, Palms and Beverly Hills. This line travels along Robertson Boulevard in the study area.
- Metro Line 534 – Line 534 is an express bus line that travels from Malibu to Mid-City. This line provides service to Malibu, Santa Monica and the West Los Angeles Transit Center. This line travels on I-10 in the study area.
- Culver City Bus Line 1 – Line 1 is a local east/west line that runs along Washington Boulevard from Venice Beach in the west to Washington and Fairfax in the east. This line travels along Washington Boulevard in the study area.

**TABLE 2
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANE		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/EB	SB/WB		NB/EB	SB/WB	
National Bl	Robertson Bl	I-10 EB On Ramp	2	2	RM	NSAT	NSAT	35
	I-10 EB On Ramp	Venice Bl	2	2	2LT	NSAT	NSAT	35
	Venice Bl	Washington Bl	2	2	2LT	PA/NSAT	PA/RZ	35
	Washington Bl	Wesley St	2	2	2LT	NSAT	NSAT	40
	Wesley St	Hayden Av	2	2	2LT	PA	NSAT	40
	Hayden Av	Jefferson Bl	2	2	RM	PA/NSAT	NSAT	40
Jefferson Bl	La Cienega Bl	National Bl	2	2	RM/2LT	PA/NSAT	PA/NSAT	40/35
	National Bl	Higuera St/Rodeo Rd	2	2	2LT	PA	NSAT	35
	Higuera St/Rodeo Rd	Holdrege Av	2	2	RM	NSAT	NSAT	35
	Holdrege Av	Duquesne Av	2	2	2LT	PA	PA/ 30min	35/40
	Duquesne Av	Leahy St	2	2	2LT	PA	MP	35/40
Robertson Bl	National Bl	I-10 WB On Ramp	1/2	2	RM/2LT	NSAT	NSAT	35
	I-10 WB On Ramp	Exposition Bl	2	2	N/A	NSAT/PA, 30 min	NSAT	35
	Venice	Washington Bl	2	2	2LT	NSAT	NSAT/MP, 2hrs(8-6)	35
Robertson Bl/Higuera St	Washington Bl	Lucerne Av	1	1	SDY	PA/NSAT	PA/NSAT	35
	Lucerne Av	Helms	1	1	RM	PA, 1hr(8-6)	NSAT	35
	Helms	Hayden Av	1	1	SDY	NSAT/PA, 1hr(8-6), PE	NSAT	35
	Hayden Av	Eastham Dr	2	2	2LT	PA	NSAT	25
	Eastham Dr	Jefferson Bl	1	2	DY	NSAT	NSAT	25
Higuera St/Rodeo Rd	Jefferson Bl	Kalsman Dr	2	2	RM	NSAT	NSAT	35
	Kalsman Dr	La Cienega Bl	2	3	2LT	NSAT	NSAT	35
Washington Bl	Helms Av	National Bl	2	2	2LT	MP	MP	40
	National Bl	Higuera St	2	2	DY	NSAT/MP	MP	35
	Higuera St	Ince Bl	2	2	2LT	RZ	NSAT/MP	35
	Ince Bl	Culver Bl	2	2	RM	NSAT	NSAT	35
	Culver Bl/Washington Bl	Culver Bl/Washington Bl	3	3	RM	NSAT	NSAT	35
	Culver Bl/Washington Bl	Hughes Av/Duquesne Av	2	2	RM	NSAT/MP, 2hrs(10-4)	NSAT/MP, 2hrs(10-4)	35
	Hughes Av/Duquesne Av	Clarington Av/Madison Av	2	2	RM	NSAT	NSAT/MP, 2hrs(10-4)	35
	Clarington Av/Madison Av	Jasmine Av	2	2	DY	NSAT	NSAT/MP, 2hrs(10-4)	35
Culver Bl	Venice Bl	Ince Bl	2	2	RM	NSAT	RZ	35
	Ince Bl	Culver Bl/Washington Bl	2	2	RM	MP, 2hrs(8-6)	MP, 2hrs(8-6)	35
	Culver Bl/Washington Bl	Culver Bl/Washington Bl	3	3	RM	NSAT	NSAT	35
	Culver Bl/Washington Bl	Hughes Av/Duquesne Av	2	2	RM	MP, 2hrs	MP, 2hrs(8-6)	35
	Hughes Av/Duquesne Av	Clarington Av/Madison Av	2	2	RM	NSAT/MP, 2hrs	PA/GZ	35
	Clarington Av/Madison Av	Jasmine Av	2	2	RM/2LT	NSAT/MP	NSAT/MP, 2hrs(8-6)	35
Ince Bl	Washington Bl	Lindblade St	1	1	DY	NSAT	NSAT	25
	Lindblade St	Lucerne Av	1	1	SDY	NSAT	PA/MP	25
Irving PL	Lucerne Av	Farragut Dr	1	1	UD	1hr(6a-12a), PE	1hr(6a-12a), PE	25
	Farragut Dr	Braddock Dr	1	N/A	UD	1hr(6a-12a), PE, SZ	N/A	25
	Braddock Dr	Culver Bl	1	1	UD	1hr(6a-12a)	1hr(6a-12a)	25
Watseka Av	Washington Bl	Venice Bl	1	1	UD	MP, 1hr	MP, 1hr	25
	Venice Bl	Regent St	1	1	UD	PA, 2hrs(8-6)	PA, 2hrs(8-6)	25
Hughes Av	Regent St	Venice Bl	1	1	SDY	NSAT	PA/SZ	25
	Venice Bl	Washington Bl	1	1	SDY	NSAT	NSAT	25
Hughes Av/Duquesne Av	Washington Bl	Culver Bl	1	2	RM	NSAT	NSAT	35
	Culver Bl	Braddock Dr	1	1	SDY	PA, (30min)	PA	35
	Braddock Dr	Lucerne Av	1	1	SDY	PA	PA	35
	Lucerne Av	Jefferson Bl	1	1	DY	NSAT/PA, 2hrs	NSAT/PA, 2hrs	35
Bagley Av	Regent St	Venice Bl	1	1	UD	PA	NSAT	35
	Bagley Av/Main Av	Culver Bl/Washington Bl	1	1	DY	MP, 2hrs(8-6)	MP, 1hr	35
Clarington Av	Regent St	Venice Bl	1	1	SDY	PA	PA	35/25
	Venice Bl	Washington Bl	1	1	SDY	PA, 1hrs(8-6)	RZ/NSAT (8-6)	35/25
Clarington Av/Madison Av	Washington Bl	Culver Bl	2	2	RM	NSAT	NSAT	35
	Culver Bl	Braddock Dr	1	1	SDY	PA, 2hrs(8-6)	PA, 2hrs(8-6)	35
	Braddock Dr	Farragut Dr	1	1	SDY	PA	PA	35

Notes:
MEDIAN TYPE:

DY = Double Yellow
SDY = Single Dashed Yellow
2LT = Dual Left Turn
RM = Raised Median
UD = Undivided Lane
= Number of lanes

LANES:

PARKING:

PA = Parking Allowed
NSAT = No Stopping Any Time
GZ = Green zone - Passenger loading and unloading
RZ = Red zone - No parking allowed
MP = Metered Parking
N/A = Not Applicable
PE = Permit Exempt
SZ = School Zone



BBB = Big Blue Bus
CCB = Culver City Bus
LADOT = LADOT Commuter Express
M = Metro



Figure 3
Existing Transit Service

- Culver City Bus Line 3 – Line 3 is a local north/south line that runs from Century City in the north to Fox Hills Mall in the south on a route that includes Pico Boulevard, Westwood Boulevard, Motor Avenue, Overland Avenue and the Fox Hills/Corporate Pointe business area along Slauson Avenue, Buckingham Parkway, Bristol Parkway, Hannum Avenue and Green Valley Circle. This line travels along Washington Boulevard and Overland Avenue in the study area.
- Culver City Bus Line 4 – Line 4 is a local north/south line that runs between Washington Boulevard and Fairfax Avenue to West Los Angeles College and Fox Hills Mall on a route that includes Washington Boulevard, Higuera Street, Jefferson Boulevard, Sepulveda Boulevard, Overland Avenue, and Slauson Avenue. This line travels along Washington Boulevard, Jefferson Boulevard, Higuera Street and Warner Drive in the study area. Line 4 operates on an hourly basis on weekdays only.
- Culver City Bus Line 5 – Line 5 is a local east/west line that runs from Blair Hills in the east to Washington and Inglewood Boulevards in the west. This line travels along Washington Boulevard, Braddock Drive and Higuera Street in the study area. Line 5 only operates when school is in session during a.m. and p.m. peak periods.
- Culver City Bus Line 7 – Line 7 is a local east/west line that runs from Venice Boulevard and Culver Boulevard in the east to Marina del Rey in the west. This line travels primarily along Culver Boulevard and Washington Boulevard in the study area.
- LADOT Commuter Express Line 431 – Line 431 is a north/south commuter express line that travels from downtown Los Angeles to Westwood. This line also serves Rancho Park and Palms. This line travels on the I-10 in the study area. Line 431 operates on weekdays only.
- LADOT Commuter Express Line 437 – Line 437 is a north/south commuter express line that travels from downtown Los Angeles to Venice. This line also serves Culver City and Marina del Rey. This line travels along Robertson Boulevard and Culver Boulevard in the study area. Line 437 operates on weekdays only.
- Santa Monica Big Blue Bus Santa Monica College Commuter Line 6 – Line 6 is an east/west line that travels from Santa Monica College to Los Angeles. This line serves Santa Monica College Main Campus, Santa Monica College Bundy/Airport Campuses, Palms and Mar Vista. This line travels along National Boulevard, Bagley Avenue, and Venice Boulevard in the study area. Line 6 operates on weekdays only.
- Santa Monica Big Blue Bus Express Line 10 – Line 10 is a freeway express line that travels from Santa Monica to Los Angeles. This line serves the Santa Monica Pier, Third Street Promenade, Financial District, Los Angeles Civic Center, Union Station and Patsaouras Transit Plaza. This line travels on the I-10 in the study area.
- Santa Monica Big Blue Bus Line 12 – Line 12 travels from the Culver City Expo Station to UCLA - Westside Pavilion. This line serves Culver City, Rancho Park and Westwood. This line travels along National Boulevard, Robertson Boulevard and Venice Boulevard in the study area.

- Santa Monica Big Blue Bus Line Rapid 12 – The Rapid 12 line travels from the Culver City Expo Station to UCLA – Ackerman Union. This line serves Palms, Rancho Park and Westwood. This line travels along Venice Boulevard in the study area.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for each of the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume/capacity ratios and levels of service. Traffic counts are provided in Appendix B.

EXISTING TRAFFIC VOLUMES

Weekday morning and evening peak hour traffic counts were conducted at the 24 analyzed intersections in May 2014 and February 2015. These existing weekday traffic volumes are illustrated in Figure 4. Additionally, 24-hour machine counts were conducted in May 2014 at the seven analyzed street segments.

Construction of the Metro Expo Line Phase 2 project required reconfiguration or/and reduction in travel lanes at the intersections of Culver Boulevard & Venice Boulevard, Robertson Boulevard/Exposition Boulevard & Venice Boulevard, and National Boulevard & Venice Boulevard. New traffic counts in 2014 would not have been a valid representation of the existing baseline conditions. Therefore, traffic counts from May 2009 were used for these three locations. An ambient growth rate of 1% per year was applied to the 2009 counts to represent 2014 conditions. This approach is conservative in applying a growth rate to available counts, as studies and available count data throughout this area indicate minimal growth in recent years due to the effects of the economic downturn. These existing baseline weekday traffic volumes are illustrated in Figure 5.

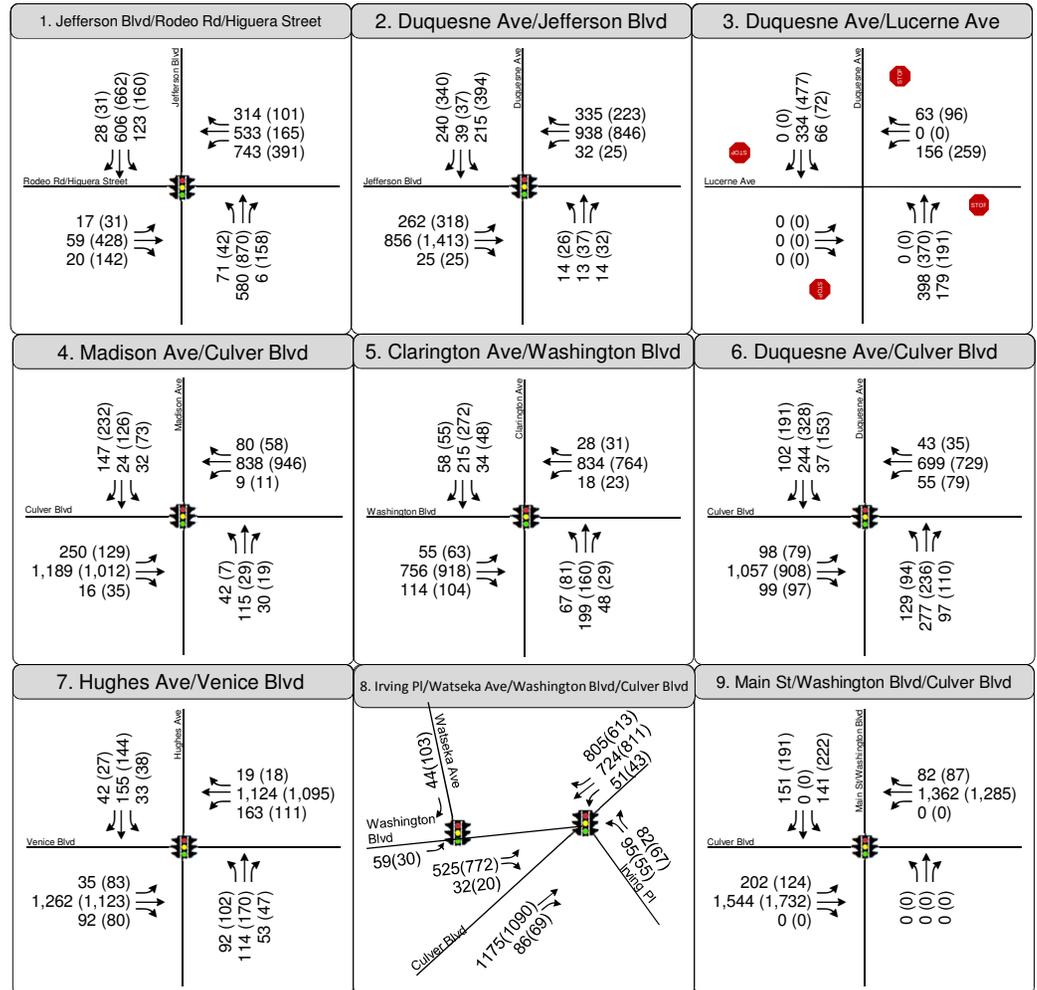
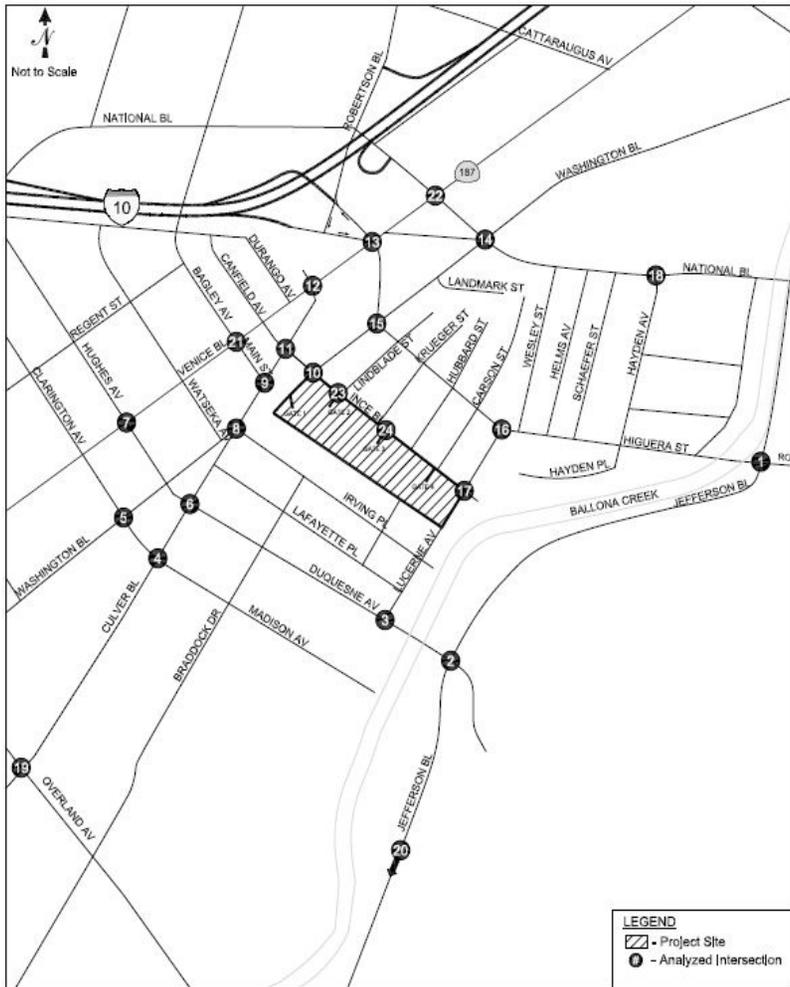


FIGURE 4
 EXISTING PEAK HOUR TRAFFIC VOLUMES

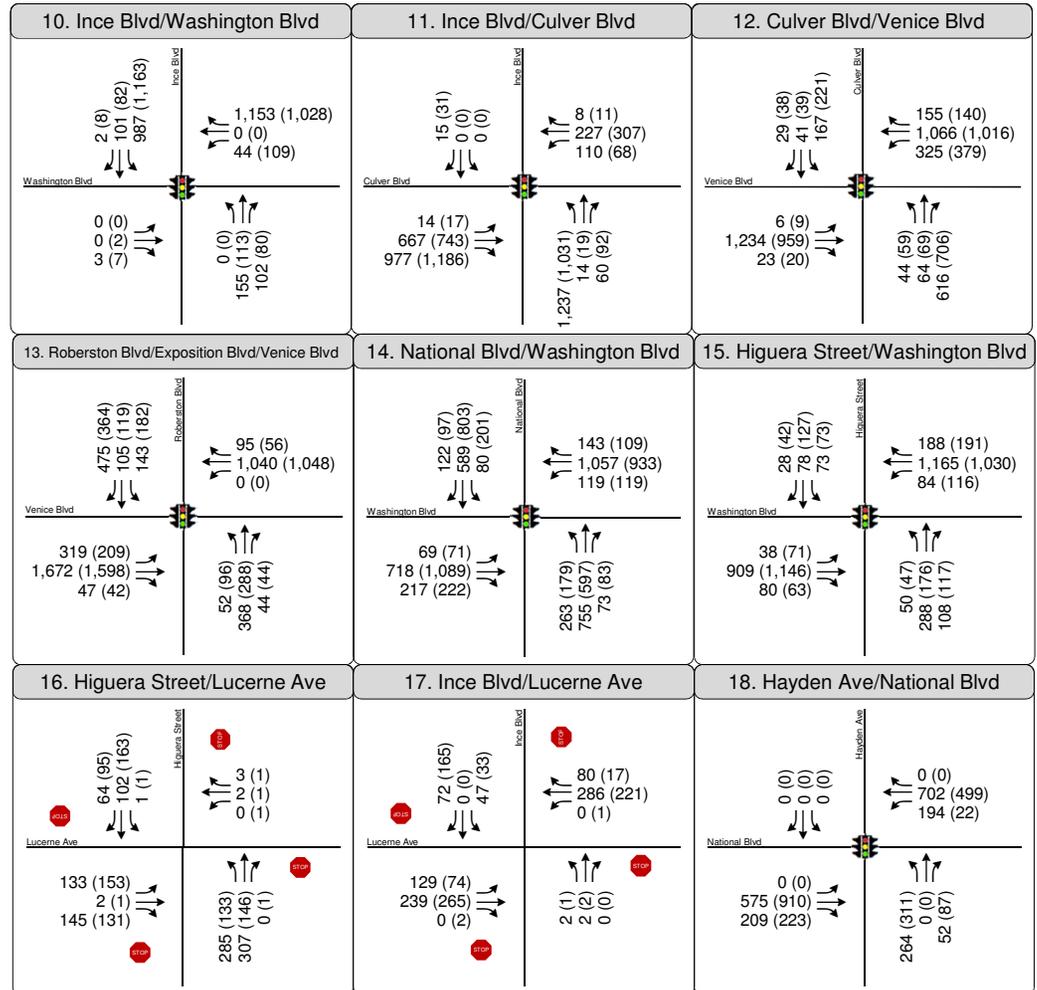
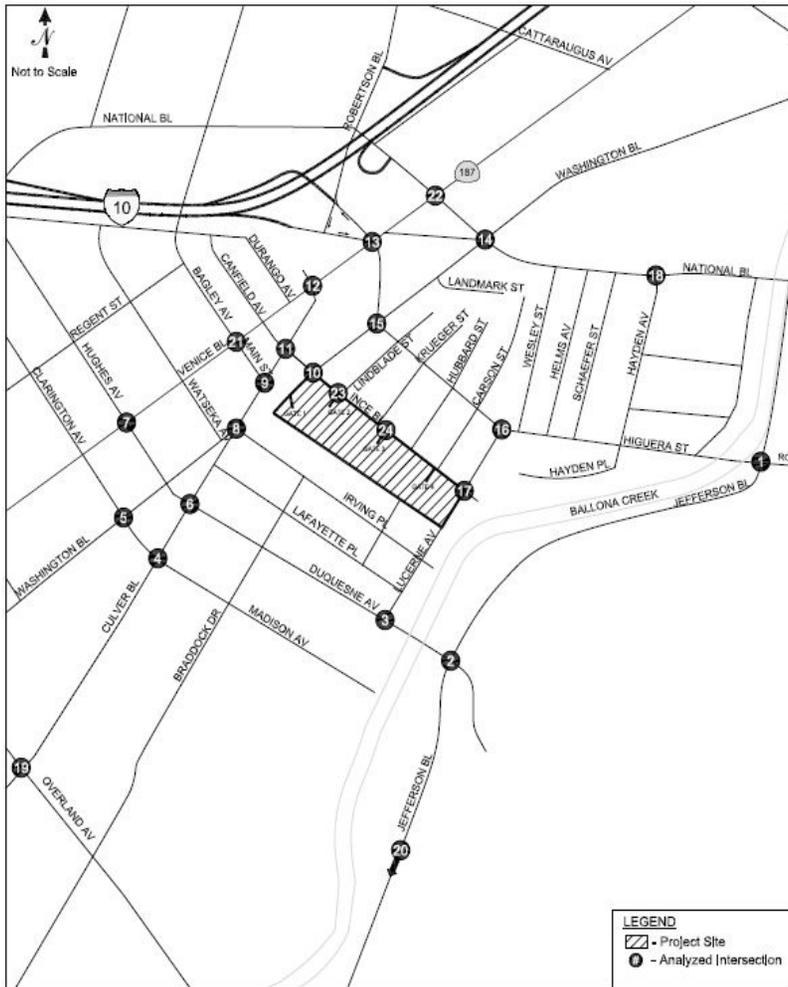
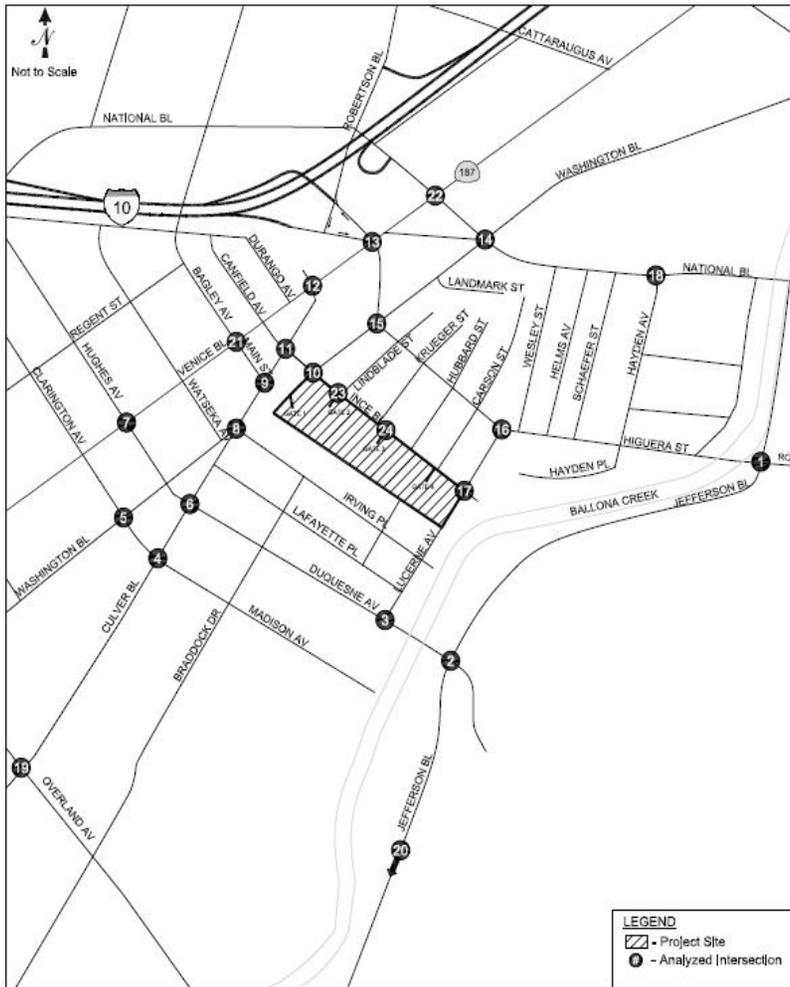


FIGURE 4
 EXISTING PEAK HOUR TRAFFIC VOLUMES



19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
<p>Overland Ave</p> <p>Culver Blvd</p> <p>167 (187) 605 (805) 154 (110)</p> <p>146 (104) 717 (825) 87 (187)</p> <p>284 (236) 1,137 (928) 88 (137)</p> <p>205 (138) 960 (823) 154 (131)</p>	<p>Overland Ave</p> <p>Jefferson Blvd</p> <p>311 (341) 484 (650) 178 (163)</p> <p>319 (245) 786 (818) 280 (379)</p> <p>478 (373) 965 (931) 38 (42)</p> <p>45 (86) 663 (605) 398 (522)</p>	<p>Main St/Bagley Ave</p> <p>Venice Blvd</p> <p>98 (107) 165 (264) 49 (33)</p> <p>35 (28) 1,136 (1,068) 50 (54)</p> <p>72 (145) 1,232 (983) 96 (121)</p> <p>63 (54) 180 (125) 23 (18)</p>
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
<p>National Blvd</p> <p>Venice Blvd</p> <p>51 (70) 620 (839) 100 (188)</p> <p>181 (141) 952 (871) 96 (56)</p> <p>113 (124) 1,369 (1,425) 210 (249)</p> <p>120 (108) 765 (567) 58 (126)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 2</p> <p>68 (8) 115 (191) 0 (0)</p> <p>28 (24) 7 (0) 1 (3)</p> <p>10 (57) 0 (0) 0 (8)</p> <p>15 (0) 199 (108) 0 (0)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 3</p> <p>27 (5) 87 (156) 0 (1)</p> <p>1 (0) 0 (0) 1 (-)</p> <p>7 (20) 0 (0) 0 (1)</p> <p>3 (0) 250 (76) 1 (0)</p>



FIGURE 4
 EXISTING PEAK HOUR TRAFFIC VOLUMES

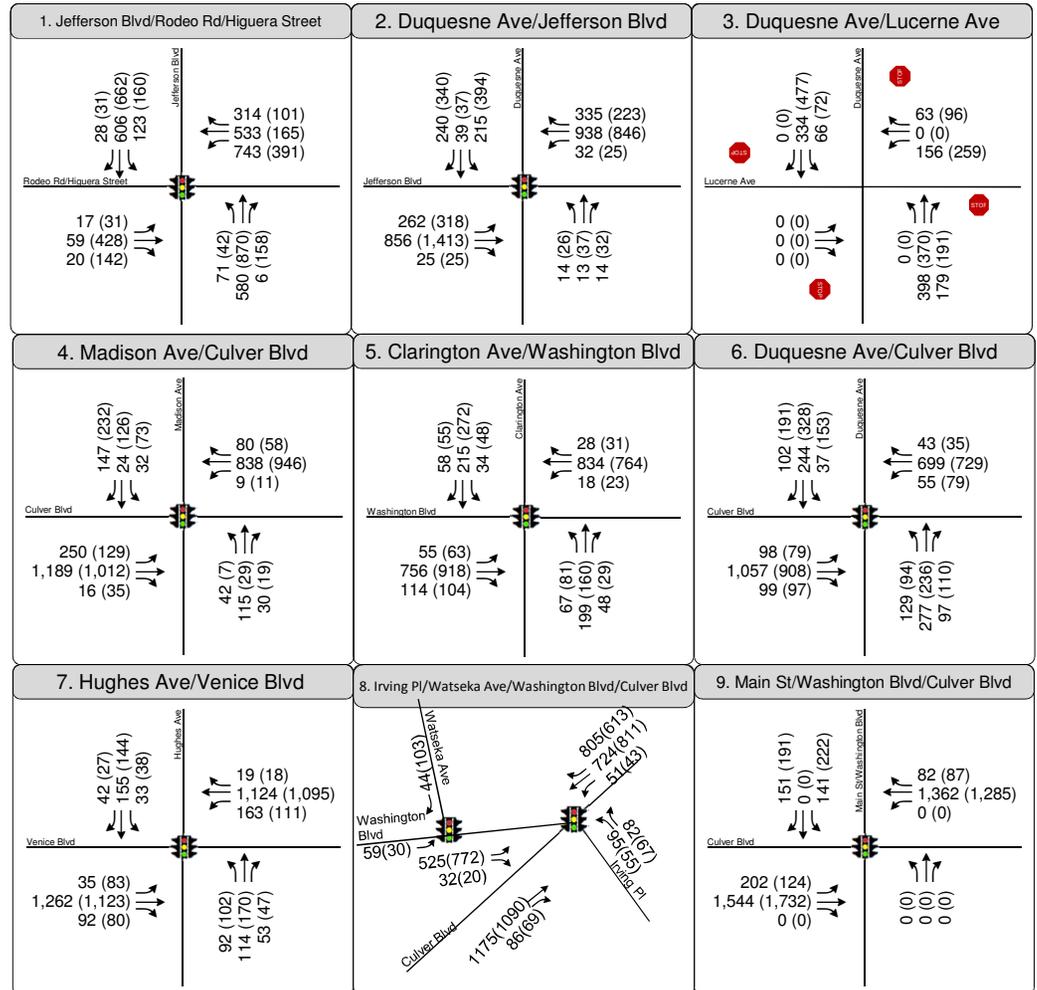
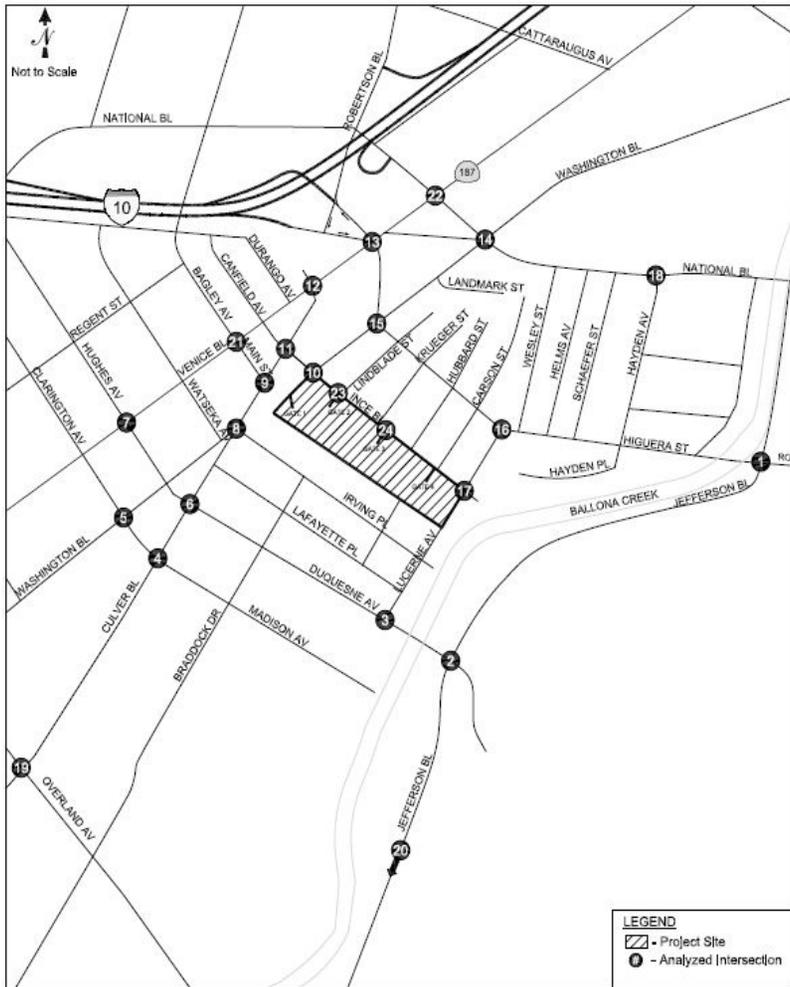


FIGURE 5
 EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES



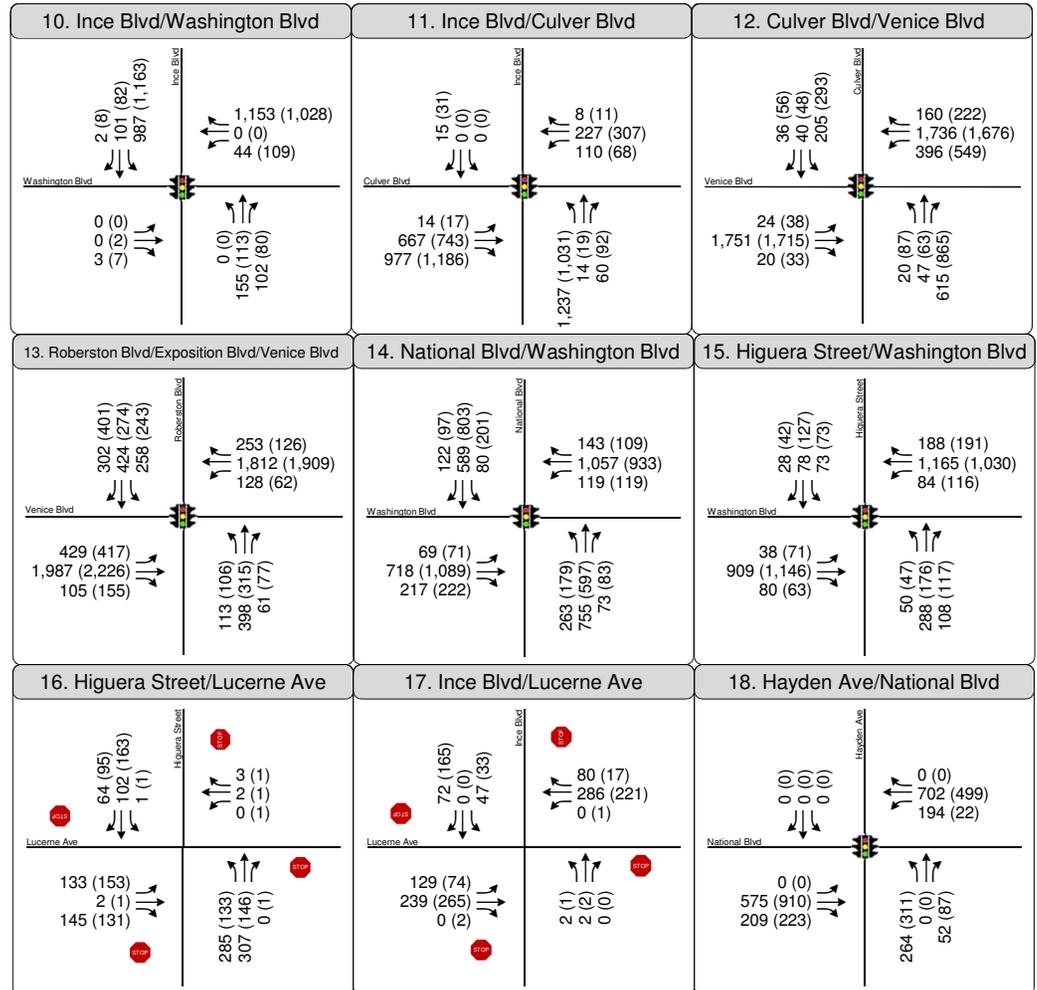
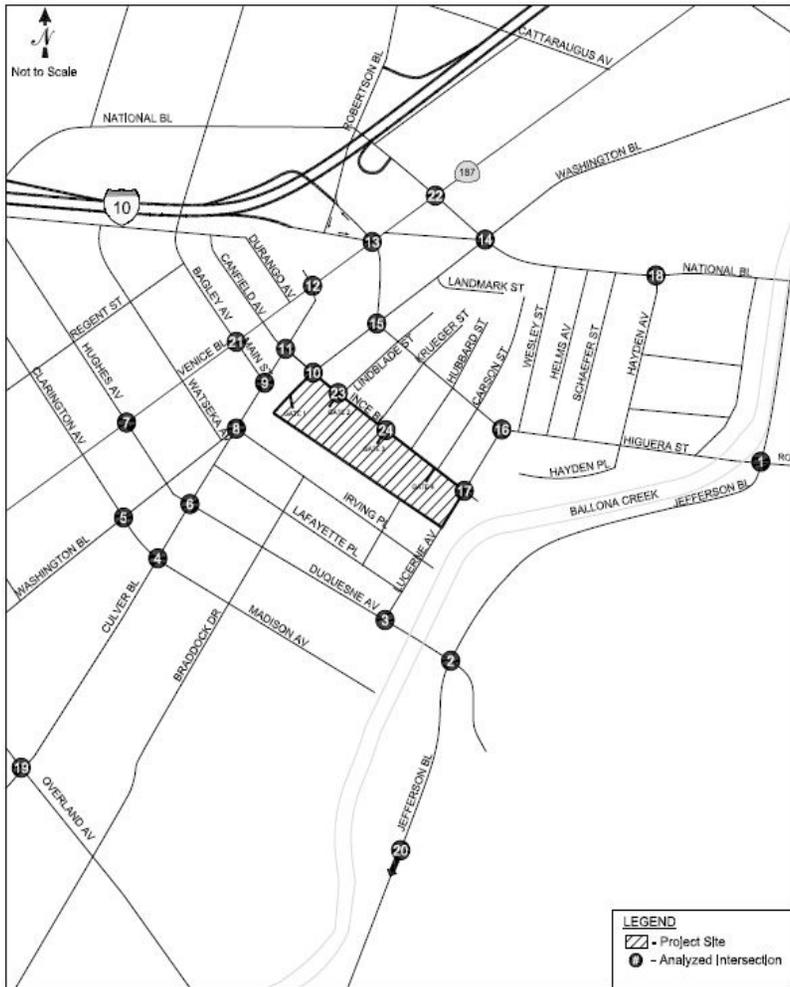
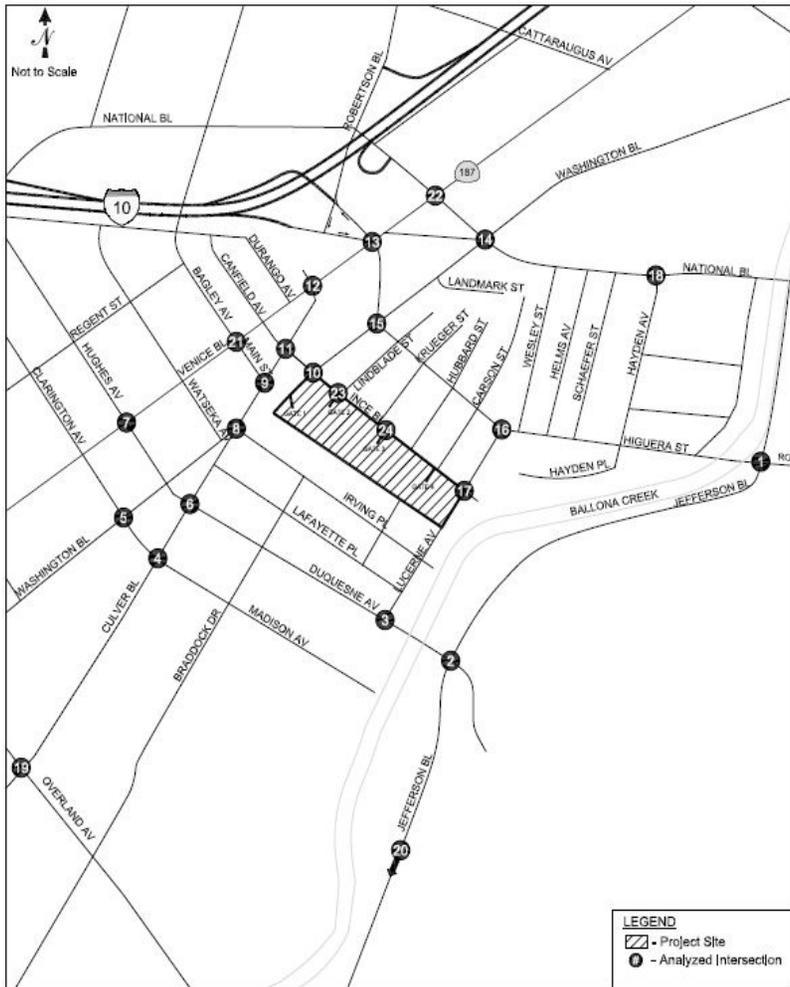


FIGURE 5
 EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES





19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
<p>Overland Ave</p> <p>Culver Blvd</p> <p>167 (187) 605 (806) 154 (110)</p> <p>146 (104) 717 (825) 87 (187)</p> <p>284 (236) 1,137 (928) 88 (137)</p> <p>205 (138) 960 (823) 154 (131)</p>	<p>Overland Ave</p> <p>Jefferson Blvd</p> <p>311 (341) 484 (650) 178 (163)</p> <p>319 (245) 786 (818) 280 (379)</p> <p>478 (373) 965 (931) 38 (42)</p> <p>45 (86) 663 (605) 398 (522)</p>	<p>Main St/Bagley Ave</p> <p>Venice Blvd</p> <p>98 (107) 165 (264) 49 (33)</p> <p>35 (28) 1,136 (1,068) 50 (54)</p> <p>72 (145) 1,232 (983) 96 (121)</p> <p>63 (54) 180 (125) 23 (18)</p>
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
<p>National Blvd</p> <p>Venice Blvd</p> <p>93 (103) 522 (759) 118 (164)</p> <p>132 (109) 1,994 (1,766) 58 (40)</p> <p>148 (147) 1,925 (2,128) 295 (249)</p> <p>196 (172) 746 (616) 23 (68)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 2</p> <p>68 (8) 115 (191) 0 (0)</p> <p>28 (24) 7 (0) 1 (3)</p> <p>10 (57) 0 (0) 0 (8)</p> <p>15 (0) 199 (108) 0 (0)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 3</p> <p>27 (5) 87 (156) 0 (1)</p> <p>1 (0) 0 (0) 1 (-)</p> <p>7 (20) 0 (0) 0 (1)</p> <p>3 (0) 250 (76) 1 (0)</p>

FIGURE 5
 EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES



LEVEL OF SERVICE METHODOLOGY

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow on the street system, 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. Levels of service definitions for signalized intersections are provided in Table 3. The following three of the 24 LOS analyzed intersections are all-way stop-controlled intersections and were analyzed based on LOS definitions for un-signalized intersections are provided in Table 4:

3. Duquesne Avenue & Lucerne Avenue
16. Higuera Street & Lucerne Avenue
17. Ince Boulevard & Lucerne Avenue

In addition, Project driveways along Ince Boulevard at Gate 2 (Intersection #23) and Gate 3 (Intersection #24) are stop controlled at the driveway. These intersections were evaluated for the need for a traffic signal.

Per the City of Culver City's requirements, Intersection Capacity Utilization (ICU) methodology was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the 13 signalized study intersections in the City of Culver City. For the three all-way stop-controlled intersections, *Highway Capacity Manual* (HCM) (Transportation Research Board, 2010) methodology was used to evaluate the capacity and the performance of the intersection.

The City of Los Angeles requires the use of Critical Movement Analysis (CMA) methodology (Transportation Research Circular No. 212, Interim Materials on Highway Capacity [Transportation Research Board, 1980]) to evaluate the operations of intersections and this methodology was used to analyze the study locations in the City of Los Angeles. The CMA method of intersection capacity analysis determines the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology at the six study intersections under City of Los Angeles jurisdiction.

TABLE 3
LEVEL OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS

Level of Service	Intersection Capacity Utilization	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume period occur to permit clearing of developing lines, preventing excessive backups
E	0.901-1.000	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 Circular No. 212, Interim Materials on Highway Capacity*,
Transportation Research Board, 1980.

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR
UNSIGNALIZED 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: *Highway Capacity Manual*,
Transportation Research Board, 2010.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All six signalized study intersections under City of Los Angeles jurisdiction are currently operating under the City's ATSAC system and ATCS system. ATSAC and ATCS provide improved operating conditions. In accordance with established City of Los Angeles procedures, a 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.

The City of Culver City has an ATSAC-like traffic control signal system at all intersections in Culver City. A 0.07 V/C reduction was applied at each intersection analyzed in Culver City.

EXISTING LEVELS OF SERVICE

The traffic volumes presented in Figure 4 were analyzed using the methodologies described above to determine the current operating conditions at the 22 LOS analyzed intersections. Table 5 summarizes the existing Year 2014 LOS analysis results. As shown in the table, the following two intersections are currently operating at poor levels of service, i.e., LOS E or F, during one or both of the analyzed peak hours:

3. Duquesne Avenue & Lucerne Avenue (PM peak hour)
13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (both AM and PM peak hours)

Detailed LOS calculation worksheets are presented in Appendix C.

**TABLE 5
EXISTING
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing	
				V/C or Delay	LOS
1	Jefferson Blvd	Rodeo Rd/Higuera St [a]	AM	0.578	A
			PM	0.674	B
2	Duquesne Ave	Jefferson Blvd	AM	0.670	B
			PM	0.764	C
3	Duquesne Ave	Lucerne Ave [b]	AM	0.670	B
			PM	0.854	D
			AM	18.0	C
			PM	39.0	E
4	Madison Ave	Culver Blvd	AM	0.585	A
			PM	0.516	A
5	Clarington Ave	Washington Blvd	AM	0.538	A
			PM	0.618	B
6	Duquesne Ave	Culver Blvd	AM	0.659	B
			PM	0.657	B
7	Hughes Ave	Venice Blvd [a]	AM	0.524	A
			PM	0.479	A
8	Washington Blvd	Culver Blvd	AM	0.828	D
			PM	0.784	C
9	Main St/Washington Blvd	Culver Blvd	AM	0.670	B
			PM	0.649	B
10	Ince Blvd	Washington Blvd	AM	0.535	A
			PM	0.607	B
11	Ince Blvd	Culver Blvd	AM	0.750	C
			PM	0.689	B
12	Culver Blvd	Venice Blvd [a]	AM	0.691	B
			PM	0.647	B
13	Robertson Blvd/ Exposition Blvd	Venice Blvd [a]	AM	0.963	E
			PM	0.906	E
14	National Blvd	Washington Blvd	AM	0.641	B
			PM	0.787	C
15	Higuera Street	Washington Blvd	AM	0.703	C
			PM	0.637	B
16	Higuera Street	Lucerne Ave [b]	AM	0.827	D
			PM	0.666	B
			AM	31.2	D
			PM	12.2	B
17	Ince Blvd	Lucerne Ave [b]	AM	0.547	A
			PM	0.551	A
			AM	12.2	B
			PM	11.8	B
18	Hayden Ave	National Blvd	AM	0.441	A
			PM	0.466	A
19	Overland Ave	Culver Blvd	AM	0.879	D
			PM	0.804	D
20	Overland Ave	Jefferson Blvd	AM	0.760	C
			PM	0.763	C
21	Main St/Bagley Ave	Venice Blvd [a]	AM	0.509	A
			PM	0.579	A
22	National Blvd	Venice Blvd [a]	AM	0.725	C
			PM	0.756	C
23	Ince Blvd	Culver Studios Gate 2 [c]	AM	-	-
			PM	-	-
24	Ince Blvd	Culver Studios Gate 3 [c]	AM	-	-
			PM	-	-

Note:

[a] City of Los Angeles jurisdiction.

[b] Intersection is unsignalized and was analyzed using both ICU and HCM methodologies per Culver City Traffic Study Criteria

[c] Intersection is unsignalized and was evaluated to determine the need for a traffic signal or other traffic control device.

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

The development of trip generation estimates for the proposed Project is a 3-step process: trip generation, trip distribution, and traffic assignment.

PROJECT TRAFFIC GENERATION

As indicated in Chapter I, the proposed project would involve the demolition of 66,703 sf of existing buildings and structures and replace them with the construction of 205,700 sf of new production office for a net addition of 138,997 sf.

Table 6A presents the trip generation rates used and a comparison of trip generation versus actual ground counts from the existing Culver Studios operations. Per discussions with City of Culver City, an active production support land use was determined to generate the equivalent of 75% of morning and evening peak hour trip generation rate for a General Office land use (ITE-710). Daily trip generation was assumed to be the same as for the General Office. This trip generation approach for active production support land use is consistent with the traffic study conducted for the Culver Studios Master Plan Project #5. The ITE warehousing rate (Land Use #150) was used to estimate the number of trips generated by Passive Production Support and Stage uses at Culver Studios.

In absence of any specific trip generation rate available in the ITE for a Studio's active production support land use, trip rate for active production support was derived by comparing empirical data from various sources to standard office trip generation data from ITE. These sources include the Burbank Media District Specific Plan, the Playa Vista Dreamworks EIR Addendum, the Warner Brothers Hollywood Studio EIR, and empirical data from Hollywood Center Studio, NBC Studios, Fox Studios, and The Walt Disney Studio. It should be noted that media/entertainment offices generate less peak hour traffic than typical offices do primarily due to less regular employee hours, hence a spreading of employee arrival and departure times across more hours.

A comparative analysis was then conducted in order to validate this approach using the aforementioned trip generation rates against actual ground count data collected in April 2009. Current Studio operations were estimated to generate 207 trips (175 inbound/32 outbound) in the morning peak hour and 206 trips (56 inbound/150 outbound) in the evening peak hour. The driveway counts conducted at the Studios facility in April 2009 (under typical operating conditions) indicate a total of 137 trips (120 inbound/17

outbound) in the morning and 154 trips (43 inbound/111 outbound) in the evening peak hour. A comparison of the counts versus the trip generation estimates indicates that the rates used to analyze the proposed project are conservative.

Table 6B presents trip generation estimates for the proposed project. The table is divided into two sections: trip generation for the proposed new land uses and for the existing land uses to be removed. As shown in Table 6B, the proposed project is estimated to generate a gross total of 1,929 daily trips, of which 205 trips (180 inbound/25 outbound) are estimated to be generated in the morning peak hour and 195 trips (54 inbound/141 trips outbound) in the evening peak hour.

A 15% transit credit was applied to the proposed Project and existing uses. This credit account for trips made to and from Culver Studios using modes other than automobiles. These include trips on light-rail, bus, bicycle, walk, etc. The site is located within walking distance to the Expo Line Light Rail Station at Washington Boulevard and National Boulevard and in close proximity to other regional transit lines, and a wide diversity of land uses within reasonable walking distance.

Trip credits for existing facilities to be removed were taken, and the results estimated a net trip generation total of 1,564 daily trips, of which 169 trips (149 inbound/20 outbound) are estimated to be generated in the morning peak hour and 159 trips (45 inbound/114 trips outbound) in the evening peak hour.

PROJECT TRAFFIC DISTRIBUTION

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system. The general distribution pattern used in this traffic study was developed in consultation with City of Culver City traffic engineering staff and is illustrated in Figure 5. The proposed project traffic was distributed for the following access scenarios:

- A majority of the employee and visitor vehicular traffic for Culver Studios would enter and exit the site from Gate 2 and 3. The existing Gate 1 driveway will provide egress-only access. Gate 3 will provide access to the above grade parking structure.



PROJECT TRAFFIC ASSIGNMENT

The traffic expected to be generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 6 for two access scenarios. Figure 7 illustrates the assignment of this traffic at each of the 24 intersections analyzed in this study.

**TABLE 6A
CULVER STUDIOS MASTER PLAN TRIP GENERATION RATES**

Trip Rates

Land Use	General Office Trip Generation Equivalency [b]			Rate	Daily	A.M. Peak			P.M. Peak		
						In	Out	Trip Gen	In	Out	Trip Gen
<u>ITE Trips Rates [a]</u>				per KSF	11.03	88%	12%	1.56	17%	83%	1.49
General Office (ITE #710) [a]				per KSF	3.56	79%	21%	0.30	25%	75%	0.32
Warehousing (ITE #150) [a]											
<u>Site Specific Trips Rates</u>	Daily	AM	PM								
Active Production Support (Office) [c]	100%	75%	75%	per KSF	11.03	88%	12%	1.17	28%	72%	1.12

Existing Trip Generation Calibration

Land Use	Size	Daily	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing Land Use								
Active Production Support (Office)	117,872	1,300	121	17	138	37	95	132
Passive Production Support	74,197	264	17	5	22	6	18	24
Sound Stage	155,480	554	37	10	47	13	37	50
Total Estimated Trip Generation		2,118	175	32	207	56	150	206
Culver Studios Peak Period Driveway Counts		2,049	120	17	137	43	111	154
Difference		69	55	15	70	13	39	52

Notes:

[a] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers, 2011*

[b] Trip generation equivalency defined as the percent of ITE general office trips which would be generated by the indicated use for a given floor area

[c] In and out distribution developed from driveway counts conducted in April 2009.

**TABLE 6B
CULVER STUDIOS MASTER PLAN TRIP GENERATION**

Land Use	Size	Daily	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Active Production Support [a]	205.70 KSF	2269	212	29	241	64	166	230
Passive Production Support [b]	0.00 KSF	0	0	0	0	0	0	0
Stage [b]	0.00 KSF	0	0	0	0	0	0	0
Gross Plan Buildout Trips	205.70 KSF	<u>2269</u>	<u>212</u>	<u>29</u>	<u>241</u>	<u>64</u>	<u>166</u>	<u>230</u>
Transit Credit (15%)		(340)	(32)	(4)	(36)	(10)	(25)	(35)
Net Plan Buildout Trips	205.70 KSF	1,929	180	25	205	54	141	195
Existing to be Removed								
Active Production Support [a]	25.61 KSF	282	26	4	30	8	21	29
Passive Production Support [b]	37.82 KSF	135	9	2	11	3	9	12
Stage [b]	3.28 KSF	12	1	0	1	0	1	1
Gross Existing Trip Credit	66.70 KSF	<u>429</u>	<u>36</u>	<u>6</u>	<u>42</u>	<u>11</u>	<u>31</u>	<u>42</u>
Transit Credit (15%)		(64)	(5)	(1)	(6)	(2)	(4)	(6)
Net Existing Trip Credit	66.70 KSF	365	31	5	36	9	27	36
Plan Buildout Net New Trips	139.00 KSF	1,564	149	20	169	45	114	159

Notes:

[a] 75% of Land Use # 710, *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012

[b] Land Use # 150, *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012

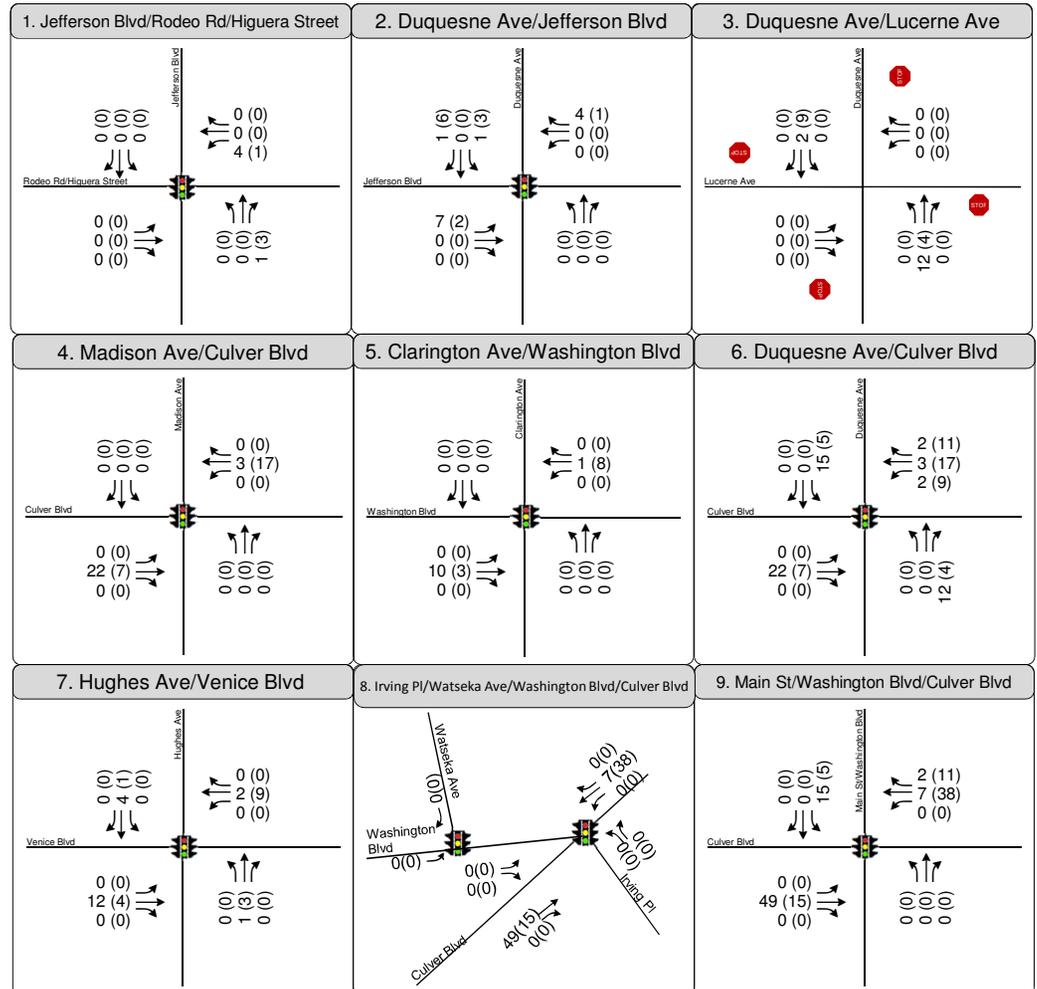
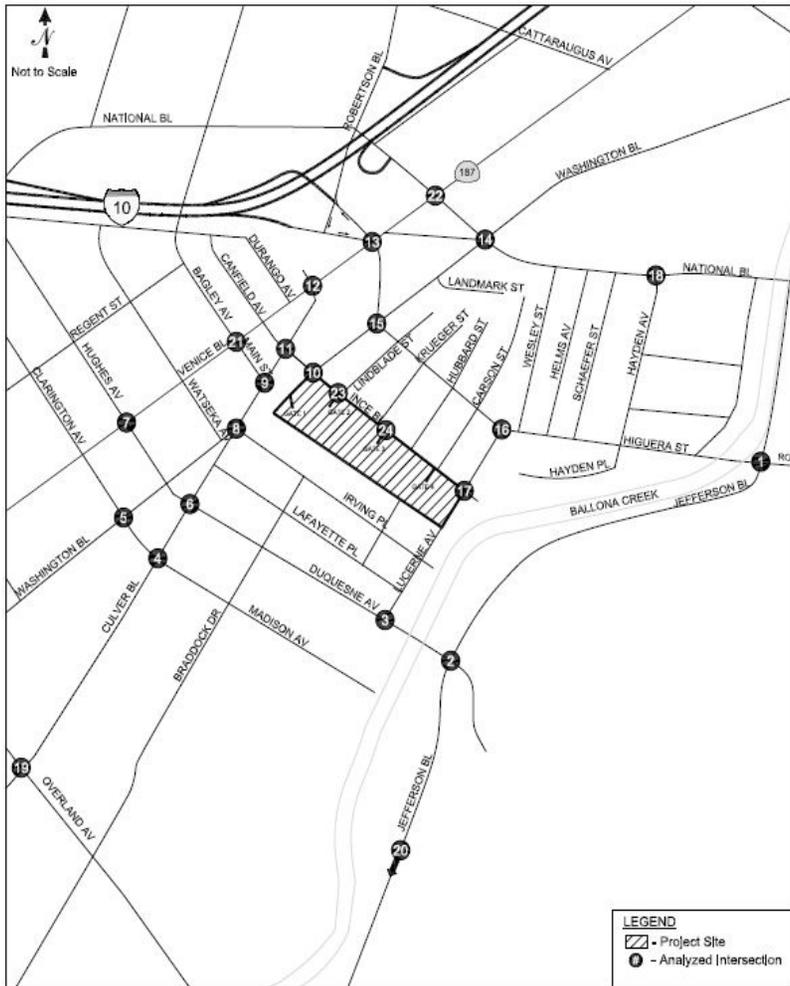


FIGURE 7
 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

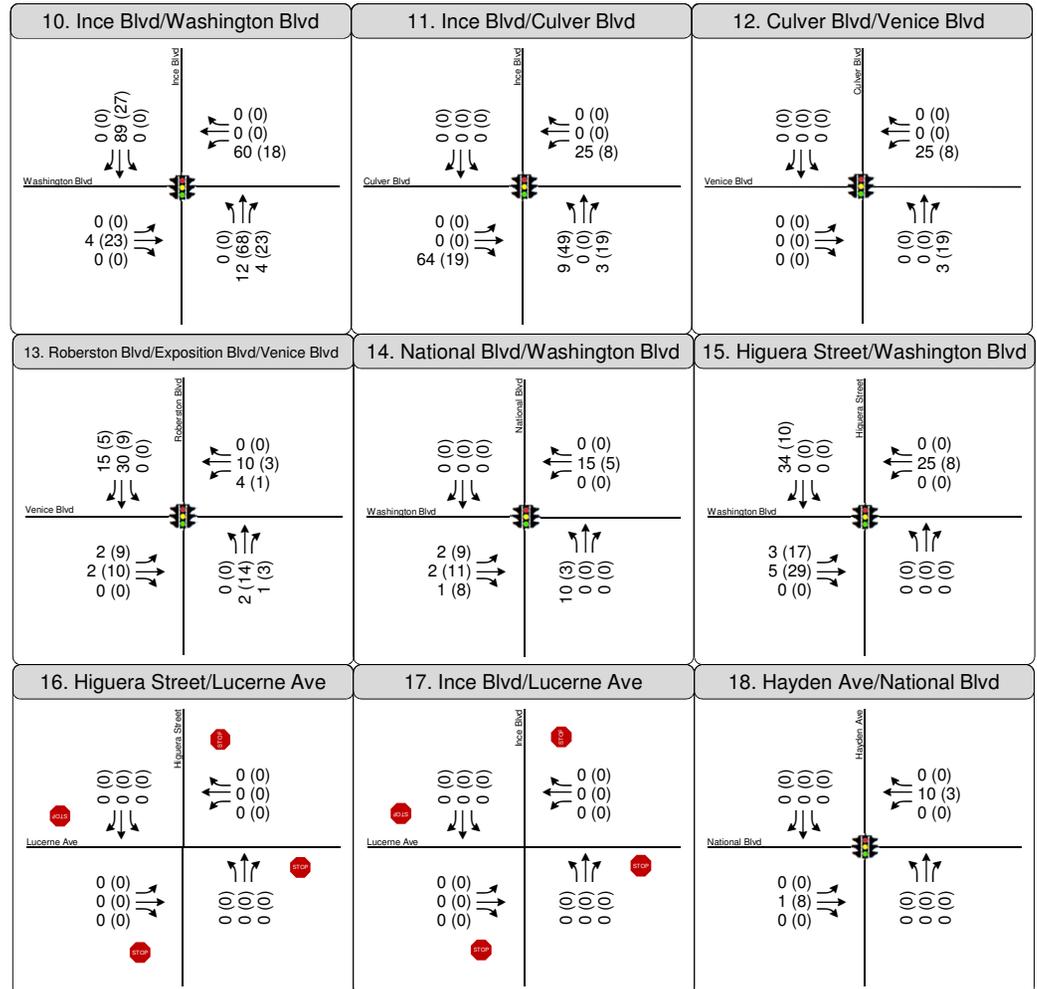
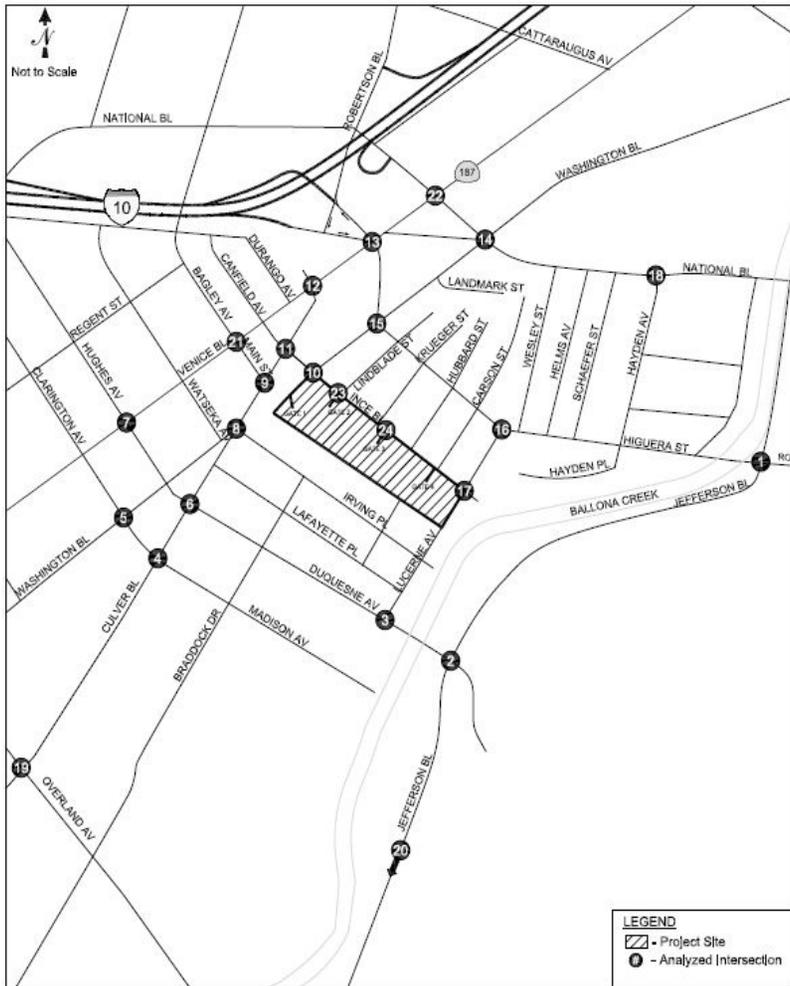


FIGURE 7
 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

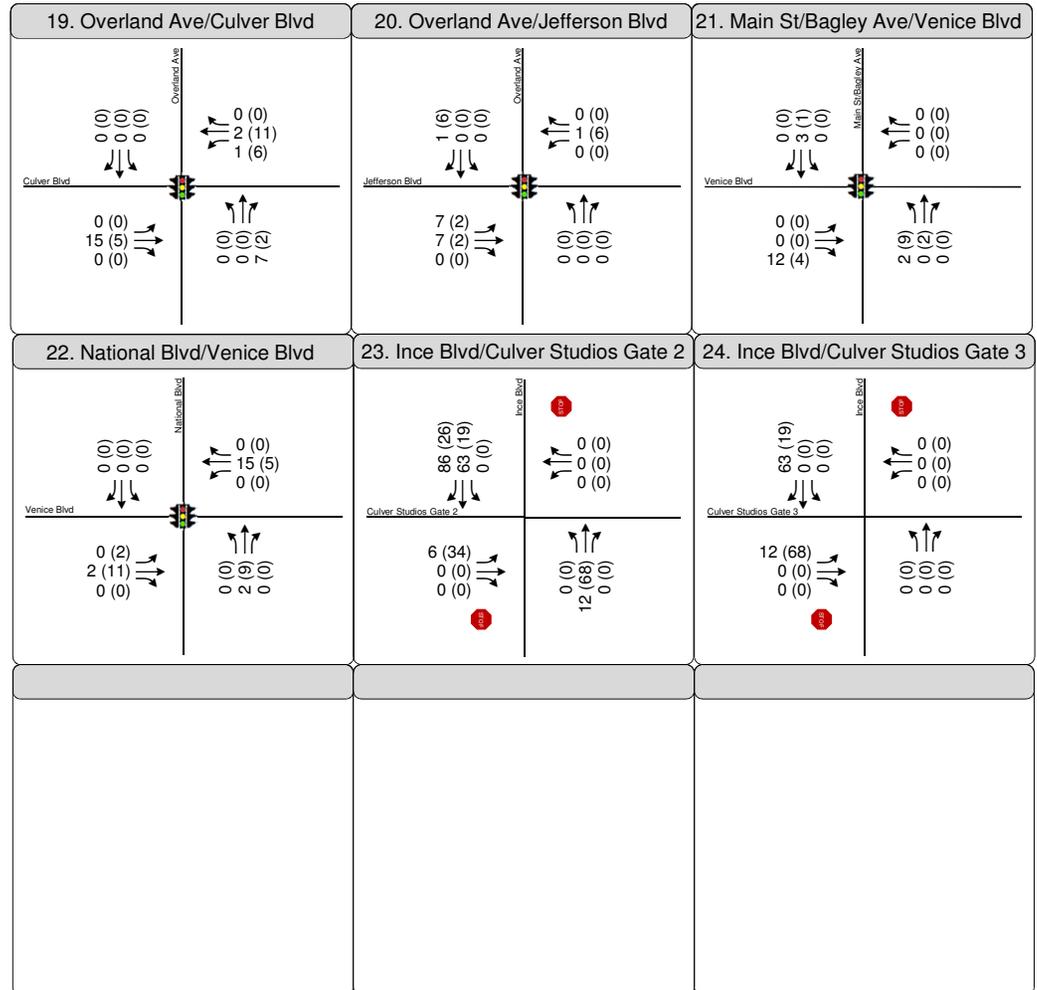
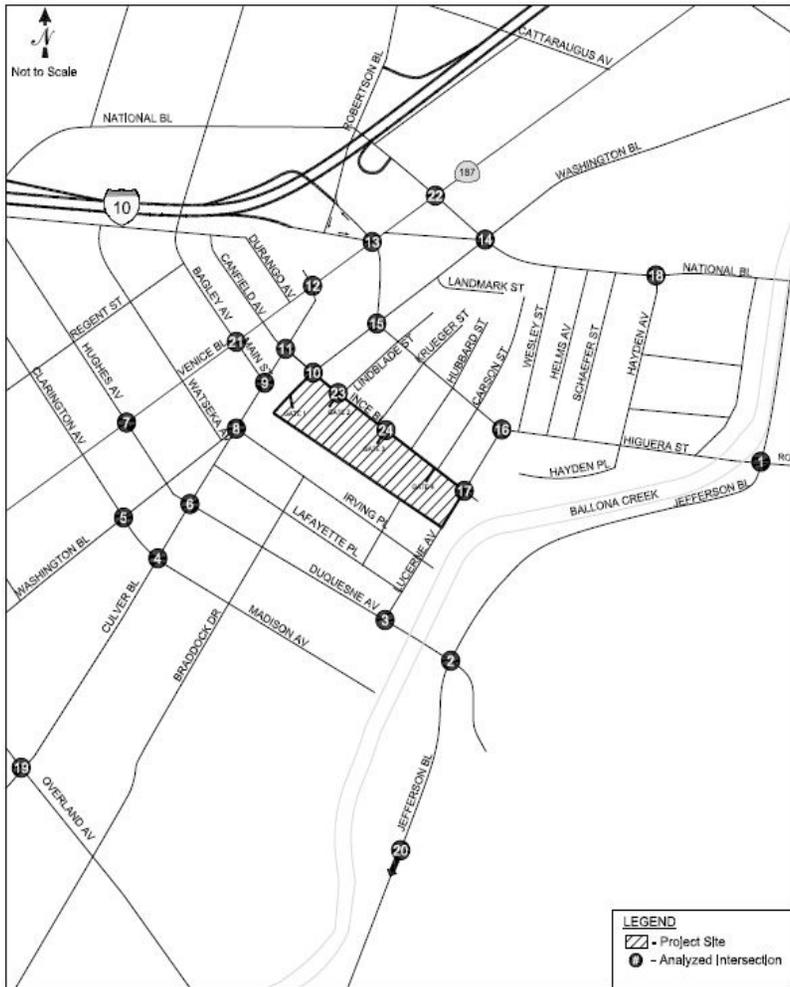


FIGURE 7
 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

EXISTING BASELINE PLUS PROJECT TRAFFIC CONDITIONS

The estimated Project traffic was added to the existing baseline traffic volumes to estimate existing baseline plus Project traffic volumes. Figure 8 shows turning movement traffic volumes for the existing baseline plus Project scenario.

FUTURE BASE TRAFFIC CONDITIONS

In order to evaluate the potential impact of the proposed project on the local street system, it was necessary to develop estimates of future traffic conditions both with and without the project. Future traffic volumes without the project are first estimated, representing the future base conditions. The traffic generated by the proposed project is then estimated and separately assigned to the surrounding street system. The sum of the future base and project-generated traffic represents future plus project traffic conditions.

The future base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area, and traffic generated by specific projects in, or in the vicinity of, the study area. These factors are described below.

AREAWIDE TRAFFIC GROWTH

Culver City Engineering Division staff indicates that traffic volumes in the vicinity of the study area have increased at a rate of about 1% per year. Future increases in the background traffic volumes due to regional growth and development are expected to continue at this rate, at least through the year 2018. With the assumed completion date of 2018, the existing baseline 2014 traffic volumes were adjusted upward by a factor of 4% to reflect area wide regional growth up to Year 2018.

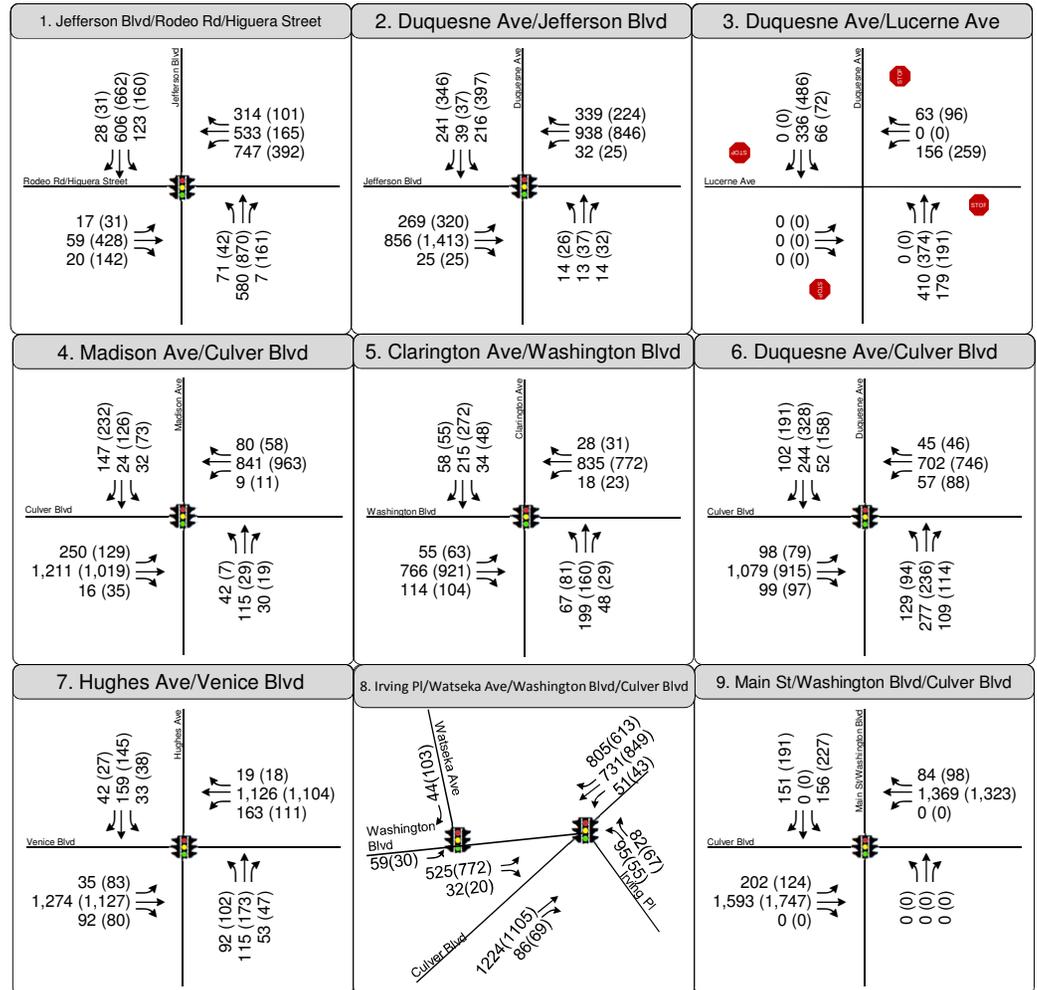
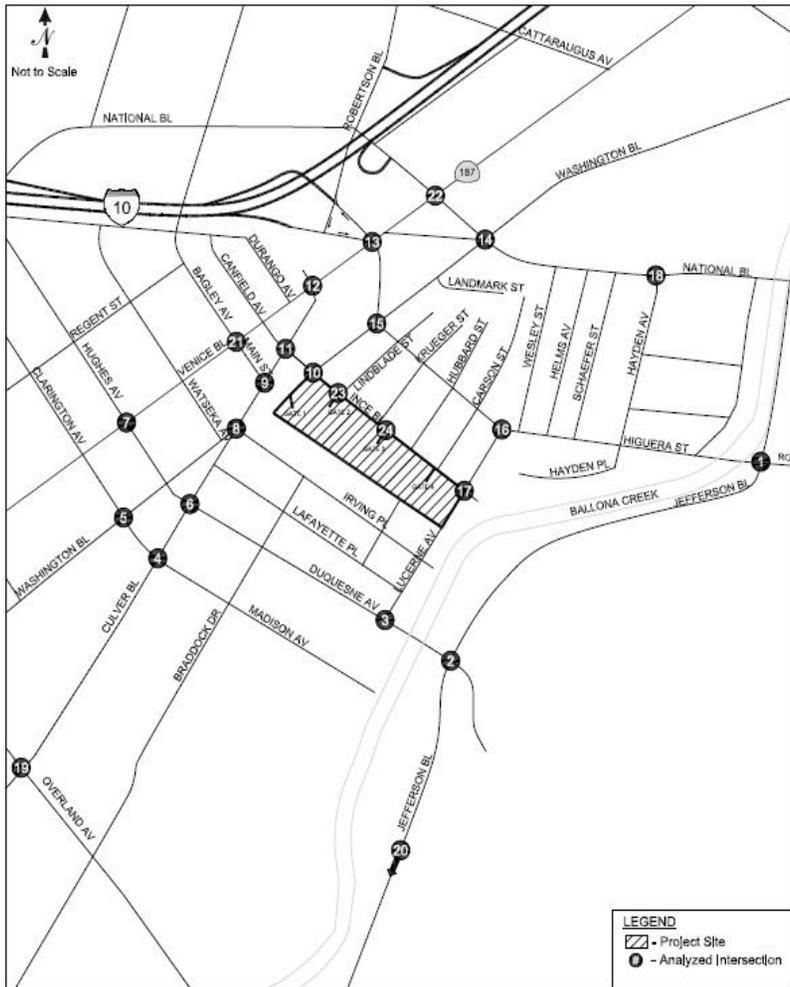


FIGURE 8
EXISTING BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

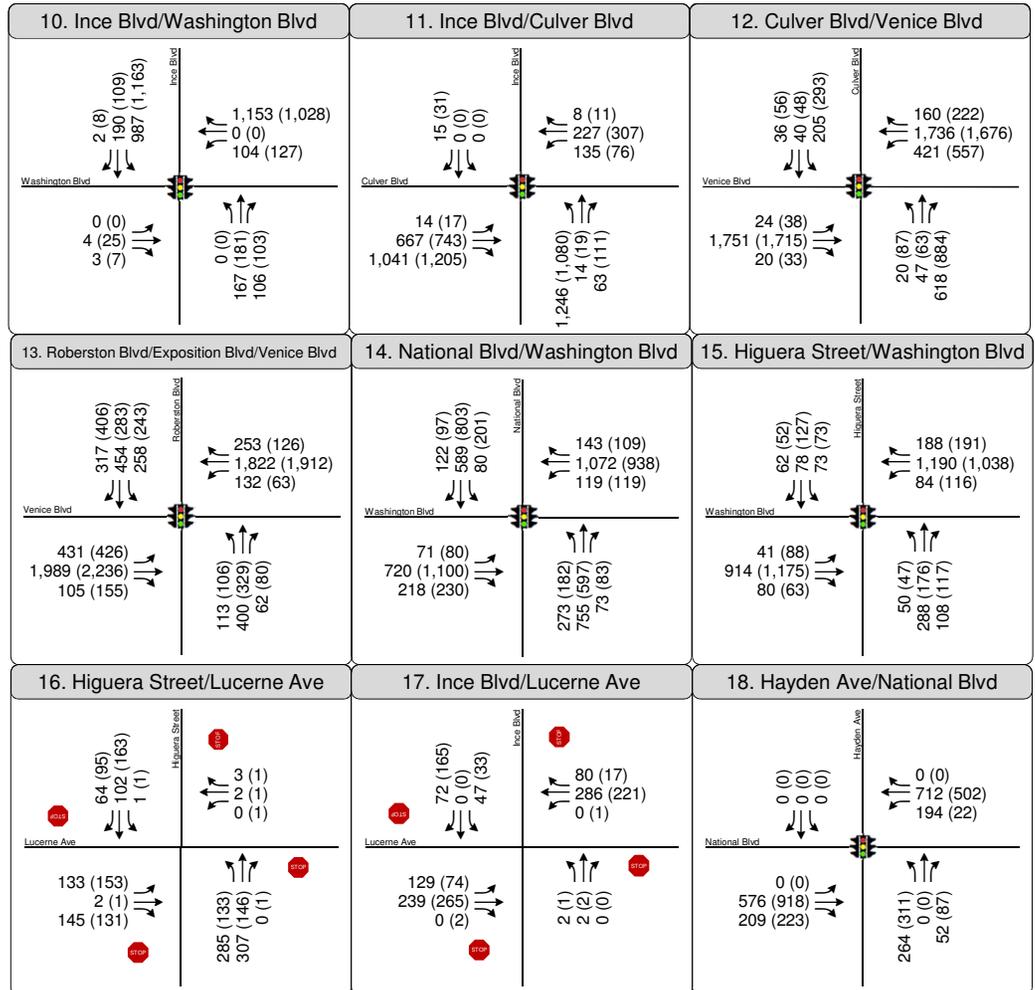
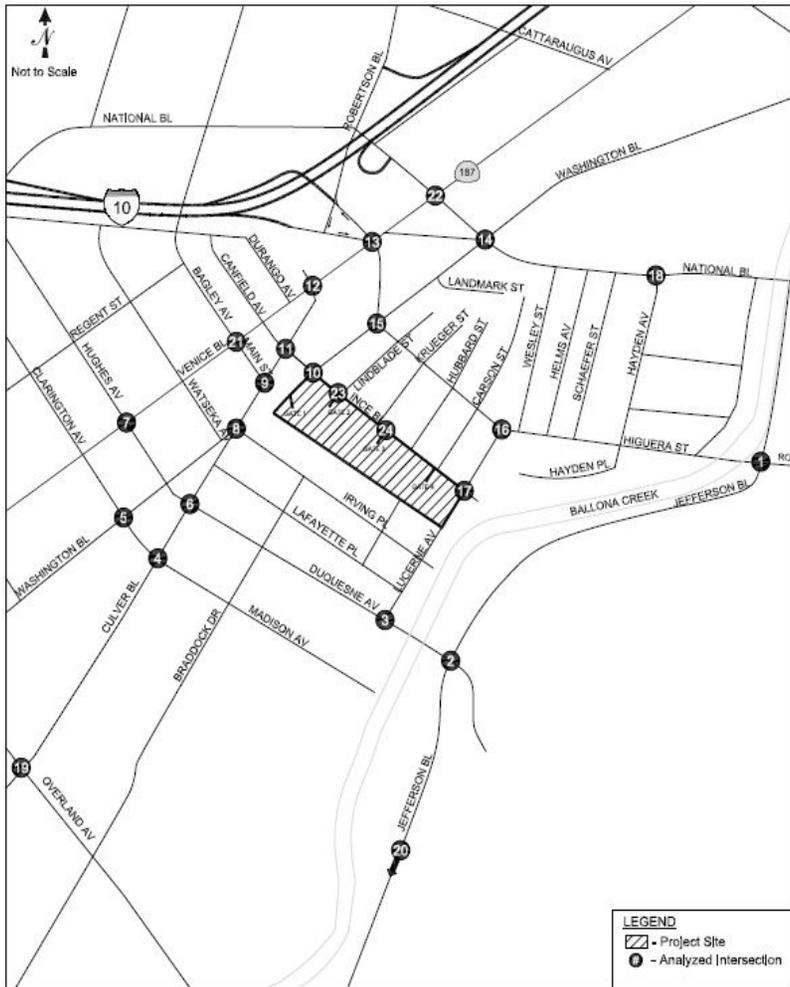
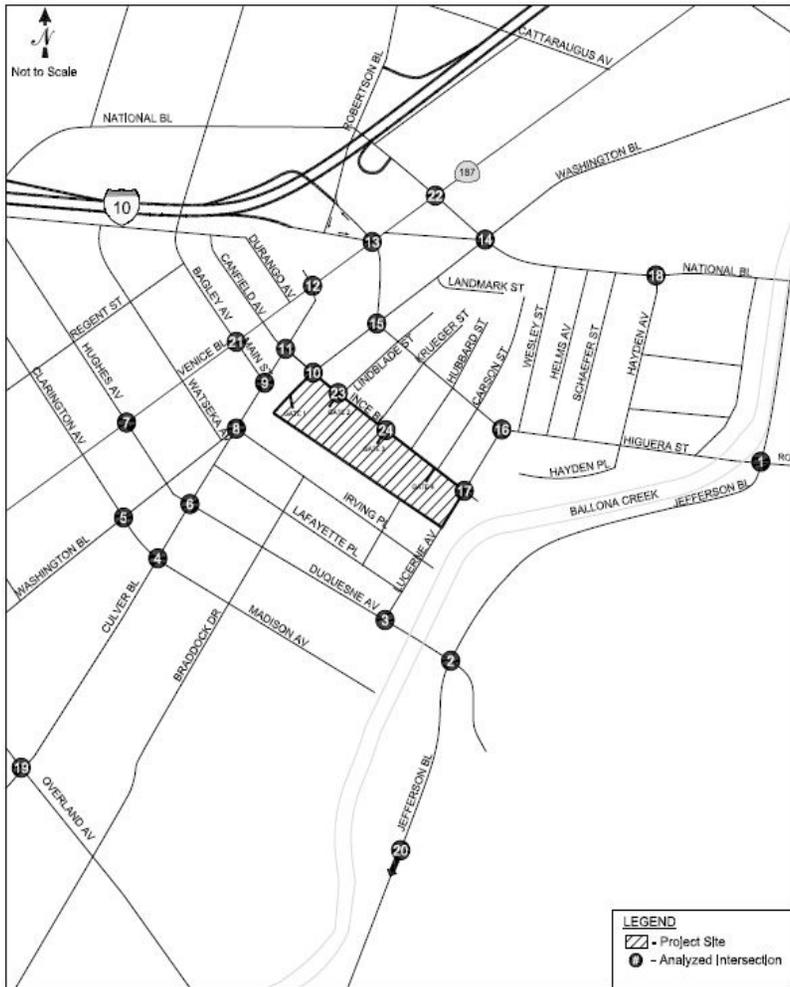


FIGURE 8
EXISTING BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
<p>Overland Ave</p> <p>Culver Blvd</p> <p>167 (187) 605 (806) 154 (110)</p> <p>146 (104) 719 (836) 88 (193)</p> <p>284 (236) 1,152 (933) 88 (137)</p> <p>205 (138) 960 (823) 161 (133)</p>	<p>Overland Ave</p> <p>Jefferson Blvd</p> <p>312 (347) 484 (650) 178 (163)</p> <p>319 (245) 787 (824) 280 (379)</p> <p>485 (375) 972 (933) 38 (42)</p> <p>45 (86) 663 (605) 398 (522)</p>	<p>Main St/Bagley Ave</p> <p>Venice Blvd</p> <p>98 (107) 168 (265) 49 (33)</p> <p>35 (28) 1,136 (1,068) 50 (54)</p> <p>72 (145) 1,232 (983) 108 (125)</p> <p>65 (63) 180 (127) 23 (18)</p>
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
<p>National Blvd</p> <p>Venice Blvd</p> <p>93 (103) 522 (759) 118 (164)</p> <p>132 (109) 2,009 (1,771) 58 (40)</p> <p>148 (149) 1,927 (2,139) 295 (249)</p> <p>196 (172) 748 (625) 23 (68)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 2</p> <p>154 (34) 178 (210) 0 (0)</p> <p>28 (24) 7 (0) 1 (3)</p> <p>16 (91) 0 (0) 0 (8)</p> <p>15 (0) 211 (176) 0 (0)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 3</p> <p>90 (24) 87 (156) 0 (1)</p> <p>1 (0) 0 (0) 1 (-)</p> <p>19 (88) 0 (0) 0 (1)</p> <p>3 (0) 250 (76) 1 (0)</p>



FIGURE 8
 EXISTING BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

CUMULATIVE PROJECT TRAFFIC GENERATION

As indicated, the second major source of traffic growth in the study area is from specific cumulative development projects, also called related projects, expected to be built in the vicinity of the proposed project site prior to the proposed build-out. Data describing cumulative projects in the area was developed based on information obtained from Culver City Engineering Division, as well as a review of other recent traffic studies conducted for projects in the vicinity. A total of 31 cumulative projects were identified in the study area and are summarized in Table 7. The locations of the related projects are illustrated in Figure 9.

Trip generation estimates for each of the cumulative projects were obtained from Culver City and the Los Angeles Department of Transportation. As shown in Table 7, the cumulative projects are expected to generate approximately 3,848 trips during the morning peak hour and 4,579 trips during the evening peak hour.

CUMULATIVE PROJECT TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The geographic distribution of the traffic generated by the cumulative projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the employment and commercial centers to which residents of residential projects would be drawn, and the location of the projects in relation to the surrounding street system. If available, trip distribution from a cumulative project's traffic study was used in this analysis. When trip distribution was not available for a cumulative project, it was estimated based on the factors described above.

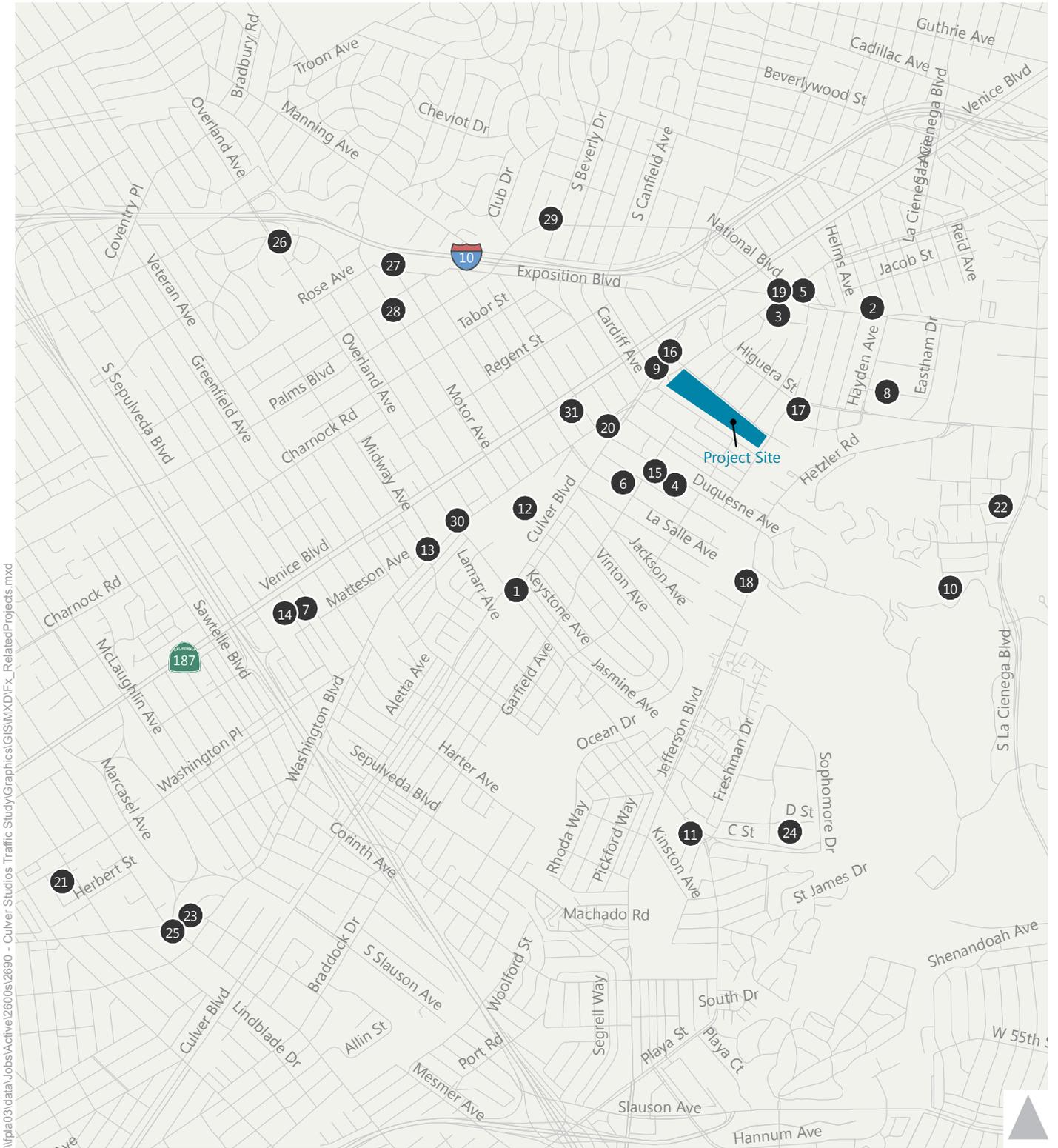
The trip generation estimates were assigned to the local street system using the trip distribution pattern described above. Figure 10 shows the traffic generated from the cumulative projects at the study intersections. These volumes, which were then added to the existing baseline traffic volumes after the adjustment for area wide growth, are illustrated in Figure 11. They represent future base conditions, i.e., future conditions without the proposed project.

**TABLE 7
CUMULATIVE DEVELOPMENT PROJECTS TRIP GENERATION ESTIMATES**

Project #	Location	Size	Unit	Description	Estimated Trip Generation						
					Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
						In	Out	Total	In	Out	Total
1	10638 Culver Blvd [a]	2.7	ksf	Gas Station	1203	108	103	211	134	128	262
2	3440 Caroline Ave [a]	1.0	du	Residential Unit	10	0	1	1	1	0	1
3	8810 Washington Blvd [a]	41.2	ksf	Retail	2210	78	22	100	84	129	213
4	4145 Duquesne Ave [a]	38.7	ksf	Office							
5	8770 Washington Blvd [a]	7.0	du	Condominium	41	1	2	3	3	1	4
6		115.0	du	Condominium							
7		1.2	ksf	Café							
8		16.0	ksf	Supermarket	2411	290	308	598	343	327	670
9		11.5	ksf	Convenience Store							
10		2.5	ksf	Retail							
6	4058 Madison Ave [a]	4.0	du	Condominium	23	0	2	2	1	1	2
7	3846 Bentley Ave [a]	4.0	du	Condominium	23	0	2	2	1	1	2
8	8511 Warner Drive [a]	51.5	ksf	Retail	2199	30	19	49	92	99	191
9	9355 Culver Blvd [a]	N/A		Mixed-Use	0	0	0	0	0	0	0
10	5950 Stoneview Dr [a]	4.0	acre	Park	8	0	0	0	0	0	0
11	10755 Deshire Pl [a]	36.0	du	Apartment	239	3	15	18	14	8	22
12	10202 Washington Blvd [a]	212.5	ksf	Office	1101	138	19	157	18	86	104
13	10799 Washington Blvd [a]	2.0	ksf	Restaurant	254	12	10	22	12	8	20
14	3837 Bentley Ave [a]	2.0	du	Residential Unit	19	1	1	2	1	1	2
15	4109 Duquesne Ave [a]	2.0	du	Apartment	13	0	1	1	1	0	1
16	9300 Culver Blvd [a]	74.6	ksf	Office	3702	124	31	155	167	188	355
17		21.7	ksf	Restaurant							
18		21.7	ksf	Retail							
17	8665 Hayden Place [a]	62.8	ksf	Office	693	86	12	98	16	78	94
18	9919 Jefferson Blvd [a]	91.7	ksf	Office	1011	126	17	143	24	113	137
19	Corner of Washington/ National Blvd [a]	200.0	du	Apartment	8396	392	182	574	329	499	828
		148.0	rooms	Hotel							
		200.0	ksf	Office							
		85.5	ksf	Retail							
20	9814 Washington Boulevard [a]	200.0	seat	Theater	0	0	0	0	0	0	0
		7.5	ksf	Café							
21	4025 Grandview Blvd [a]	36.0	du	Apartment	239	3	15	18	14	8	22
22	3814 Lenawee Ave [a]	8.0	du	Residential Unit	313	9	9	18	14	14	28
		89.0	beds	Assisted Living							
23	11957 Washington Blvd [a]	8.7	ksf	Retail	571	8	15	23	27	24	51
		30.0	du	Apartment/Condominium							
24	9000 Overland Ave [a]	NA	N/A	Community College	14627	733	257	990	510	370	880
25	11960 Washington Blvd [a]	100.0	du	Apartment/Condominium	665	10	41	51	40	22	62
26	10612 W National Blvd [b]	N/A		N/A	475	17	17	34	33	33	66
27	10309 W National Blvd [b]	N/A		N/A	946	140	140	280	54	54	108
28	3425 S Motor Ave [b]	N/A		N/A	651	23	22	45	44	43	47
29	9815 W National Blvd [b]	N/A		N/A	977	31	30	61	53	52	105
30	10601 Washington Blvd [b]	N/A		N/A	2050	125	125	150	126	126	252
31	3822 Dunn Dr [b]	N/A		N/A	543	9	33	42	32	18	50
Total					45613	2497	1451	3848	2188	2431	4579

Notes:

- [a] Project Source: Culver City, September 2014. Trip generation estimates developed on ITE Trip Generation, 9th Edition, 2012.
- [b] Project Source: LADOT, September 2014. Trip generation estimates provided by LADOT.
- [c] The Memorandum of Understanding related project sheet had mistakenly included 9336 Washington BLVD, which is the project site, as RP #23. This project has since been removed.



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Figure 9
Related Projects

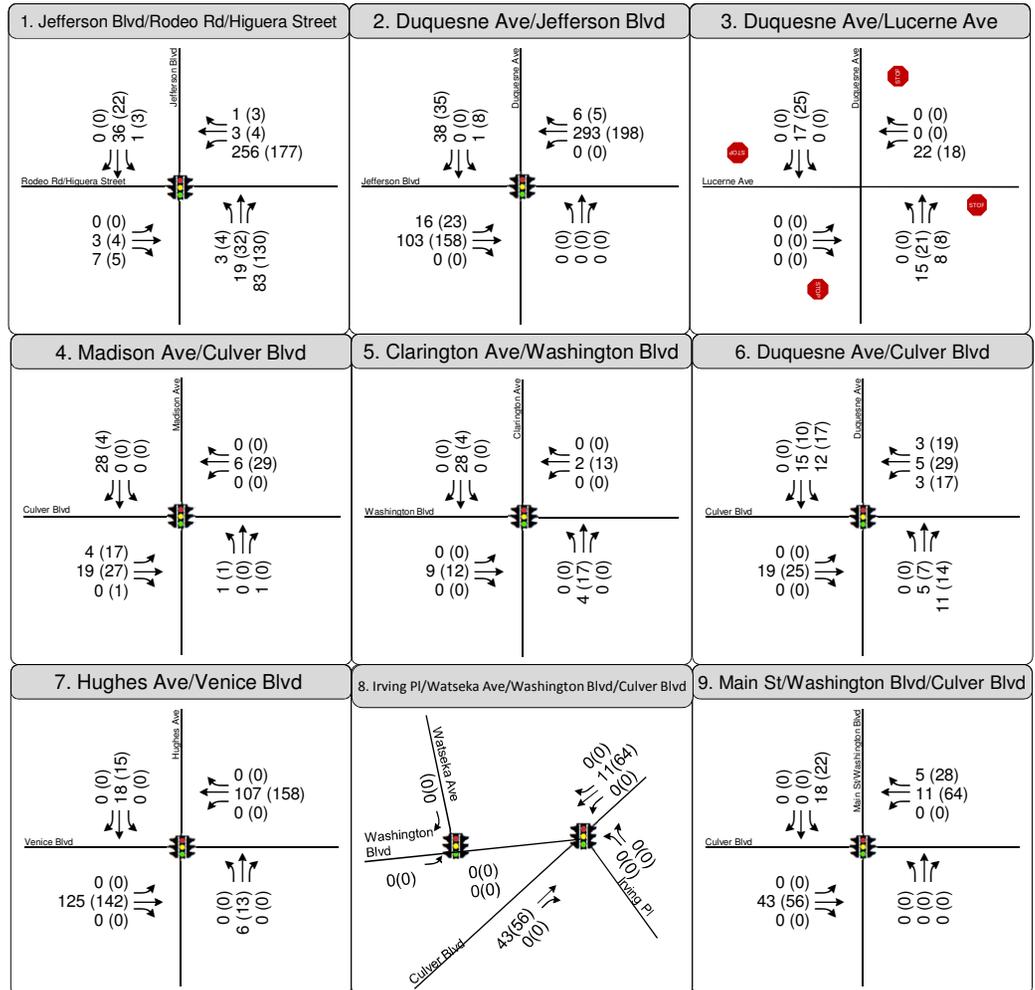
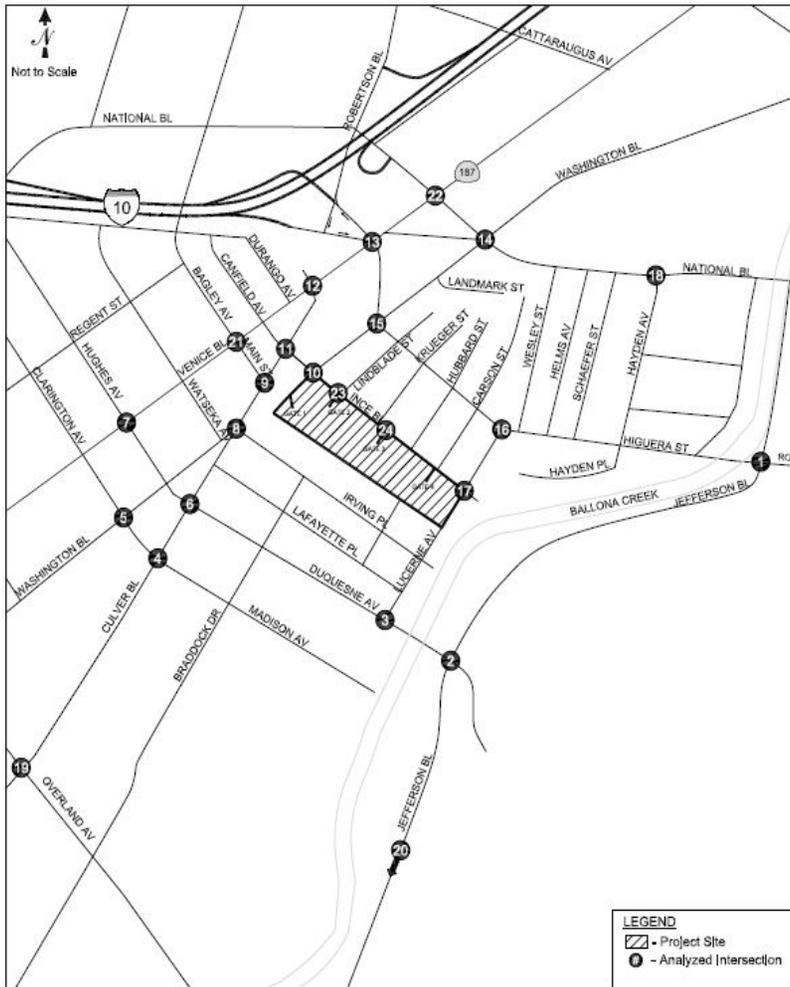


Figure 10
 Cumulative Project Peak Hour Traffic Volumes

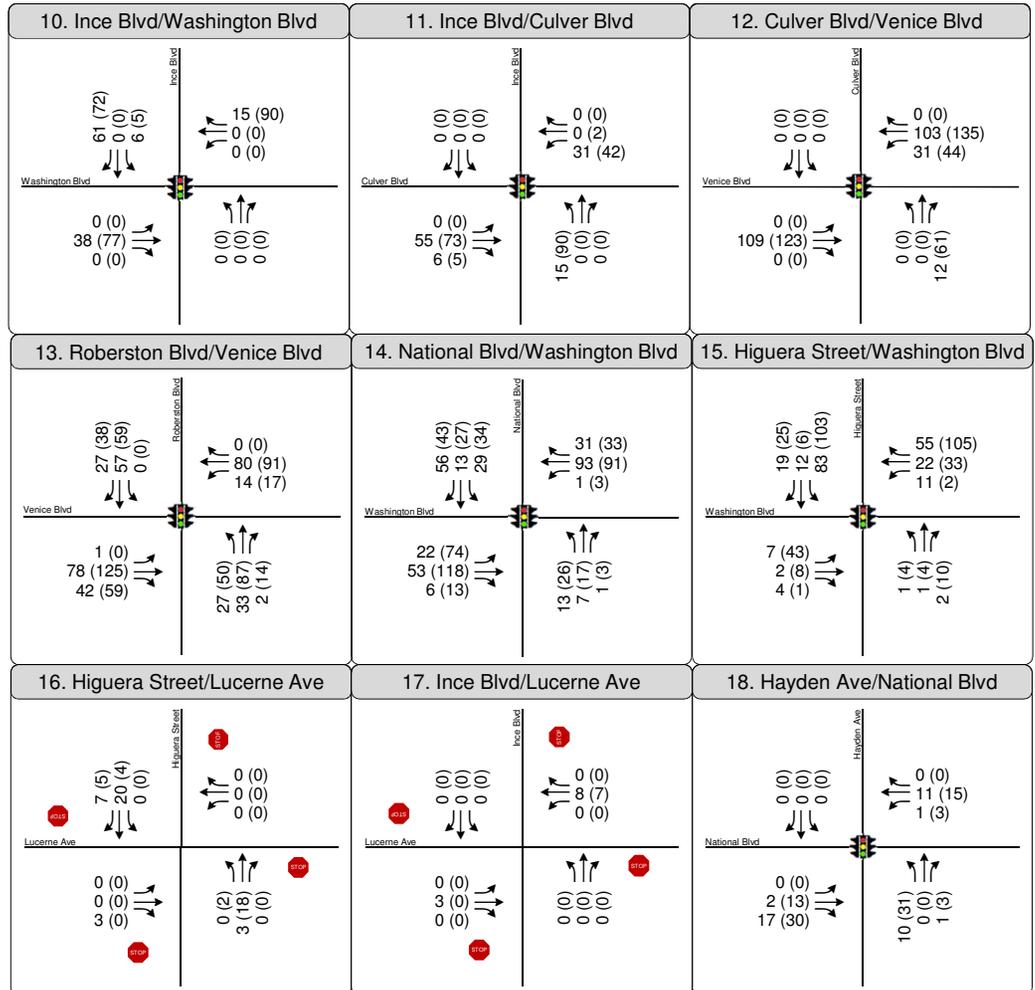
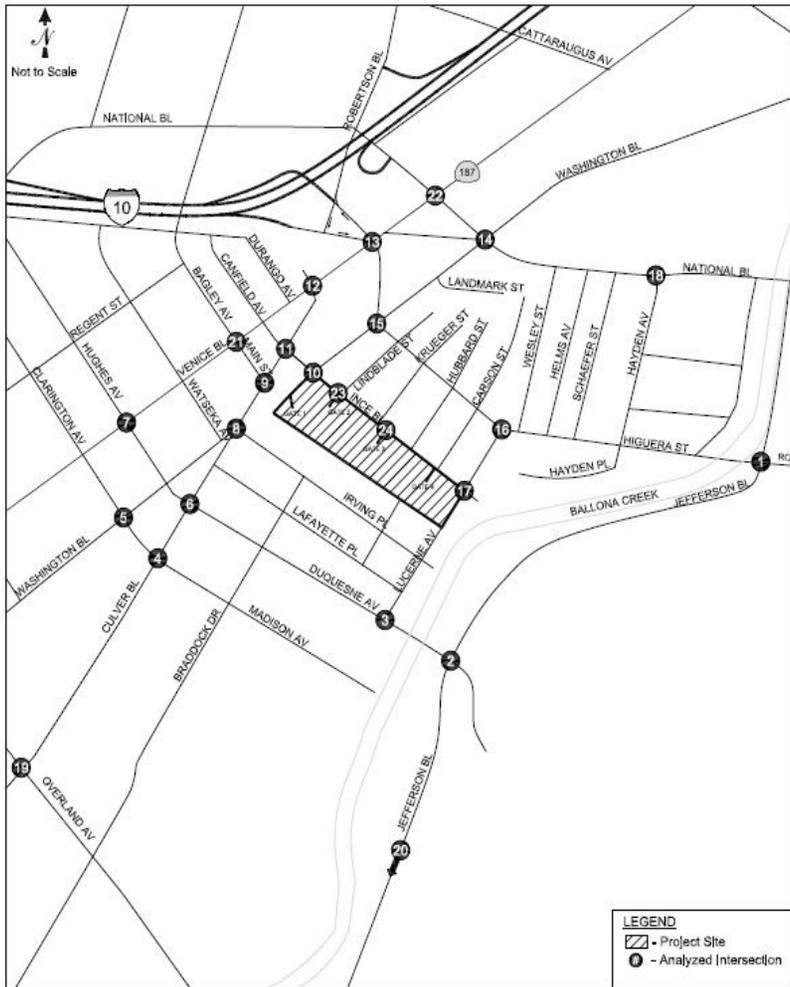


Figure 10
Cumulative Project Peak Hour Traffic Volumes

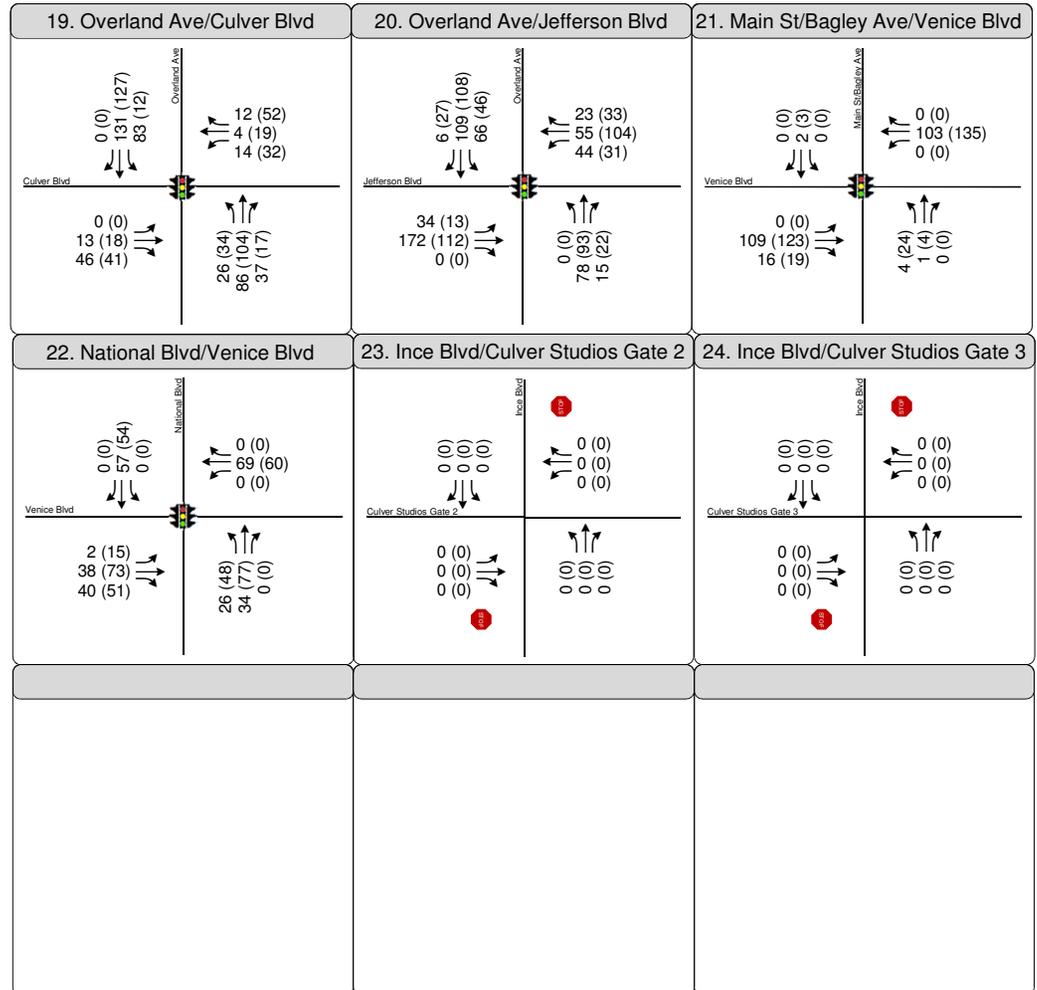
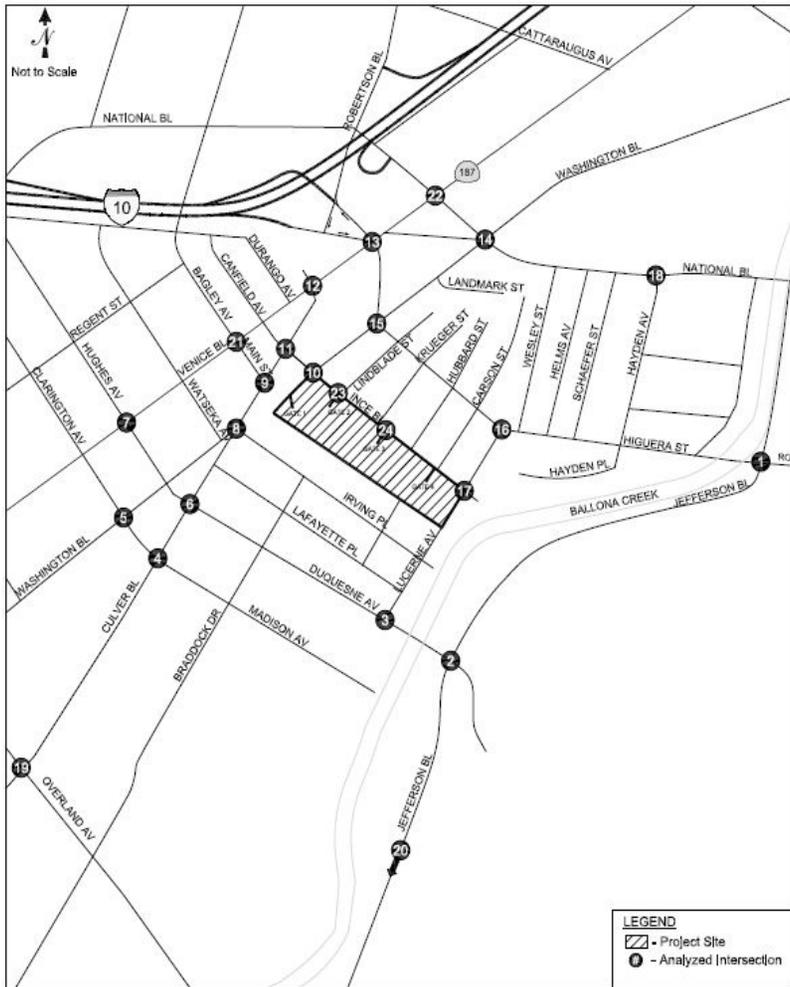


Figure 10
 Cumulative Project Peak Hour Traffic Volumes

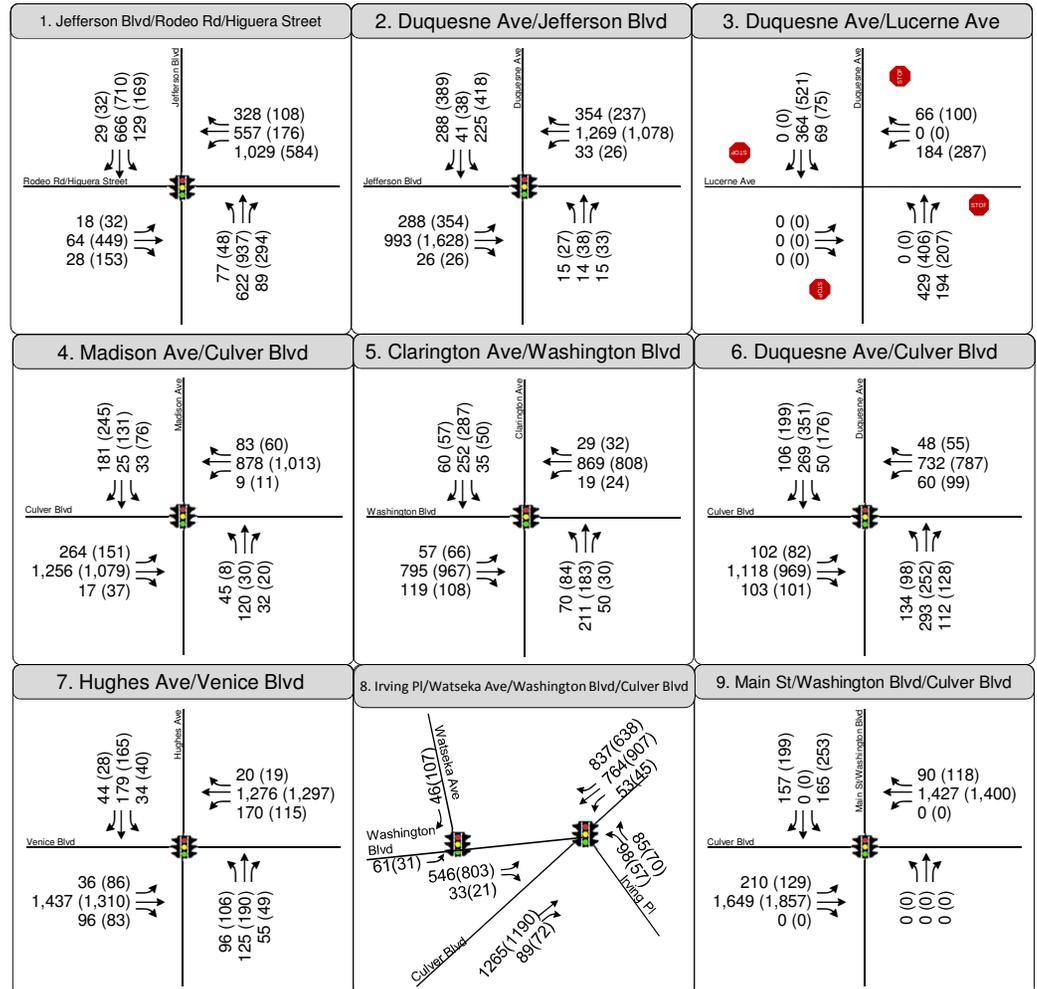
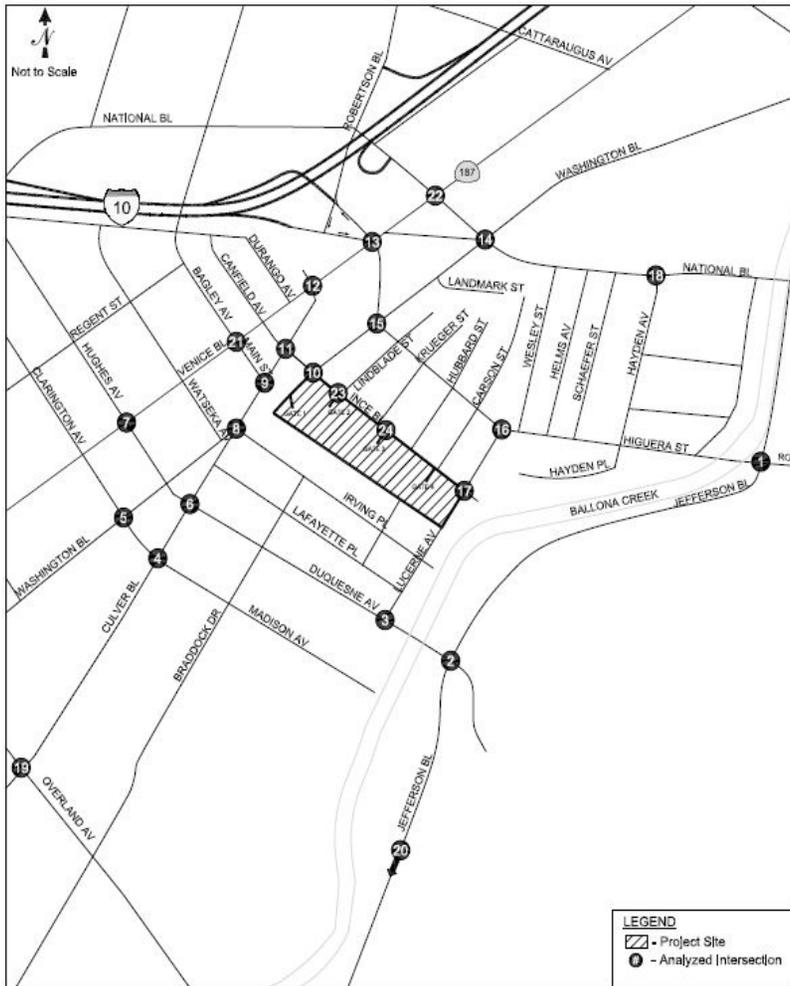


FIGURE 11
 FUTURE BASE PEAK HOUR TRAFFIC VOLUMES

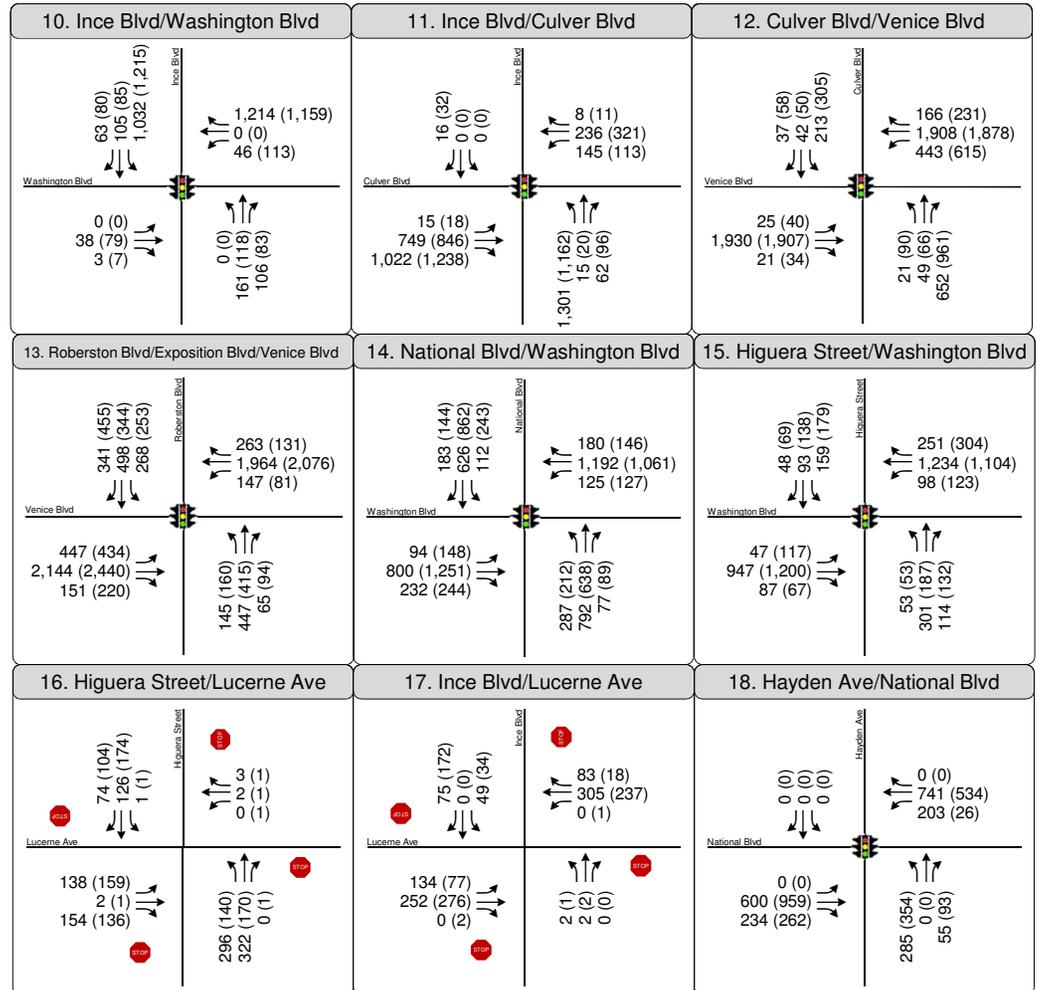
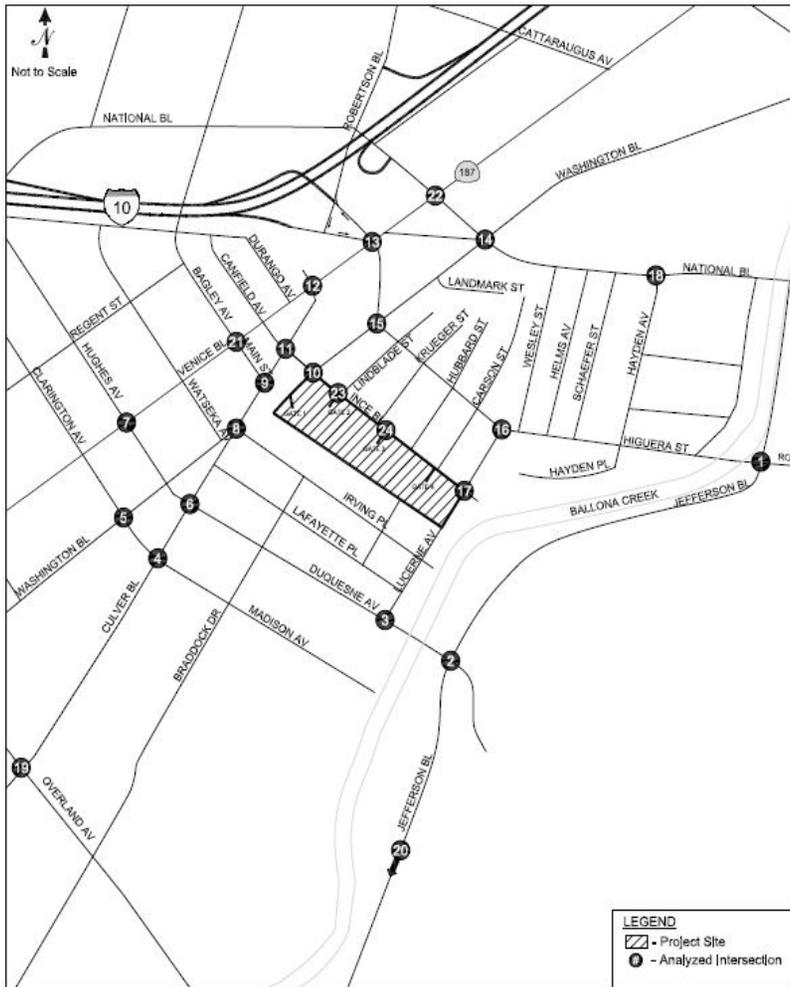
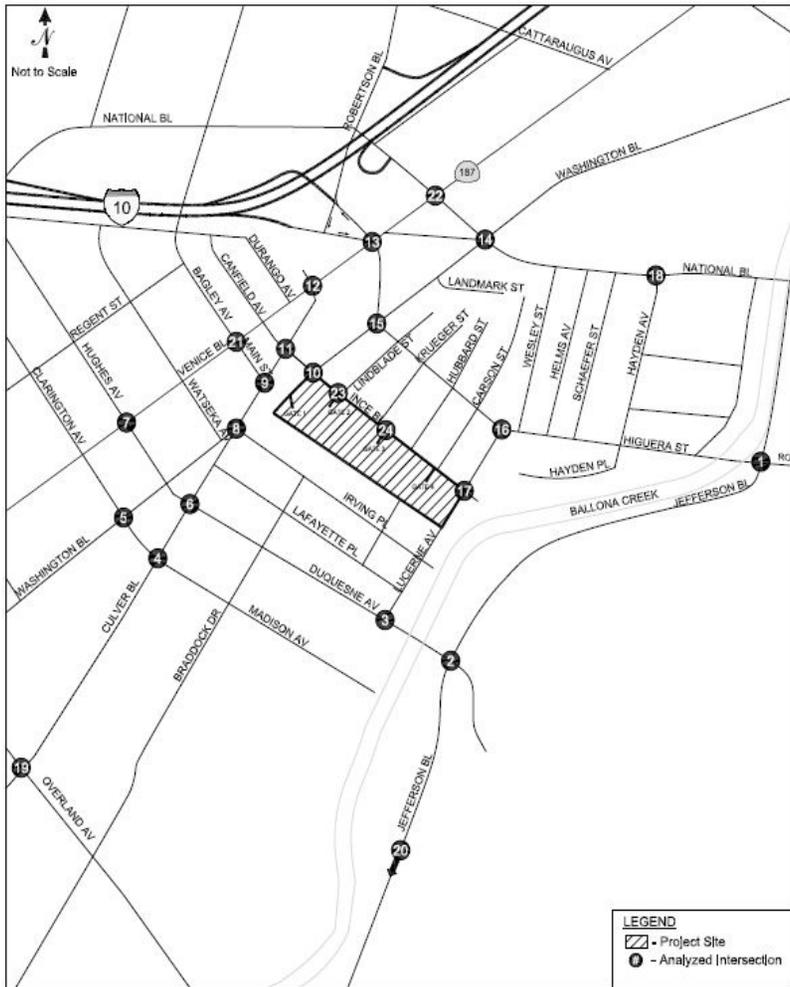


FIGURE 11
 FUTURE BASE PEAK HOUR TRAFFIC VOLUMES



19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
<p>Overland Ave</p> <p>Culver Blvd</p> <p>174 (194) 760 (964) 243 (126)</p> <p>164 (160) 750 (877) 104 (226)</p> <p>295 (245) 1,195 (983) 138 (183)</p> <p>239 (178) 1,084 (960) 197 (153)</p>	<p>Overland Ave</p> <p>Jefferson Blvd</p> <p>329 (382) 612 (784) 251 (216)</p> <p>355 (288) 872 (955) 335 (425)</p> <p>531 (401) 1,176 (1,080) 40 (44)</p> <p>47 (89) 768 (722) 429 (565)</p>	<p>Main St/Bagley Ave</p> <p>Venice Blvd</p> <p>102 (111) 174 (278) 51 (34)</p> <p>36 (29) 1,284 (1,246) 52 (56)</p> <p>75 (151) 1,390 (1,145) 116 (145)</p> <p>70 (80) 188 (134) 24 (19)</p>
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
<p>National Blvd</p> <p>Venice Blvd</p> <p>97 (107) 600 (843) 123 (171)</p> <p>137 (113) 2,143 (1,897) 60 (42)</p> <p>156 (168) 2,040 (2,286) 347 (310)</p> <p>230 (227) 810 (718) 24 (71)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 2</p> <p>71 (8) 120 (199) 0 (0)</p> <p>29 (25) 7 (0) 1 (3)</p> <p>10 (59) 0 (0) 0 (8)</p> <p>16 (0) 207 (112) 0 (0)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 3</p> <p>28 (5) 90 (164) 0 (1)</p> <p>1 (0) 0 (0) 1 (-)</p> <p>7 (21) 0 (0) 0 (1)</p> <p>3 (0) 260 (79) 1 (0)</p>



FIGURE 11
 FUTURE BASE PEAK HOUR TRAFFIC VOLUMES

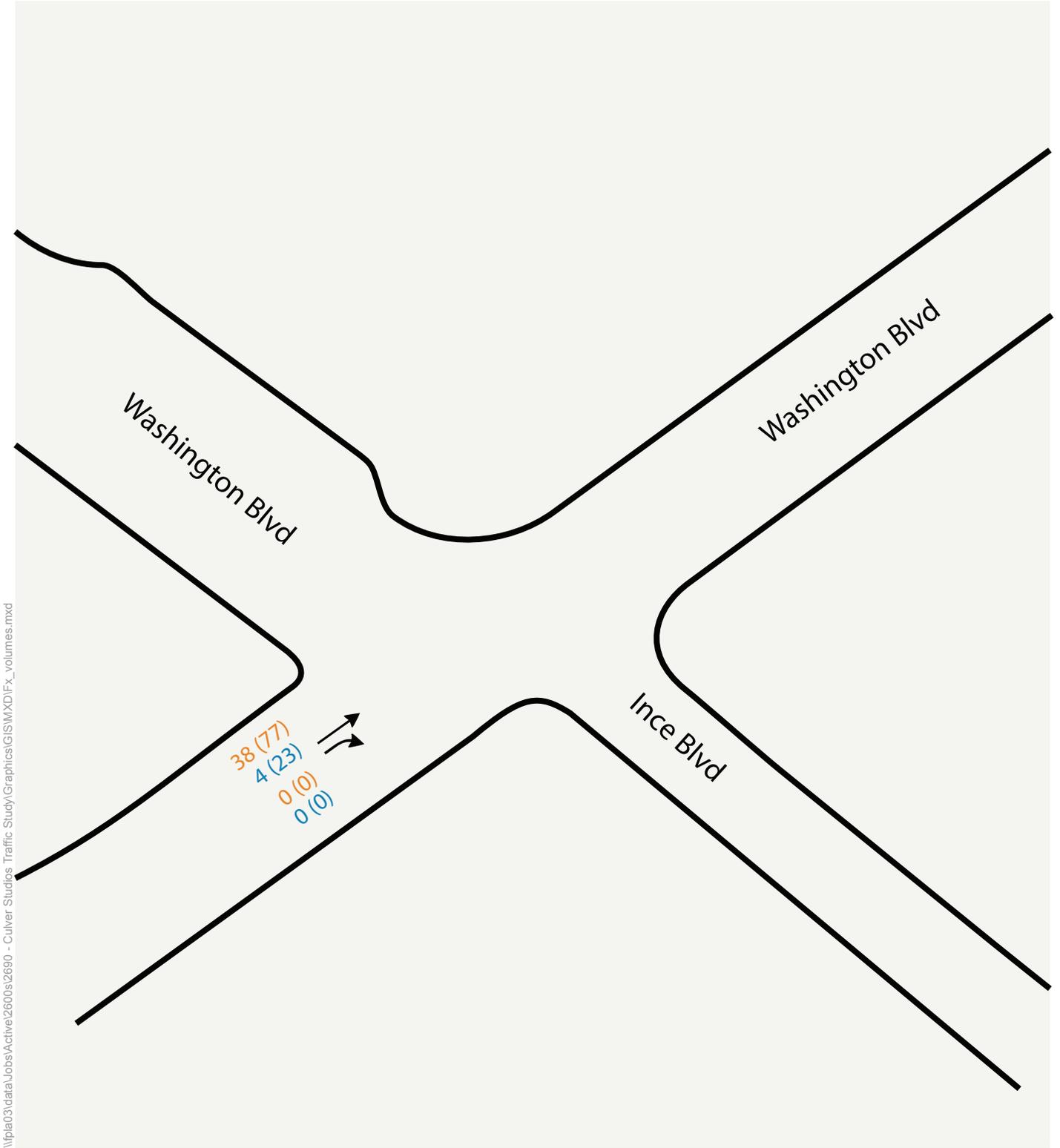
According to Culver City staff, the cumulative project located at 9300 Culver Boulevard (Parcel B) intends to incorporate 100 public parking spaces owned by the City of Culver City and 100 parking spaces for Parcel B underneath the Plaza. Additionally, Parcel B will utilize 317 parking spaces in the Ince parking structure located across the street from the proposed Parcel B location.

The 100 subterranean public parking spaces will be owned by the City of Culver City and will replace the approximately 100 existing spaces currently located in a surface parking lot at the site of the future Parcel B development. The current parking lot has a direct right-in/right-out access along southbound Ince Boulevard. The proposed Parcel B project will relocate access for these spaces to Parcel B proposed driveway along eastbound Washington Boulevard, west of Ince Boulevard. The future base and future plus project scenarios account for the traffic shift associated with the relocation of access to the city owned 100 spaces. A total of 60 trips (30 inbound/30 outbound) during both morning and evening peak hours were assumed to be generated from this City owned parking facility. To be conservative, no change was made to the southbound left-turn volume at the intersection of Ince Boulevard and Washington Boulevard. Figure 12 presents the assignment of the traffic generated by proposed project and Parcel B in the eastbound direction at the Ince Boulevard and Washington Boulevard intersection.

The total parking supply and the location of each parking lot for Parcel B was used to develop the trip distribution estimates for Parcel B traffic. Approximately 25% of the Parcel B trips are estimated to begin or end from the proposed subterranean garage and approximately 75% of the Parcel B trips are estimated to begin or end from the Ince parking structure. Assignment of Parcel B trips at the surrounding intersections was determined based on the location of the parking lot from which the trip began or ended.

FUTURE PLUS PROJECT TRAFFIC VOLUMES

The project-generated traffic volumes from Figure 7 was added to the future base traffic volumes presented in Figure 11 to develop future plus project peak hour traffic volumes illustrated in Figure 13.



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xx (yy) Parcel B Traffic
 xx (yy) Culver Studios Modified Comprehensive Amendment Plan Update #6 Traffic



Figure 12
 Peak Hour Eastbound Traffic Volumes at Ince Boulevard and Washington Boulevard Intersection from Culver Studios and Parcel B

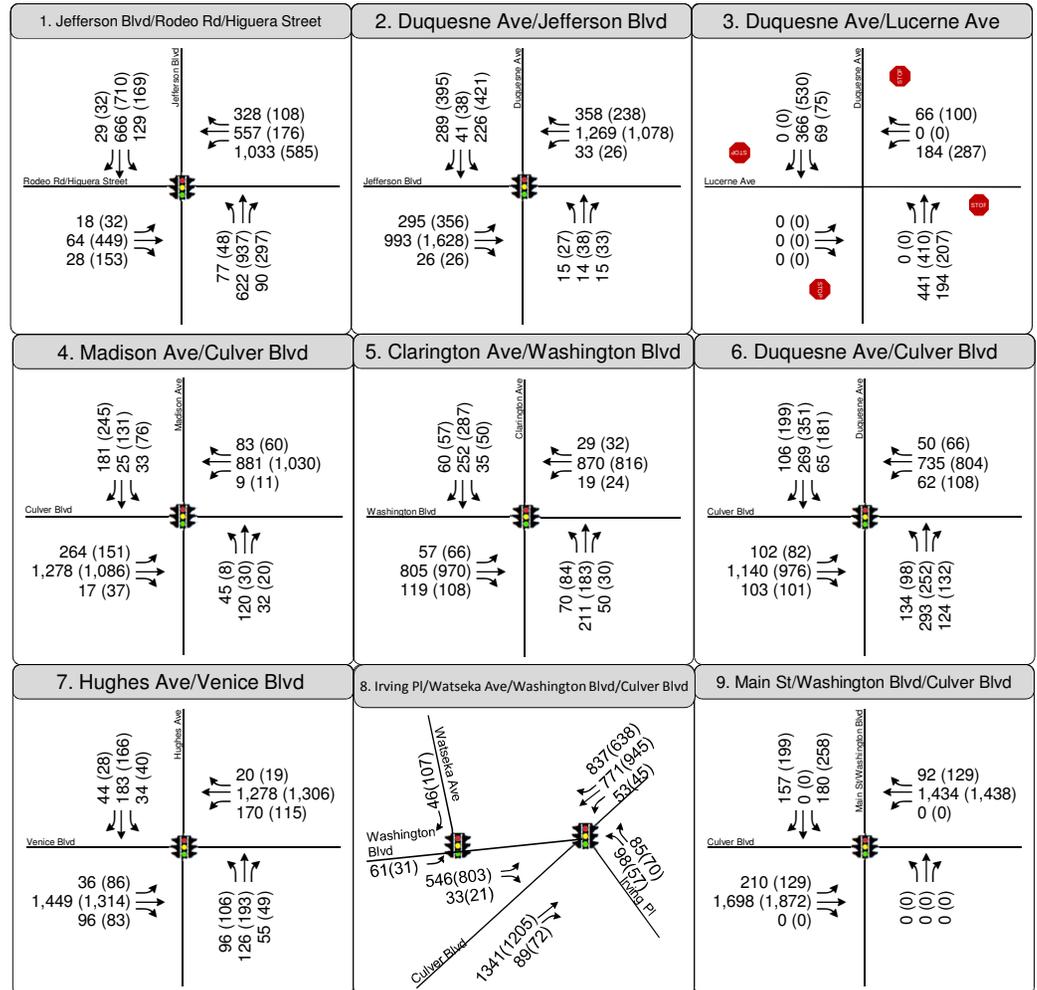
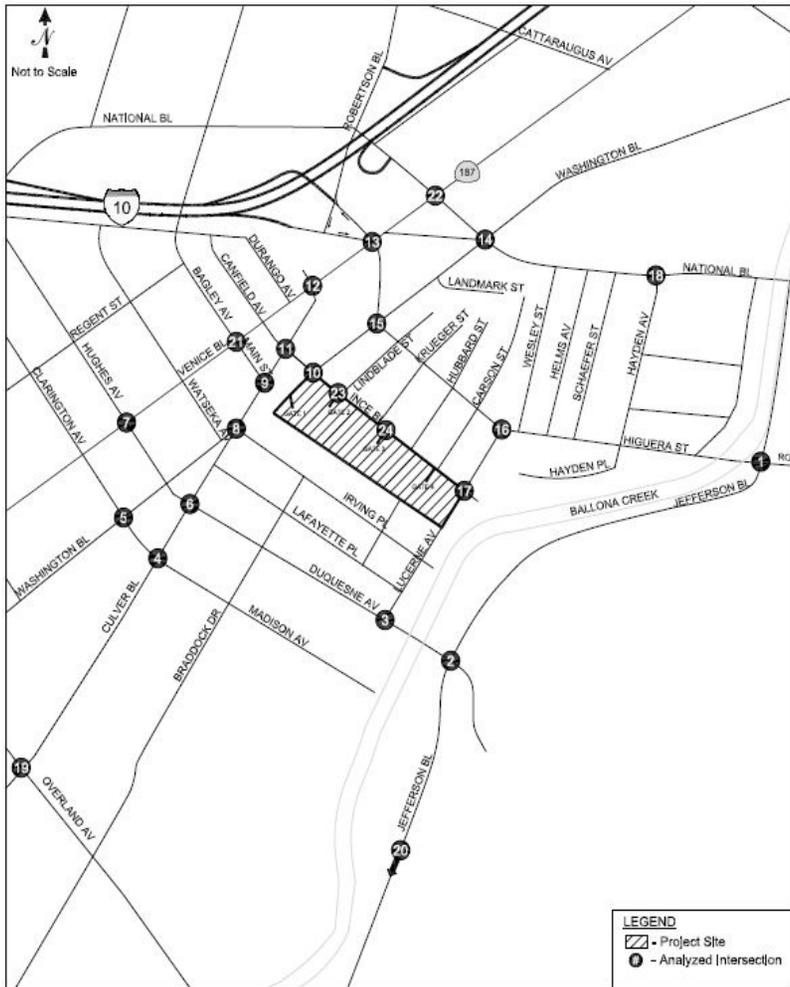


FIGURE 13
 FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



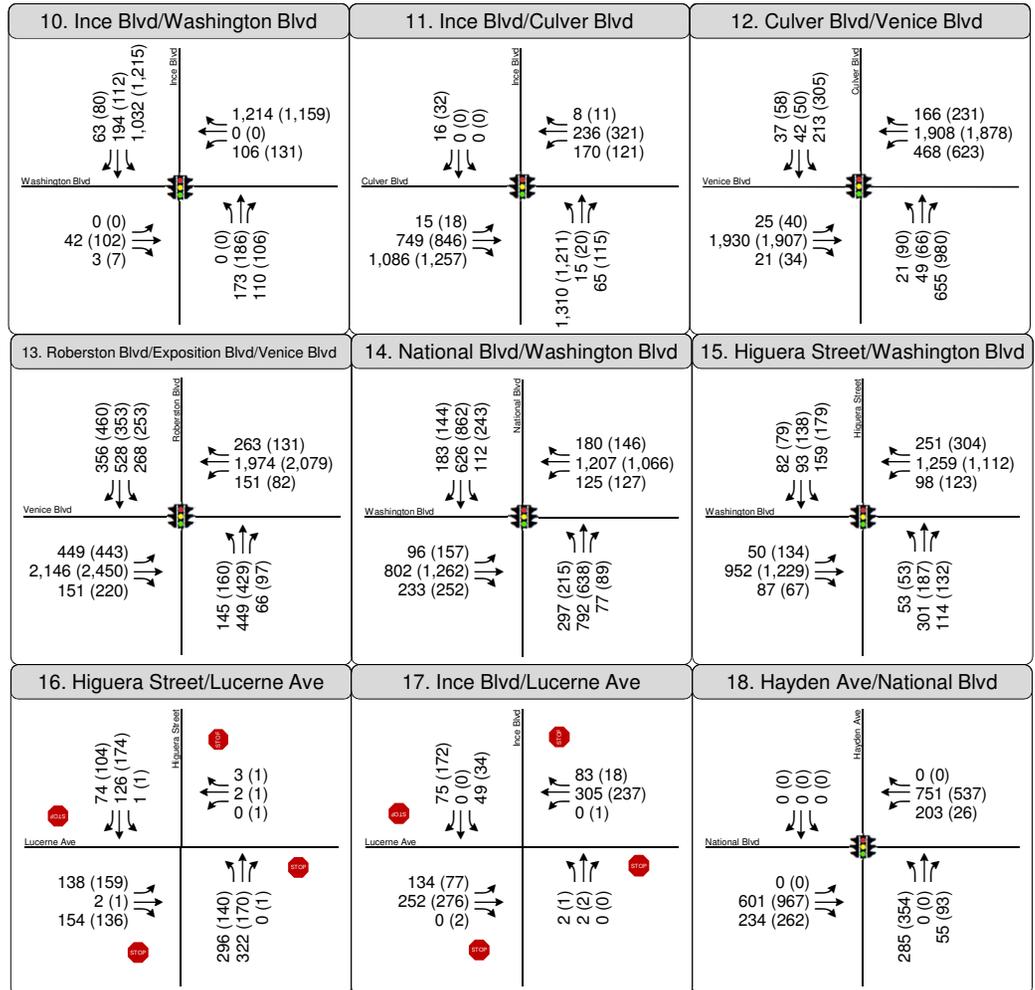
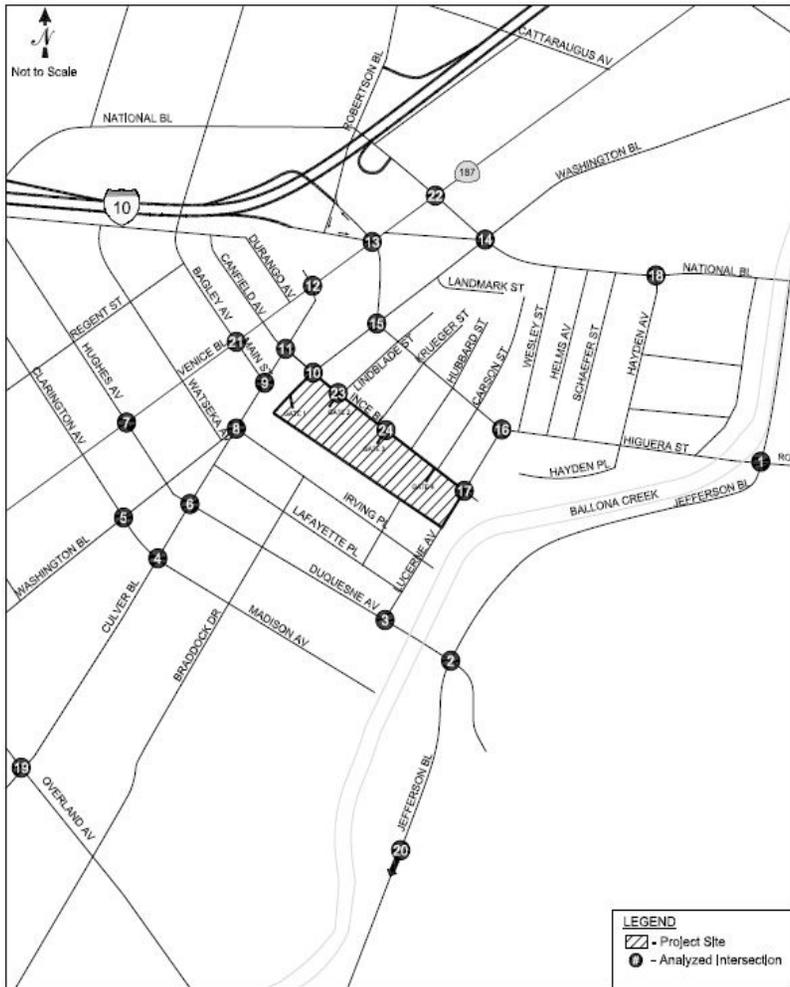
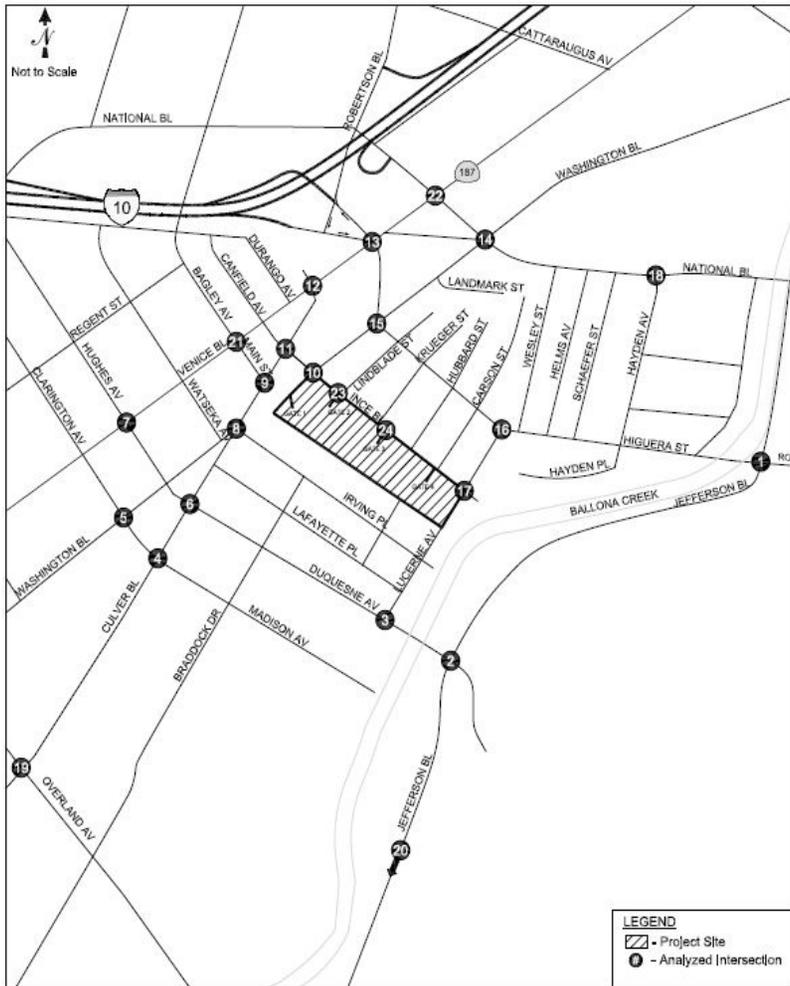


FIGURE 13
FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES





19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
<p>Overland Ave</p> <p>Culver Blvd</p> <p>174 (194) 760 (964) 243 (126)</p> <p>164 (160) 752 (888) 105 (232)</p> <p>295 (245) 1,210 (988) 138 (183)</p> <p>239 (178) 1,084 (960) 204 (155)</p>	<p>Overland Ave</p> <p>Jefferson Blvd</p> <p>330 (388) 612 (784) 251 (216)</p> <p>355 (288) 873 (961) 335 (425)</p> <p>538 (403) 1,183 (1,082) 40 (44)</p> <p>47 (89) 768 (722) 429 (565)</p>	<p>Main St/Bagley Ave</p> <p>Venice Blvd</p> <p>102 (111) 177 (279) 51 (34)</p> <p>36 (29) 1,284 (1,246) 52 (56)</p> <p>75 (151) 1,390 (1,145) 128 (149)</p> <p>72 (89) 188 (136) 24 (19)</p>
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
<p>National Blvd</p> <p>Venice Blvd</p> <p>97 (107) 600 (843) 123 (171)</p> <p>137 (113) 2,158 (1,902) 60 (42)</p> <p>156 (170) 2,042 (2,297) 347 (310)</p> <p>230 (227) 812 (727) 24 (71)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 2</p> <p>157 (34) 183 (218) 0 (0)</p> <p>29 (25) 7 (0) 1 (3)</p> <p>16 (93) 0 (0) 0 (8)</p> <p>16 (0) 219 (180) 0 (0)</p>	<p>Ince Blvd</p> <p>Culver Studios Gate 3</p> <p>91 (24) 90 (164) 0 (1)</p> <p>1 (0) 0 (0) 1 (-)</p> <p>19 (89) 0 (0) 0 (1)</p> <p>3 (0) 260 (79) 1 (0)</p>

FIGURE 13
 FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



4. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future volumes to determine the potential traffic impacts of the proposed project on the operating conditions of the surrounding street system. The traffic impact analysis compares the projected LOS at each study intersection under future plus project conditions to the future base conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by Culver City and LADOT.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The significant impact criteria for the City of Culver City and the City of Los Angeles are described below.

CITY OF CULVER CITY

The City of Culver City has established threshold criteria used to determine if a project has a significant traffic impact at an intersection under the City of Culver City jurisdiction. According to the City's criteria, a project impact would be considered significant if the following conditions are met:

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. Similarly, if the intersection is operating at LOS E or F after the addition of project traffic and the incremental change in the V/C ratio is 0.020 or greater, however, the project would be considered to have a significant impact at this location.

LOS	Final V/C Ratio	Project Related Increase in V/C
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 or F	> 0.901	equal to or greater than 0.020

CITY OF LOS ANGELES

LADOT has established threshold criteria to determine whether a project has a significant traffic impact at a specific intersection within the City of Los Angeles jurisdiction. This study analyzes the six Los Angeles

intersections pursuant to these criteria. Under the LADOT standard, a project impact would be considered significant if the following conditions are met:

LOS	Final V/C Ratio	Project Related Increase in V/C
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 or F	> 0.901	equal to or greater than 0.010

EXISTING BASELINE PLUS PROJECT IMPACT ANALYSIS

EXISTING BASELINE PLUS PROJECT TRAFFIC LEVEL OF SERVICE

Existing baseline plus project traffic volumes, presented in Figure 8, were analyzed to determine the projected V/C ratios and LOS for each intersection. Table 8 summarizes the existing baseline plus project LOS. The following four intersections are projected to operate at LOS E or F during one or both peak periods:

3. Duquesne Avenue & Lucerne Avenue (PM peak hour)
12. Culver Boulevard & Venice Boulevard (PM peak hour)
13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (both AM and PM peak hours)
22. National Boulevard & Venice Boulevard (both AM and PM peak hours)

EXISTING BASELINE PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 8, after applying the aforementioned City of Culver City and City of Los Angeles significant impact criteria, it is determined that the proposed project would significantly impact traffic at the following study intersection under existing baseline plus project conditions.

13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (City of Los Angeles, AM peak hour)

**TABLE 8
EXISTING BASELINE PLUS PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing Baseline		E+P		Project Increase In V/C	Significant Impact	E+P+Mit		Project Increase In V/C	Significant Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1	Jefferson Blvd	Rodeo Rd/Higuera St [a]	AM	0.578	A	0.579	A	0.001	NO				
			PM	0.674	B	0.676	B	0.002	NO				
2	Duquesne Ave	Jefferson Blvd	AM	0.670	B	0.675	B	0.005	NO				
			PM	0.764	C	0.766	C	0.002	NO				
3	Duquesne Ave	Lucerne Ave [b]	AM	0.670	B	0.680	B	0.010	NO				
			PM	0.854	D	0.861	D	0.007	NO				
			AM	18.0	C	18.6	C	0.6	-				
			PM	39.0	E	39.5	E	0.5	-				
4	Madison Ave	Culver Blvd	AM	0.585	A	0.586	A	0.001	NO				
			PM	0.516	A	0.521	A	0.005	NO				
5	Clarington Ave	Washington Blvd	AM	0.538	A	0.538	A	0.000	NO				
			PM	0.618	B	0.619	B	0.001	NO				
6	Duquesne Ave	Culver Blvd	AM	0.659	B	0.668	B	0.009	NO				
			PM	0.657	B	0.665	B	0.008	NO				
7	Hughes Ave	Venice Blvd [a]	AM	0.524	A	0.529	A	0.005	NO				
			PM	0.479	A	0.482	A	0.003	NO				
8	Washington Blvd	Culver Blvd	AM	0.828	D	0.838	D	0.010	NO				
			PM	0.784	C	0.787	C	0.003	NO				
9	Main St/Washington Blvd	Culver Blvd	AM	0.670	B	0.682	B	0.012	NO				
			PM	0.649	B	0.663	B	0.014	NO				
10	Ince Blvd	Washington Blvd	AM	0.535	A	0.611	B	0.076	NO				
			PM	0.607	B	0.677	B	0.070	NO				
11	Ince Blvd	Culver Blvd	AM	0.750	C	0.769	C	0.019	NO				
			PM	0.689	B	0.711	C	0.022	NO				
12	Culver Blvd	Venice Blvd [a]	AM	0.677	B	0.679	B	0.002	NO				
			PM	0.815	D	0.822	D	0.007	NO				
13	Robertson Blvd/ Exposition Blvd	Venice Blvd [a]	AM	0.965	E	0.980	E	0.015	YES	0.970	E	0.005	NO
			PM	0.883	D	0.894	D	0.011	NO	0.884	D	0.001	NO
14	National Blvd	Washington Blvd	AM	0.641	B	0.646	B	0.005	NO				
			PM	0.787	C	0.792	C	0.005	NO				
15	Higuera Street	Washington Blvd	AM	0.703	C	0.713	C	0.01	NO				
			PM	0.637	B	0.646	B	0.009	NO				
16	Higuera Street	Lucerne Ave [b]	AM	0.827	D	0.827	D	0.000	NO				
			PM	0.666	B	0.666	B	0.000	NO				
			AM	31.2	D	31.2	D	0.0	-				
			PM	12.2	B	12.2	B	0.0	-				
17	Ince Blvd	Lucerne Ave [b]	AM	0.547	A	0.547	A	0.000	NO				
			PM	0.551	A	0.551	A	0.000	NO				
			AM	12.2	B	12.2	B	0.0	-				
			PM	11.8	B	11.8	B	0.0	-				
18	Hayden Ave	National Blvd	AM	0.441	A	0.441	A	0.000	NO				
			PM	0.466	A	0.469	A	0.003	NO				
19	Overland Ave	Culver Blvd	AM	0.879	D	0.881	D	0.002	NO				
			PM	0.804	D	0.809	D	0.005	NO				
20	Overland Ave	Jefferson Blvd	AM	0.760	C	0.762	C	0.002	NO				
			PM	0.763	C	0.764	C	0.001	NO				
21	Main St/Bagley Ave	Venice Blvd [a]	AM	0.509	A	0.515	A	0.006	NO				
			PM	0.579	A	0.586	A	0.007	NO				
22	National Blvd	Venice Blvd [a]	AM	0.890	D	0.893	D	0.003	NO				
			PM	0.944	E	0.947	E	0.003	NO				
23	Ince Blvd	Culver Studios Gate 2 [c]	AM	-	-	-	-	-	-				
			PM	-	-	-	-	-	-				
24	Ince Blvd	Culver Studios Gate 3 [c]	AM	-	-	-	-	-	-				
			PM	-	-	-	-	-	-				

Note:

- [a] City of Los Angeles jurisdiction.
- [b] Intersection is unsignalized and was analyzed using both ICU and HCM methodologies per Culver City Traffic Study Criteria
- [c] Intersection is unsignalized and was evaluated to determine the need for a traffic signal or other traffic control device.

FUTURE PLUS PROJECT IMPACT ANALYSIS

FUTURE BASE TRAFFIC CONDITIONS

The Year 2018 future base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 9 summarizes the future levels of service. As indicated in Table 9, poor operating conditions (LOS E or F) are projected at seven of the 22 study intersections during at least one of the analyzed peak hours. The intersections projected to operate at poor levels of service under future year 2018 base conditions during one or both of the analyzed peak periods include:

3. Duquesne Avenue & Lucerne Avenue (PM peak hour)
12. Culver Boulevard & Venice Boulevard (PM peak hour)
13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (both AM and PM peak hours)
16. Higuera Street & Lucerne Avenue (AM peak hour)
19. Overland Avenue & Culver Boulevard (AM peak hour)
20. Overland Avenue & Jefferson Boulevard (AM peak hour)
22. Venice Boulevard & National Boulevard (both AM and PM peak hours)

FUTURE PLUS PROJECT TRAFFIC CONDITIONS

The results of the future plus project analysis, which are presented in Table 9, indicate that poor operating conditions (LOS E or F) are projected at seven of the 22 study intersections during at least one of the analyzed peak hours. The intersections projected to operate at poor levels of service (LOS E or F) under future year 2018 future plus project conditions during one or both of the analyzed peak periods include:

3. Duquesne Avenue & Lucerne Avenue (PM peak hour)
12. Culver Boulevard & Venice Boulevard (PM peak hour)
13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (both AM and PM peak hours)
14. Higuera Street & Lucerne Avenue (AM peak hour)
19. Overland Avenue & Culver Boulevard (both AM and peak hours)
20. Overland Avenue & Jefferson Boulevard (AM peak hour)
21. Venice Boulevard & National Boulevard (both AM and PM peak hours)

FUTURE PLUS PROJECT INTERSECTION IMPACTS

Year 2018 future plus project operation conditions were compared to the future base operation conditions. As show in Table 9, using the aforementioned City of Culver City and City of Los Angeles significant traffic impact criteria, it was determined that the proposed project would significantly impact traffic at the following two intersections:

10. Ince Boulevard & Washington Boulevard (City of Culver City, PM peak hour)
13. Robertson Boulevard/Exposition Boulevard & Venice Boulevard (City of Los Angeles, both AM and PM peak hours)

**TABLE 9
FUTURE PLUS PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Base		F+P		Project Increase In V/C	Significant Impact	F+P+Mit		Project Increase In V/C	Significant Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1	Jefferson Blvd	Rodeo Rd/Higuera St [a]	AM	0.660	B	0.661	B	0.001	NO				
			PM	0.834	D	0.835	D	0.001	NO				
2	Duquesne Ave	Jefferson Blvd	AM	0.822	D	0.826	D	0.004	NO				
			PM	0.873	D	0.878	D	0.005	NO				
3	Duquesne Ave	Lucerne Ave [b]	AM	0.724	C	0.734	C	0.010	NO				
			PM	0.920	E	0.927	E	0.007	NO				
			AM	22.8	C	23.9	C	1.1	-				
			PM	44.2	E	44.8	E	0.6	-				
4	Madison Ave	Culver Blvd	AM	0.613	B	0.614	B	0.001	NO				
			PM	0.552	A	0.557	A	0.005	NO				
5	Clarington Ave	Washington Blvd	AM	0.577	A	0.577	A	0.000	NO				
			PM	0.649	B	0.650	B	0.001	NO				
6	Duquesne Ave	Culver Blvd	AM	0.702	C	0.709	C	0.007	NO				
			PM	0.706	C	0.715	C	0.009	NO				
7	Hughes Ave	Venice Blvd [a]	AM	0.589	A	0.595	A	0.006	NO				
			PM	0.543	A	0.546	A	0.003	NO				
8	Washington Blvd	Culver Blvd	AM	0.828	D	0.838	D	0.010	NO				
			PM	0.784	C	0.787	C	0.003	NO				
9	Main St/Washington Blvd	Culver Blvd	AM	0.710	C	0.722	C	0.012	NO				
			PM	0.707	C	0.721	C	0.014	NO				
10	Ince Blvd	Washington Blvd	AM	0.581	A	0.658	B	0.077	NO	0.644	B	0.063	NO
			PM	0.680	B	0.757	C	0.077	YES	0.723	C	0.043	NO
11	Ince Blvd	Culver Blvd	AM	0.822	D	0.840	D	0.018	NO				
			PM	0.795	C	0.817	D	0.022	NO				
12	Culver Blvd	Venice Blvd [a]	AM	0.740	C	0.741	C	0.001	NO				
			PM	0.906	E	0.913	E	0.007	NO				
13	Robertson Blvd/ Exposition Blvd	Venice Blvd [a]	AM	1.060	F	1.075	F	0.015	YES	1.065	F	0.005	NO
			PM	0.978	E	0.990	E	0.012	YES	0.980	E	0.002	NO
14	National Blvd	Washington Blvd	AM	0.728	C	0.735	C	0.007	NO				
			PM	0.888	D	0.892	D	0.004	NO				
15	Higuera Street	Washington Blvd	AM	0.810	D	0.820	D	0.01	NO				
			PM	0.772	C	0.786	C	0.014	NO				
16	Higuera Street	Lucerne Ave [b]	AM	0.861	D	0.861	D	0.000	NO				
			PM	0.698	B	0.698	B	0.000	NO				
			AM	38.5	E	38.5	E	0.0	-				
			PM	13.2	B	13.2	B	0.0	-				
17	Ince Blvd	Lucerne Ave [b]	AM	0.571	A	0.571	A	0.000	NO				
			PM	0.570	A	0.570	A	0.000	NO				
			AM	12.8	B	12.8	B	0.0	-				
			PM	12.3	B	12.3	B	0.0	-				
18	Hayden Ave	National Blvd	AM	0.463	A	0.463	A	0.000	NO				
			PM	0.501	A	0.503	A	0.002	NO				
19	Overland Ave	Culver Blvd	AM	0.984	E	0.987	E	0.003	NO				
			PM	0.899	D	0.903	E	0.004	NO				
20	Overland Ave	Jefferson Blvd	AM	0.923	E	0.925	E	0.002	NO				
			PM	0.890	D	0.891	D	0.001	NO				
21	Main St/Bagley Ave	Venice Blvd [a]	AM	0.567	A	0.574	A	0.007	NO				
			PM	0.657	B	0.664	B	0.007	NO				
22	National Blvd	Venice Blvd [a]	AM	0.987	E	0.991	E	0.004	NO				
			PM	1.070	F	1.073	F	0.003	NO				
23	Ince Blvd	Culver Studios Gate 2 [c]	AM	-	-	-	-	-	-				
			PM	-	-	-	-	-	-				
24	Ince Blvd	Culver Studios Gate 3 [c]	AM	-	-	-	-	-	-				
			PM	-	-	-	-	-	-				

Note:

- [a] City of Los Angeles jurisdiction.
- [b] Intersection is unsignalized and was analyzed using both ICU and HCM methodologies per Culver City Traffic Study Criteria
- [c] Intersection is unsignalized and was evaluated to determine the need for a traffic signal or other traffic control device.

MITIGATION MEASURES

The traffic impact analysis determined that the proposed development would generate significant traffic impacts at two of the analyzed intersections (Ince Boulevard & Washington Boulevard and Robertson Boulevard/Exposition Boulevard & Venice Boulevard) under future plus project conditions. The following is a summary of mitigations proposed for this intersection.

INCE BOULEVARD & WASHINGTON BOULEVARD

The proposed project would result in a significant impact at the intersection of Ince Boulevard & Washington Boulevard (Intersection #10) in the PM peak hour using its current lane configuration.

Proposed Mitigation: Mitigation would involve modifying the raised island and restriping the eastbound approach from one shared through/right-turn lane to one through lane and one shared through/right-turn lane that line up with the existing striping on the east side of Ince Boulevard. Under this mitigation, the eastbound left-turn movement shall be prohibited. This mitigation would reduce the project-related impact at this location to a level that is less than significant. As shown in Table 9, the implementation of this mitigation measure would reduce the project-related impact at this intersection to a level that is less than significant.

Since, the project intends to open Gate 1 for exiting vehicular access, per City's requirement, the project will construct the aforementioned improvement prior to opening Gate 1 to vehicular access. The project will fund the design and construction of the proposed improvements including any related traffic signal modification and will be responsible for administering the work to implement the proposed mitigation measure.

ROBERTSON BOULEVARD/EXPOSITION BOULEVARD & VENICE BOULEVARD

The proposed project would result in a significant impact at the intersection of Robertson Boulevard/Exposition Boulevard & Venice Boulevard (Intersection #23). Intersection improvements to increase the capacity and/or efficiency of the roadway system and to reduce impacts at this intersection to a level below significance were explored and discussed in a study conducted by Fehr & Peers in 2011 to evaluate the potential traffic and parking impacts of an earlier version of Comprehensive Amendment #6 (the 2011 Traffic Study). The identification of physical and/or operational mitigation measures for the impacted intersection under the future plus project scenario is consistent with the corresponding intersection improvements discussed in the Mitigation Measures section in Chapter 4 of the 2011 Traffic Study. Following is a summary of mitigations proposed for this intersection.

Proposed Mitigation: The Project will provide cost reimbursement to LADOT to upgrade signal controller up to six intersections identified by LADOT within the vicinity of the project. In addition, Culver Studios will also install CCTV cameras at the two intersections of Cadillac Avenue & Robertson Boulevard and Fairfax Avenue and Pico Boulevard. These improvements will serve as mitigation for the project impact identified at the intersection of Robertson Boulevard/Exposition Boulevard & Venice Boulevard. LADOT provided a letter to Culver Studios on September 3, 2015 confirming an agreement to accept a monetary payment for signal controller upgrades and CCTV installments.

Implementation of aforementioned improvements at up to eight intersections will enhance LADOT's ability to monitor traffic flows and adjust signal timing adaptively, thus providing more efficient traffic flows and system-wide benefits. The benefits are expected to reduce the V/C ratio of the Robertson Boulevard/Exposition Boulevard & Venice Boulevard intersection by a minimum of 0.01, which will result in a less than significant impact at the intersection of Robertson Boulevard/Exposition Boulevard & Venice Boulevard (Intersection #23) during both the AM and PM peak hours.

EFFECTIVENESS OF PROPOSED MITIGATION MEASURES

A detailed summary of the mitigation measure effectiveness is presented in Table 9 for the future plus project scenario. The table identifies intersection impacts according to the City's designated impact criteria and indicates the effectiveness and whether each impact can be mitigated. Overall, the effectiveness of the mitigations at the impacted locations is consistent with the 2011 Traffic Study. Both the updated traffic impact analysis and the traffic impact analysis conducted in the 2011 Traffic Study do not yield in any remaining significant and unavoidable impacts with the proposed project.

Construction of the mitigation measures for the proposed project will be required at the time that the project is implemented.

SIGNAL WARRANT ANALYSIS

Five study intersections located in the City of Culver City are currently unsignalized:

3. Duquesne Avenue & Lucerne Avenue
16. Higuera Street & Lucerne Avenue
17. Ince Boulevard & Lucerne Avenue
23. Ince Bouelard & Culver Studios Gate 2

24. Ince Boulevard & Culver Studios Gate 3

The City of Culver City traffic analysis methodology and significance criteria are for signalized intersections only. The City does not provide impact thresholds for unsignalized intersections. The LADOT Traffic Study Policies & Procedures states that "unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device."

In consultation with City of Culver City staff, it was determined that signal warrant analysis would be conducted at the following intersections:

22. Ince Bouelard & Culver Studios Gate 2

23. Ince Boulevard & Culver Studios Gate 3

Traffic volumes and lane configurations, as presented in Appendices A and B, were used to prepare signal warrant analyses for the existing, existing baseline plus project, future base, and future plus project conditions. The warrant analyses were conducted in accordance with the procedures described in Chapter 4C of the *California Manual on Uniform Traffic Control Devices 2012* (MUTCD 2012). The warrant for a traffic signal is met if a plotted point representing the vehicles per hour on the major street (for both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour lies above the applicable curve in Figure 4C-3 in the MUTCD 2012 for the combination of approach lanes. If the combined volume of the major approaches and the corresponding conflicting volumes are greater than the threshold determined by the intersection configuration, then a traffic signal could be warranted.

As shown in Table 10, neither of the intersections meets the signal warrant thresholds under the AM and/or PM peak hours. Signal warrant calculation sheets are presented in Appendix D.

QUEUING ANALYSIS

A traffic micro-simulation analysis was conducted for the intersection of Ince Boulevard and Washington Boulevard (Intersection #10) and Ince Boulevard and Gate 3 (Intersection #24). The analysis was conducted per the City of Culver City's request to determine future queuing conditions at the intersections as a result of traffic from the proposed project. The focus of the queuing analysis is to specifically determine if there is adequate storage in the westbound to southbound left-turn lane at Ince Boulevard and Washington Boulevard and determine the necessary removal of parking for the southbound right turn at Gate 3.



Three scenarios were tested in the queuing analysis for the AM and PM peak hour at Ince Boulevard & Washington Boulevard:

- Existing baseline (Year 2014)
- Future Base (Year 2018)
- Future plus project (Year 2018)

**TABLE 10
INTERSECTION
SIGNAL WARRANT ANALYSIS**

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing Baseline Signal Met?	Existing Baseline Plus Project Signal Met?	Future 2018 Signal Met?	Future Plus Project Signal Met?
23	Ince Blvd	Culver Studios Gate 2	AM	NO	NO	NO	NO
			PM	NO	NO	NO	NO
24	Ince Blvd	Culver Studios Gate 3	AM	NO	NO	NO	NO
			PM	NO	NO	NO	NO

OVERVIEW OF THE ANALYSIS TOOL

Fehr & Peers used the Synchro/SimTraffic micro-simulation software program to conduct the queuing analysis. This program simulates projected traffic flows and considers the effect of upstream and downstream intersection queuing when calculating traffic operations. The use of a simulation software program is recommended when analyzing traffic operations at closely spaced intersections that experience congestion during peak hours to ensure that interaction between intersections is considered. Synchro is an interactive software package that models and optimizes traffic signal timings and allows for integration with SimTraffic. It is a macroscopic traffic software program that replicates the signalized intersection capacity analysis as specified in the HCM. Macroscopic-level models represent traffic in terms of aggregate measures for each movement at the intersections. Equations are used to determine measures of effectiveness such as delay and queue length. These models do not account for bottleneck situations where upstream traffic deficiencies reduce the amount of traffic reaching downstream intersections.

SimTraffic is a microscopic simulation model that can simulate a wide variety of traffic controls, including a network with traffic signals operating at different cycle lengths or operating under fully-actuated conditions. Each vehicle in the traffic system is individually tracked through the model and comprehensive operational measures of effectiveness (MOEs) are collected on every vehicle during each tenth of a second of the simulation. Driver behavior characteristics (ranging from passive to aggressive) are assigned to each vehicle by the model, affecting the free-flow speed, queue discharge headways, and other behavioral attributes. The variation of each vehicle's behavior is simulated in a manner reflecting real-world operations. Since SimTraffic is a microscopic model, the full impact of queuing and blocking would be measured by the model.

The intention is to use Synchro and SimTraffic as companion models. The Synchro traffic models for this project were coded with the peak hour volumes, posted speed limit, vehicle mix, and signal timing. Traffic signal-related information such as phasing and initial timing (minimum green, maximum green, gap, etc.) for the signalized intersections was obtained from city staff. Additional detail such as turn pocket lengths and intersection spacing was coded based on field visits and aerial photos. The Synchro models were converted to SimTraffic for further model development. The SimTraffic models reflecting existing field conditions require calibration to ensure that traffic volumes, queue lengths, and other operational observations are satisfactorily replicated. Fehr & Peers applied *Guidelines for Applying Traffic Microsimulation Modeling Software* (California Department of Transportation, September 2000) and conducted multiple runs to account for stochastic nature of the model and to achieve confidence in the simulated results.

DETERMINATION OF QUEUES

Synchro uses theoretical equations to determine the queue, whereas SimTraffic observes the queue. Synchro calculates the 50th percentile and 95th percentile queue. In SimTraffic, a vehicle is considered queued whenever it is traveling at less than 10 feet per second. A vehicle is queued when it is either at the stop bar or behind another queued vehicle. The maximum queue is the maximum back of the queue observed for the entire peak hour analysis interval. The average queue is the average of all the two-minute maximum queues. Synchro and SimTraffic use the same geometry. In most cases, however, SimTraffic provides a more accurate representation of the queue length, since it actually models and tracks each vehicle.

Because LOS has already been determined for corridor intersections according to City of Culver City criteria using the ICU method as described in a previous section, the Synchro/SimTraffic software package was used to estimate the simulated queuing based on SimTraffic simulation queuing reports.

Queues reported in SimTraffic vary based on analysis period, volume level, geometry, signal phasing/timing and driver behavior. In this analysis, average queues determined by SimTraffic microscopic simulation are reported, which are averages of all two-minute maximum queues recorded during the simulation. To determine queue lengths, SimTraffic simulation was run 10 times for each scenario. The average queues reported are the average of the 10 runs.

LOS AND QUEUING CONDITIONS

Table 11 represents the queuing analysis conducted for the Ince Boulevard and Washington Boulevard and Ince Boulevard and Gate 3 intersections for the given scenarios by peak hour.

As shown in Figure 13, approximately 106 AM peak hour trips and 131 PM peak hour trips would use the westbound left-turn lane at Ince Boulevard and Washington Boulevard, and approximately 91 AM peak hour trips and 24 PM peak hour trips would use the southbound right-turn lane at Ince Boulevard and Gate 3.

Following is a summary of results of the micro-simulation traffic analysis:

- Under existing baseline conditions, the average westbound AM and PM peak hour left-turn queues from Washington Boulevard to Ince Boulevard do not exceed the capacity of 110 feet. However, the maximum AM and PM peak hour queues reported exceed this capacity by 14 feet (as shown in Table 11).

**TABLE 11
INTERSECTION QUEUING SUMMARY**

AM Peak Hour					Existing Baseline		Future 2018 No Project		Future 2018 with Project		
Intersection Number	Intersection Streets	Direction	Movement	Storage (ft)	Average Queue (ft)	Max. Queue (ft)	Average Queue (ft)	Maximum Queue (ft)	Average Queue (ft)	Maximum Queue (ft)	<i>Project-Related % Increase in Max. Queue</i>
10	Ince Blvd & Washington Blvd	WB	Left Turn	110	51	124	52	124	99	125	1%
24	Ince Blvd and Culver Studios Gate 3	SB	Right Turn	0	2	37	3	29	3	44	52%
PM Peak Hour					Existing Baseline		Future 2018 No Project		Future 2018 with Project		
Intersection Number	Intersection Streets	Direction	Movement	Storage (ft)	Average Queue (ft)	Max. Queue (ft)	Average Queue (ft)	Maximum Queue (ft)	Average Queue (ft)	Maximum Queue (ft)	<i>Project-Related % Increase in Max. Queue</i>
10	Ince Blvd & Washington Blvd	WB	Left Turn	110	76	124	61	120	75	124	3%
24	Ince Blvd and Culver Studios Gate 3	SB	Right Turn	0	2	31	1	24	0	0	-100%

Note:

The project proposes to add a southbound right-turn lane from Ince Blvd to Culver Studios Gate 3. The addition of this lane will increase the capacity of vehicles making a southbound right-turn.

An increase in southbound right-turns are expected at the intersection in both the AM and PM peak hours. The inclusion of the southbound right-turn lane reduces the queueing of southbound right-turn vehicles due to the additional capacity.

- Under existing baseline conditions, the average AM and PM peak hour southbound right-turn queues from Ince Boulevard to Gate 3 is 2 feet. The maximum AM and PM peak hour queues are between 31 feet and 37 feet, (as shown in Table 11). There is no right-turn lane under the existing conditions.
- Under future base conditions, the average AM and PM peak hour westbound left-turn queue length from Washington Boulevard to Ince Boulevard is between 52 feet and 61 feet. The average westbound left-turn queue from Washington Boulevard to Ince Boulevard does not exceed the capacity of 110 feet. However, the maximum AM and PM peak hour queues reported do exceed this capacity by 14 feet during the AM peak hour and 10 feet during the PM peak hour (as shown in Table 11).
- Under future base conditions, the average AM and PM peak hour southbound right-turn queues from Ince Boulevard to Gate 3 is between 1 foot and 3 feet. The maximum AM and PM peak hour queues are between 24 feet and 29 feet (as shown in Table 11). There is no right-turn lane under the future base conditions.
- As shown in Table 11, the average AM and PM peak hour for the future plus project westbound left-turn from Washington Boulevard to Ince Boulevard is between 99 feet and 75 feet. This represents an increase between 14 feet and 47 feet, which is approximately equivalent to one to two car lengths. During the AM peak hour, the future plus project westbound left-turn maximum queue from Washington Boulevard to Ince Boulevard with the proposed project increases by 1 foot (approximately 1% project-related increase). During the PM peak hour, the future plus project westbound left-turn maximum queue from Washington Boulevard to Ince Boulevard with the proposed project increases by 4 feet (approximately 3% project-related increase). This represents a distance less than one half a car.
- The City of Culver City requested that a dedicated southbound right-turn lane from Ince Boulevard to Gate 3 be included as part of the project. Due to the width of Ince Boulevard (30 feet) a reduction in the width of the sidewalk would be required to accommodate a dedicated southbound right-turn. The project proposes that Ince Boulevard be widened by 2 feet to allow for a southbound through lane and a southbound right-turn lane. This right-turn lane would provide a 50 foot storage area for vehicles entering at Gate 3. The micro-simulation model included the dedicated southbound right-turn lane as part of the future plus project analysis scenario. As shown in Table 11, the future plus project average AM and PM peak hour southbound right-turn from Ince Boulevard to Gate 3 is between 0 feet and 3 feet. This represents no increase by the project. During the AM peak hour, the future plus project southbound right-turn maximum queue from Ince Boulevard to Gate 3 with the proposed project increases by 15 feet during the AM peak hour (approximately 52% project-related increase). During the PM peak hour, the future plus project southbound right-turn maximum queue from Ince Boulevard to Gate 3 with the proposed project decreases by 24 foot (approximately 100% project-related decrease).
- Consistent with the existing baseline and future base, the average westbound left-turn queue from Washington Boulevard to Ince Boulevard with the project traffic does not exceed the

capacity of 110 feet, however, the maximum queue reported does exceed the capacity by 15 feet during the AM peak hour and 14 feet during the PM peak hour (as shown in Table 11).

- With a dedicated southbound right-turn lane, the average and maximum southbound right-turn queue from Ince Boulevard to Gate 3 with the project traffic does not exceed the queue lengths of the existing baseline or future base average or maximum queue lengths in both the AM and PM peak hours (as shown in Table 11).
- Since the average queue length of the westbound left-turn lane does not exceed the capacity with the addition of project traffic, it is not expected to cause an adverse impact to queuing at Ince Boulevard & Washington Boulevard.
- Since the average queue length of the southbound right-turn does not exceed the existing queue with the addition of project traffic, it is not expected to cause an adverse impact to queuing at Ince Boulevard & Gate 3.

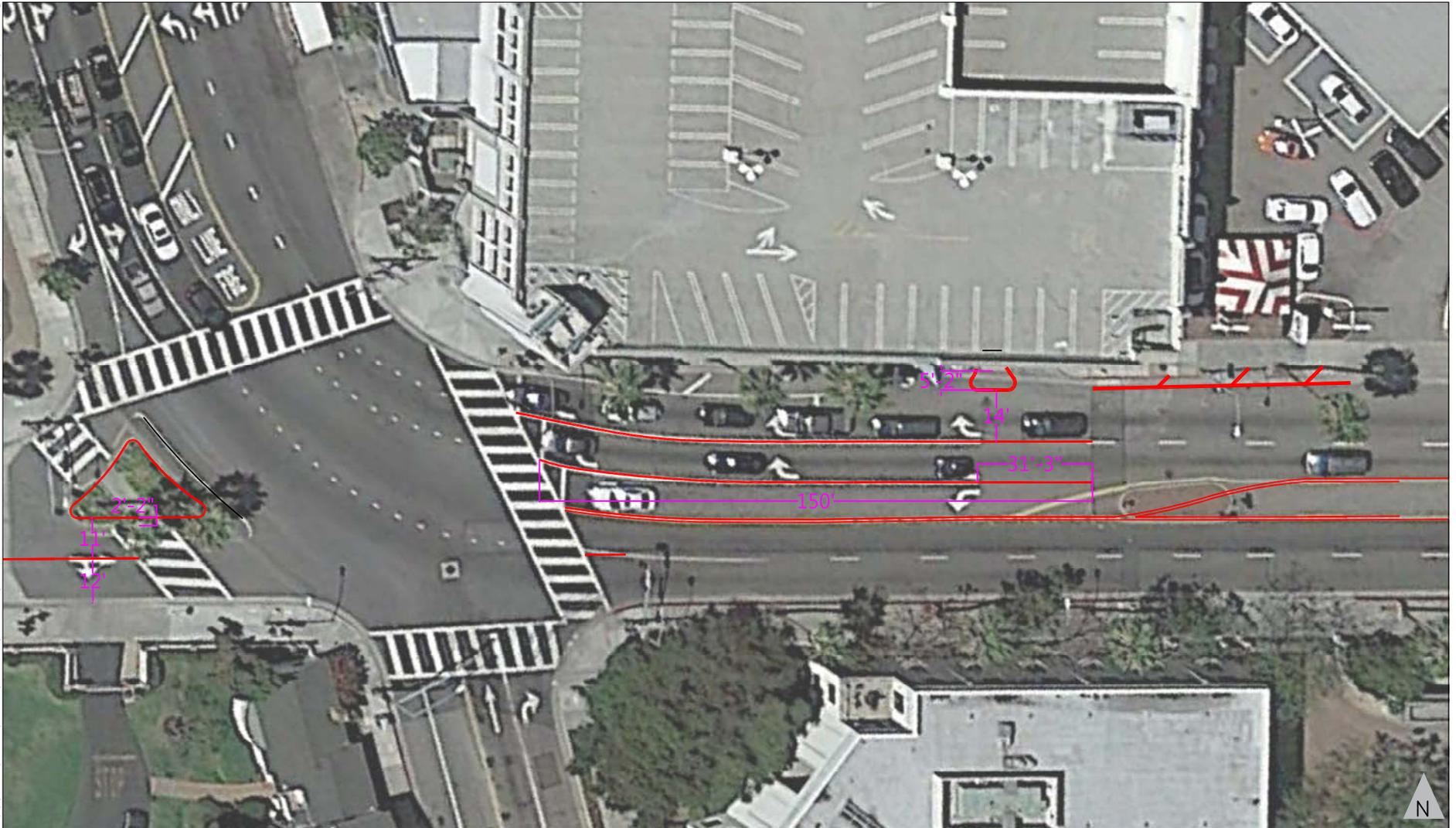
PROPOSED IMPROVEMENT

At the intersection of Ince Boulevard and Washington Boulevard, the project will be responsible for extending the westbound left-turn lane from 118 feet to 150 feet and modifying the raised median island to accommodate the extended left-turn lane. The project will also be responsible to modify the striping and adjacent to the parking structure into the roadway to restrict left-turns out of the parking structure driveway. The removal of the median island along Washington Boulevard will be replaced by a two-way left-turn lane. Figure 14 shows conceptual design plans for the proposed westbound left-turn improvement at Ince Boulevard and Washington Boulevard. The project will fund the design and construction of the proposed improvements and will be responsible for administering the work to implement the proposed mitigation measure.

At Intersection #24 – Gate 3 and Ince Boulevard, the project will be responsible for widening Ince Boulevard by 2 feet to provide a 100 foot southbound right-turn pocket into Gate 3. Based on the queuing analysis conducted, a 100 foot southbound right-turn will sufficiently meet the queuing demand. A 30 foot reverse taper and a 30 foot red curb zone will provide access to the right-run pocket. The current roadway width of Ince Boulevard at Gate 3 is approximately 30 feet and is not sufficient to provide three lanes: one southbound right-turn lane, one southbound through lane and one northbound through lane. To accommodate a right turn lane, the roadway will need to be widened by approximately 2 feet in to the existing sidewalk along the west side of Ince Boulevard. This sidewalk is currently 10 feet. A widening of 2 feet will require removal or relocation of sidewalk amenities such as trees, light poles, parking meters, etc. The resulting widening will result in an 8 foot parkway and a 12 foot northbound through lane, a 10 foot southbound through lane, and a 10 foot southbound right-turn pocket along Ince Boulevard at Gate 3. The project will fund the design and construction of the proposed improvements and



will be responsible for administering the work to implement the proposed mitigation measure. Three parking spaces will be removed as a result of this improvement. Appendix E provides the queuing results.



SCALE - 1" : 40'



Figure 14
CONCEPTUAL DESIGN
WESTBOUND LEFT-TURN LANE EXTENSION AT
INCE BOULEVARD AND WASHINGTON BOULEVARD INTERSECTION

5. NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS

When the project trip distribution was determined for the project, it was agreed in consultation with City of Culver City staff that the impact of project trips on residential neighborhoods would be minimized. The Studios, in coordination with the City of Culver City, is required to implement measures in order to accomplish the aforementioned objective. These measures were established as part of Comprehensive Plan Amendment #5 and included traffic signs directing traffic in/out of the studio towards major roadway and implementing a public relations program that will inform all employees, vendors, tenants, and visitors of the designated routes to and from the studios to help prevent vehicles using residential neighborhoods to access the site.

As a result of these measures, no new trips associated with the proposed project were routed through the adjacent residential neighborhood as a result of these measures. As seen in Table 12 and Table 13, thus the project would not create a significant traffic impact in any of the residential neighborhoods adjacent to the project site in either the existing base or future year scenarios.

TABLE 12
NEIGHBORHOOD STREET IMPACT ANALYSIS - DAILY TRAFFIC VOLUME - EXISTING BASELINE CONDITIONS

Location	Weekday Bidirectional Daily Volume			Impact Analysis		
	Existing ADT	Project Only	Existing plus Project	% of Final ADT	Significance Threshold	Significant Impact?
Ince Blvd b/w Krueger St and Hubbard St	3,205	0	3,205	0.0%	+8.0%	No
Higuera St b/w Krueger St and Hubbard St	5,799	0	5,799	0.0%	+8.0%	No
Lucerne Ave b/w Higuera St and Ince Blvd	4,981	0	4,981	0.0%	+8.0%	No
Lucerne Ave b/w Duquense Ave and Lafayette Pl	6,391	0	6,391	0.0%	+8.0%	No
Krueger St b/w Ince Blvd and Higuera St	491	0	491	0.0%	120 Trips	No
Hubbard St b/w Ince Blvd and Higuera St	350	0	350	0.0%	120 Trips	No
Carson St b/w Ince Blvd and Higuera St	321	0	321	0.0%	120 Trips	No

Note: * denotes negligible volume.

Project volumes are rounded to the nearest 10.

TABLE 13
NEIGHBORHOOD STREET IMPACT ANALYSIS - DAILY TRAFFIC VOLUME - FUTURE CONDITIONS

Location	Weekday Bidirectional Daily Volume				Impact Analysis		
	Existing ADT	Cumulative ADT	Project Only	Existing plus Project	% of Final ADT	Significance Threshold	Significant Impact?
Ince Blvd b/w Krueger St and Hubbard St	3,205	3,333	0	3,333	0.0%	+8.0%	No
Higuera St b/w Krueger St and Hubbard St	5,799	6,264	0	6,264	0.0%	+8.0%	No
Lucerne Ave b/w Higuera St and Ince Blvd	4,981	5,175	0	5,175	0.0%	+8.0%	No
Lucerne Ave b/w Duquense Ave and Lafayette Pl	6,391	7,034	0	7,034	0.0%	+8.0%	No
Krueger St b/w Ince Blvd and Higuera St	491	511	0	511	0.0%	120 Trips	No
Hubbard St b/w Ince Blvd and Higuera St	350	364	0	364	0.0%	120 Trips	No
Carson St b/w Ince Blvd and Higuera St	321	331	0	331	0.0%	120 Trips	No

Note: * denotes negligible volume.

Project volumes are rounded to the nearest 10.

6. REGIONAL TRANSPORTATION IMPACT ANALYSIS

This chapter presents an analysis of potential project impacts on the regional transportation system in terms of vehicular and transit service impacts. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, October 2010). The Congestion Management Program (CMP) requires that, when an environmental impact report (EIR) is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

REGIONAL TRAFFIC IMPACT ANALYSIS

The CMP guidelines require that the first issue addressed be the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- 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 traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02), causing LOS F (V/C > 1.00)
- If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02)

ARTERIAL MONITORING STATION ANALYSIS

The CMP arterial monitoring stations nearest to the project study area are:

- La Cienega Boulevard & Venice Boulevard (City of Los Angeles)
- La Cienega Boulevard & Jefferson Boulevard (City of Los Angeles)
- Overland Avenue & Venice Boulevard (City of Culver City)

- La Cienega Boulevard & Centinela Avenue (City of Los Angeles)
- La Cienega Boulevard & Stocker Street (County of Los Angeles)

Based on the project trip generation estimates and a review of the net project traffic volumes shown in Figure 7, the proposed project would add fewer than 50 vehicle trips through these arterial monitoring stations. Therefore, no further analysis of CMP arterial intersections is required and CMP arterial intersection impacts are considered to be less than significant.

FREEWAY MAINLINE MONITORING STATION ANALYSIS

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in the CMP. Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vph, no further CMP freeway analysis is required and CMP freeway impacts are considered to be less than significant.

REGIONAL TRANSIT IMPACT ANALYSIS

Section D.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidelines regarding the percentage of person trips assigned to public transit depending on the type of use (commercial versus residential) and the proximity to transit services. Since the project site is located within one-quarter mile of a designated CMP transit corridor, the CMP guidelines provide that approximately 7.0% of total person trips generated might use public transit to travel to and from the site. The project trip generation is assuming at 15% transit credit, therefore 15% of total person trips to and from the site will be assumed to use transit.

Without the proposed transit credit the proposed project is estimated to generate 1,840 daily net trips, 199 net AM peak hour trips, and 188 net PM peak hour trips.

Applying the CMP guidelines by converting the vehicle trips to person trips by multiplying by a 1.4 AVR (199 net AM peak hour trips x 1.4 = 279 and 188 net PM peak hour trips x 1.4 = 263) and applying a 15% transit use (279 net AM peak hour person trips x 15% = 42 and 263 net PM peak hour person trips x 15% = 39), would result in approximately 42 new transit person trips during the weekday AM peak hour and 39 new transit person trips during the weekday PM peak hour.

Within ¼ mile of the Project site, Metro operates one local line; LADOT operates one regional bus; Santa Monica Big Blue Bus operates two local lines and one rapid line; and Culver City Bus operates three local lines. Within two miles of the Project site, Metro operates the Expo Line and the Metro Rapid 733.

The Project location is well served by numerous established local and regional transit routes; therefore project-related impacts are not expected to be significant. The headway service for local and express routes are between five and 12 minutes during both peak periods. LADOT operates with 30-minute headways during the peak hours. The bus services have an estimated seating capacity of approximately 4,720 persons during the peak hours based on a seating capacity of 40 persons for a standard bus and 65 persons for a Rapid articulated bus. The Metro Expo Line, with 12-minute headways in both the AM and PM peak hours has an estimated capacity of 2,250 persons during the peak periods. With a total estimated seating capacity of approximately 6,970 persons in the peak hours. The proposed project would utilize up to 0.6% of available transit capacity during the peak hours.

As discussed in Chapter 2, the project site is served by a number of established public transit routes. These routes include light rail, rapid buses, regional buses, and local buses, providing connectivity to public transit services throughout Los Angeles and potentially distributing project transit trips across numerous routes. Therefore, no significant project-related impacts on the regional transit system are anticipated.

7. SITE ACCESS, CIRCULATION, AND PARKING

PROJECT SITE ACCESS AND CIRCULATION

Washington Boulevard and Ince Boulevard will provide access to the site via Gates 1, 2 and 3. Figure 15 shows the site access and circulation. The traffic impact study analyzed a site access scenario with all employee and visitor vehicular traffic for Culver Studios entering and exiting the site from Gates 2 and 3. The existing Gate 1 will provide egress-only access. Figure 16 shows the proposed configuration of eastbound Washington Boulevard at Ince Boulevard. Gate 3 will provide access to the proposed new above-grade parking (Van Buren) structure. Figure 17 shows the proposed reconfiguration of Gate 3. Gate 4 will continue to be occasionally used for truck access.

PARKING

A parking code analysis was conducted for the proposed Culver Studios Comprehensive Plan Amendment No. 6. The analysis was conducted using previously established and approved parking rates for Culver Studios and also per the shared parking agreement with the City of Culver City under the Conditional Use Permit #87-11 regarding 200 parking spaces required for live audience.

ON-SITE PARKING REQUIREMENTS

Table 12 provides the results of a parking analysis conducted for the proposed Culver Studios CPA #6. Culver Studios is required to provide parking at the following previously established and approved rates:

- Office uses – 2.86 spaces/1,000 sf
- Passive Support – 0.52 spaces/1,000 sf (Parking rates were applied to only 85% of the total Gross Leasable Floor Area)
- Stage use – 2.46 spaces/1,000 sf

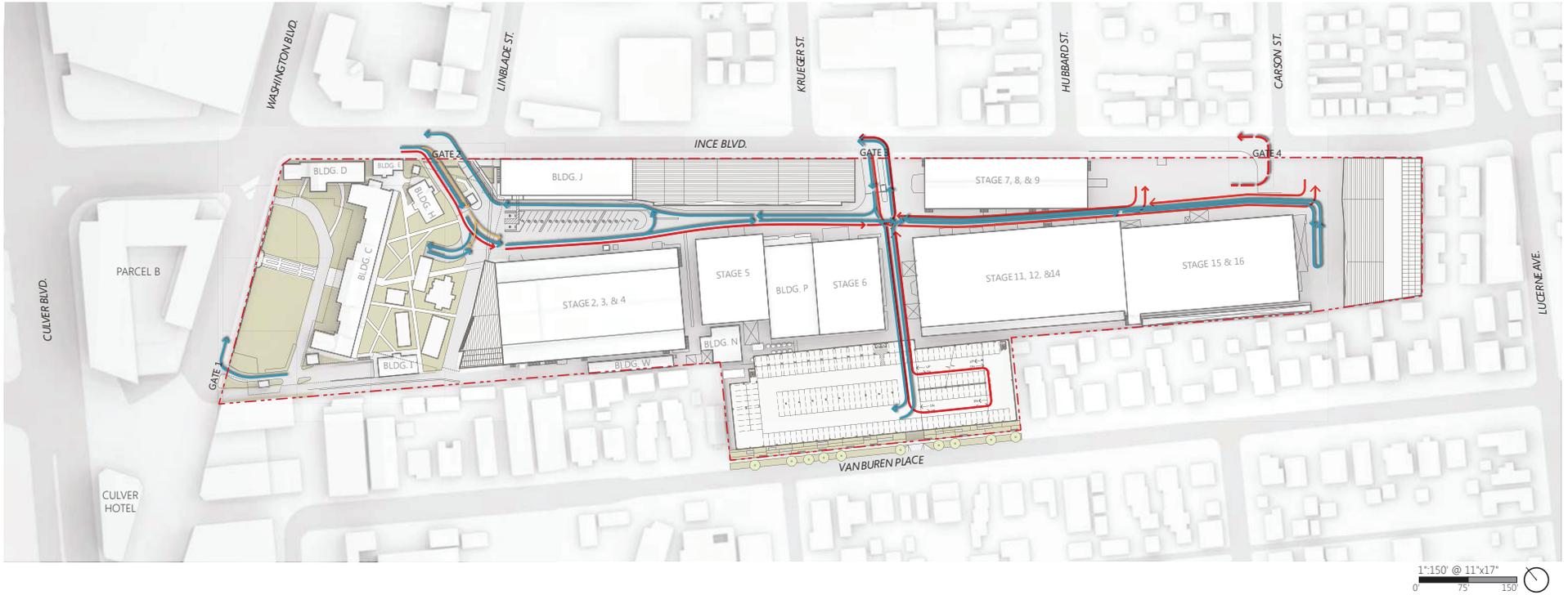
As show in Table 14, Culver Studios is currently required to provide a total of 752 on-site parking spaces for its existing operation.

The proposed project will demolish 25,607 sf of existing office, 37,816 sf of existing passive support uses, and 3,280 sf of stage use. The proposed project will construct 205,700 sf of new production office. This will result in a total parking requirement of 1,542 on-site parking spaces.



PROPOSED ON-SITE PARKING SUPPLY

Culver Studios currently provides a total of 754 parking spaces to satisfy the existing on-site parking requirement of 752 spaces. The project would remove 101 existing surface parking spaces and 200 existing garage parking spaces. The existing above grade parking structure would be replaced with a parking structure with 1,430 parking spaces. This would result in a net increase of 1,129 parking spaces, and a total supply of 1,883 on-site parking spaces upon the completion of the project thus exceeding the parking requirement of 1,542 spaces.

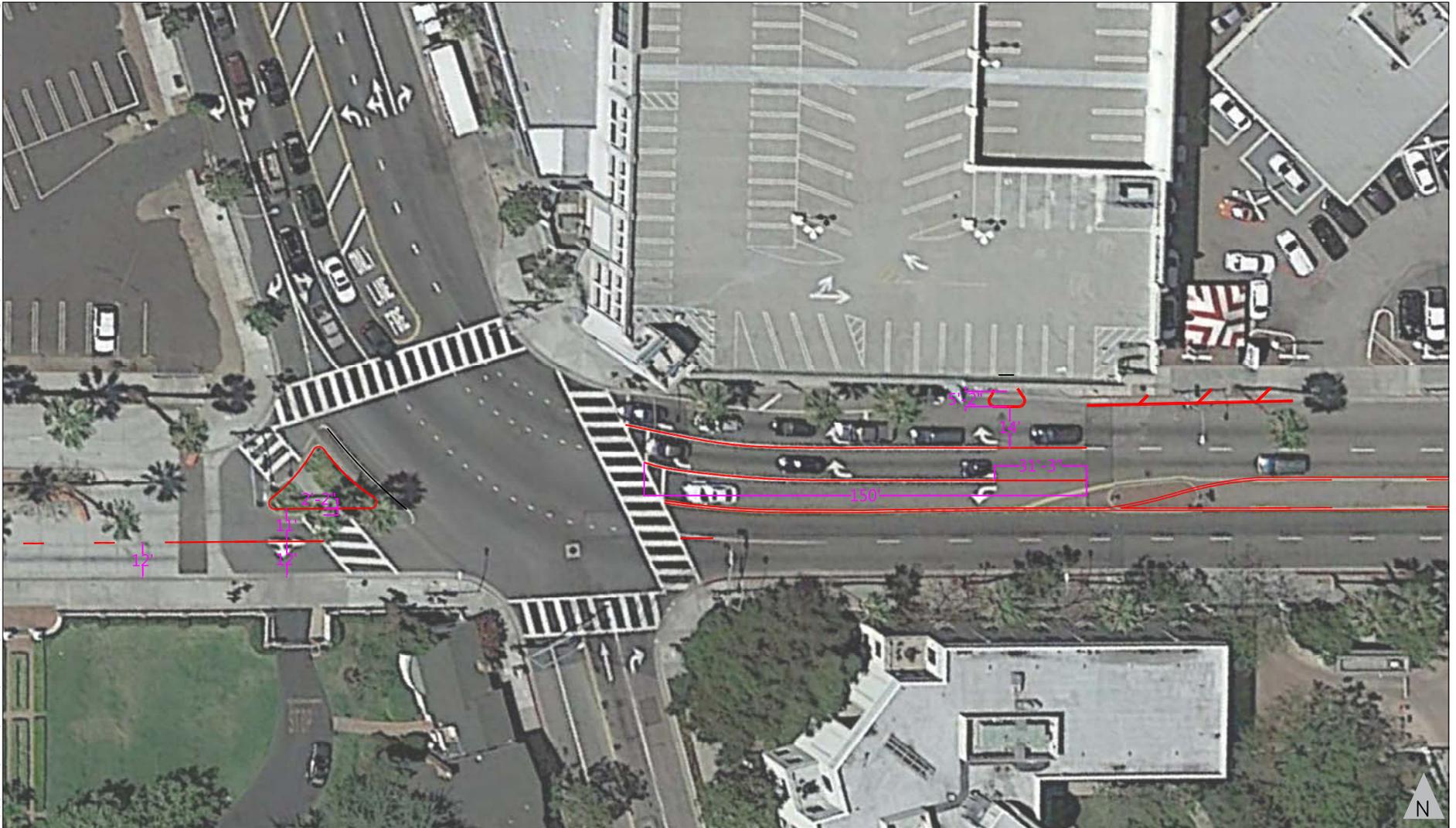


Source: Gensler

- Employee
- Visitor
- Production Vehicle (Primary)
- - - Production Vehicle (Secondary)



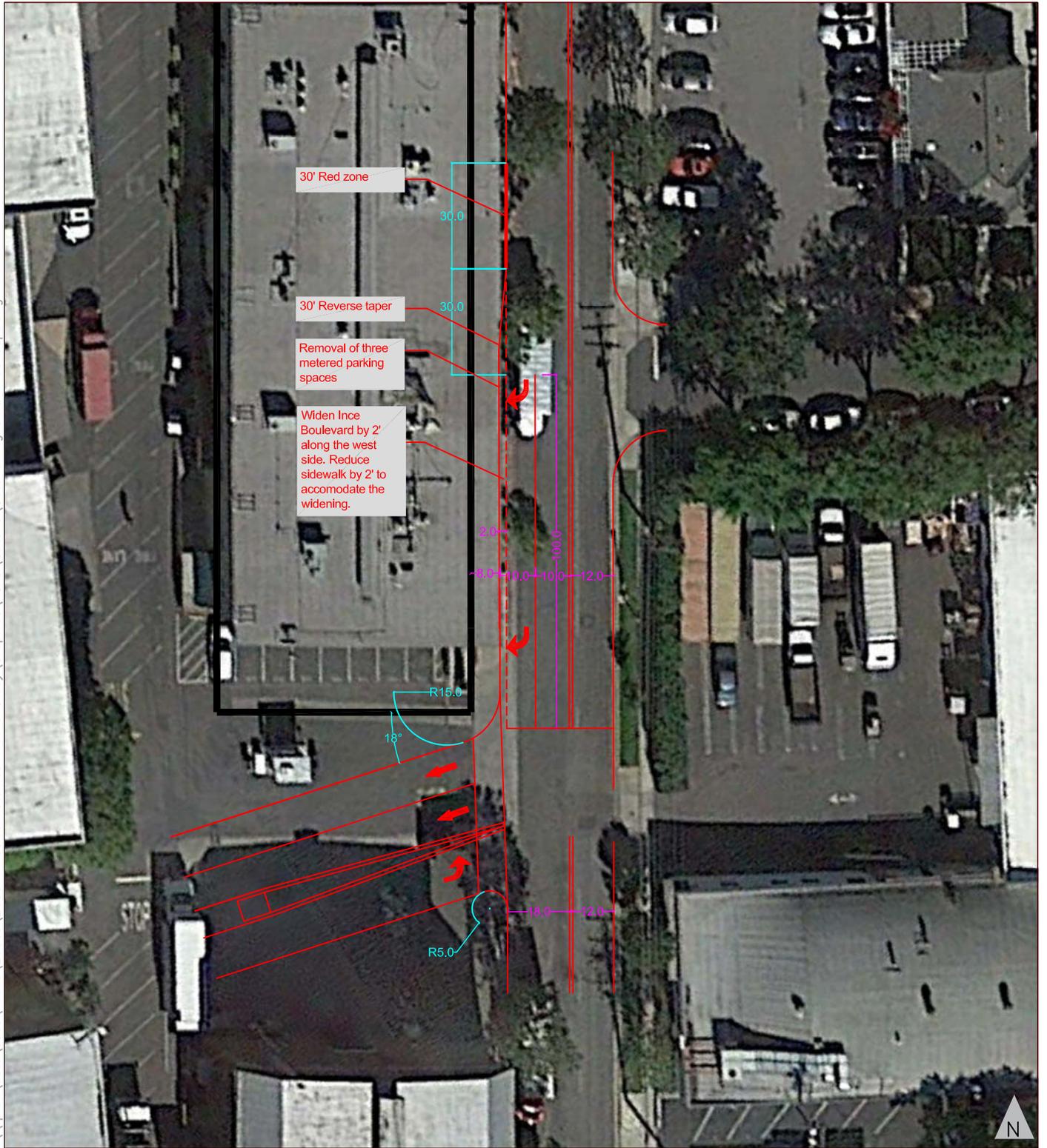
Figure 15
SITE ACCESS AND CIRCULATION



SCALE - 1" : 50'



Figure 16
CONCEPTUAL DESIGN
MITIGATION ALONG EASTBOUND APPROACH AT
INCE BOULEVARD AND WASHINGTON BOULEVARD INTERSECTION



SCALE= 1" : 40'

Figure 17

Conceptual Design of Proposed Southbound Right Turn Lane and Culver Studios Gate 3 Reconfiguration



**TABLE 14
CULVER STUDIOS MODIFIED CPA# 6 PARKING ANALYSIS**

Landuse Type	Existing			Proposed				
	GLFA (sf)	Rate (spaces/1,000 sf)	Parking Required/ Supply*	Existing Removed	Proposed New	Total GLFA (sf)	Rate (spaces/1,000 sf)	Parking Required/ Supply*
Office	117,872 sf	2.86	337 Spaces	25,607 sf	205,700 sf	297,965 sf	2.86	852 Spaces
Support [a]	74,197 sf	0.52	33 Spaces	37,816 sf		36,381 sf	0.52	16 Spaces
Stage	155,480 sf	2.46	382 Spaces	3,280 sf		152,200 sf	2.46	374 Spaces
Total	347,549 sf		752 Spaces	66,703 sf	205,700 sf	486,546 sf		1,242 Spaces
Live Audience [b]			200 Spaces					200 Spaces
Deffered [c]			100 Spaces					100 Spaces
Proposed Parking Supply			754 Spaces	301 Spaces	1,430 Spaces			1,883 Spaces

Note:

* - All numbers are rounded to the nearest whole number

[a] - Parking rate applied to 85% of the total GLFA for Passive Support uses.

[b] - It is understood that CUP #87-11 provided a shared parking agreement that provided for the live audience parking requirement to be addressed through a shared parking agreement.

[c] - It is understood that C.O.A. #ILH. of Resolution #94-R055 deferred 100 spaces of required stage use parking with the understanding that the Studio could be required to provide those spaces if a parking deficiency was found to be impacting the traffic flow and/or safety in the adjacent neighborhood.

8. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed office production space development as part of the Culver Studios Modified Comprehensive Plan Update #6 on the local street system. The following summarizes the results of this analysis:

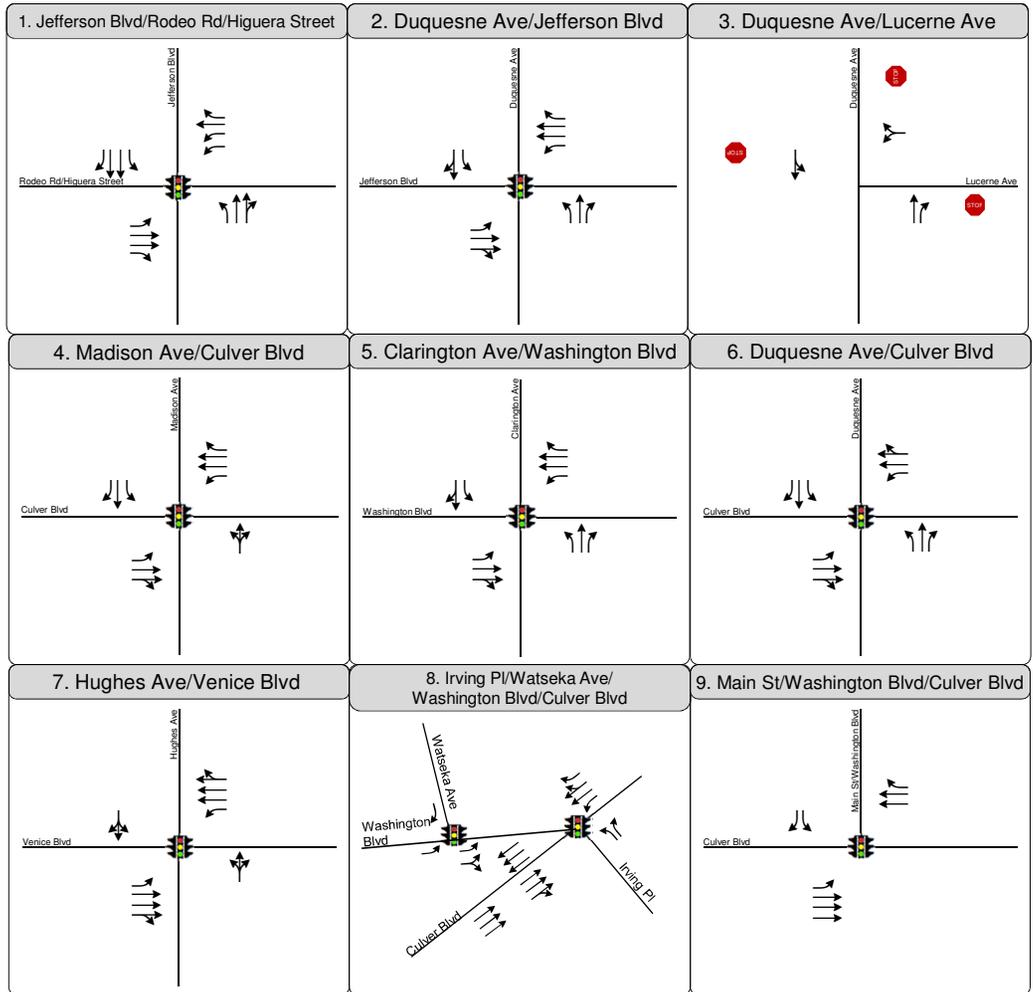
- The proposed project would involve the demolition of 66,703 sf of existing buildings and structures and replace it with the construction of 205,700 sf of new production office for a net addition of 138,997 sf.
- The study analyzed the proposed project with all employee and visitor vehicular traffic entering and exiting the site from Gate 2 and 3. The existing Gate 1 will provide egress-only access. Gate 3 will provide access to the new above-grade parking structure.
- The project would generate an estimated net external 1,564 daily trips, including 169 trips (149 inbound/20 outbound) during the AM peak hour and 159 trips (45 inbound/114 outbound) during the PM peak hour.
- The LOS analysis for the existing plus project scenario (using the City of Culver City and City of Los Angeles significance criteria) determined that the proposed project would significantly impact traffic at one intersection. After the proposed mitigation, the proposed project would not create any significant traffic impacts at any of the analyzed intersections.
- The LOS analysis for the future plus project scenario (using the City of Culver City and City of Los Angeles significance criteria) determined that the proposed project would significantly impact traffic at two intersections. After the proposed mitigation, the proposed project would not create any significant traffic impacts at any of the analyzed intersections.
- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on CMP monitoring intersections or the mainline freeway system.
- The project location is well served by numerous established transit routes and project-related impacts on the regional transit system are not expected to be significant.
- At the intersections of Ince Boulevard and Washington Boulevard, the project will be responsible for the design and construction to extend the westbound left-turn lane from 118 feet to 150 feet and modify the raised median island to accommodate the extended left-turn lane. The project will also be responsible to modify the striping and raised island adjacent to the parking structure into the roadway to restrict left-turns out of the parking structure driveway.
- The project will be responsible for the design and construction of the two eastbound approach lanes at the Washington Boulevard and Ince Boulevard intersection.

- The project will be responsible for the design and construction of the 100 foot southbound right-turn pocket on Ince Boulevard at Culver Studios Gate 3. A total of 3 on-street parking spaces on Ince Boulevard will be removed as part of the improvement. Gate 3 will be constructed similarly to Gate 2 such that the angle of the driveway inhibits right turns when existing at Gate 3.
- The project will add a net total of 1,129 spaces for a total of 1,883 parking spaces on site with the full build-out in Year 2018. This is 341 more spaces compared to 1,542 spaces required per the City's Municipal Code.

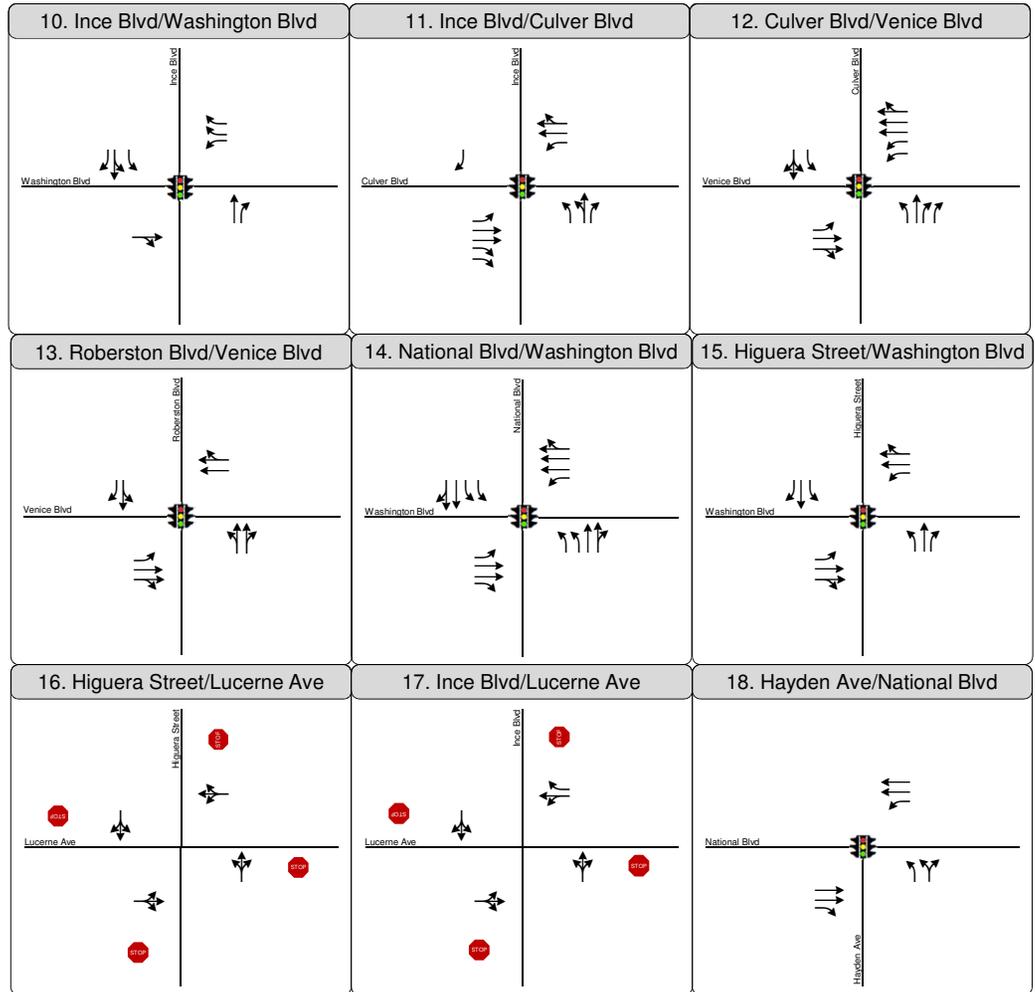
APPENDIX A: INTERSECTION LANE CONFIGURATION



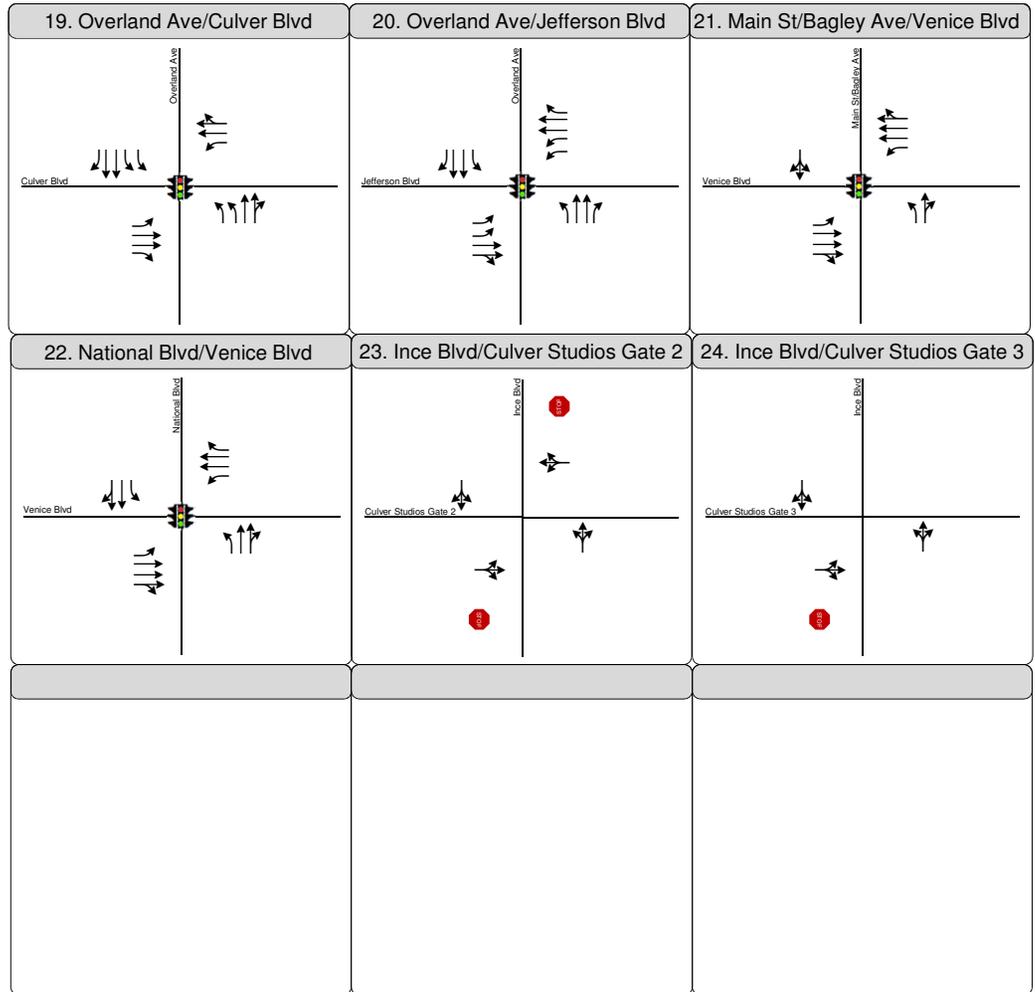
EXISTING



Lane Configurations
Existing (2014) Conditions

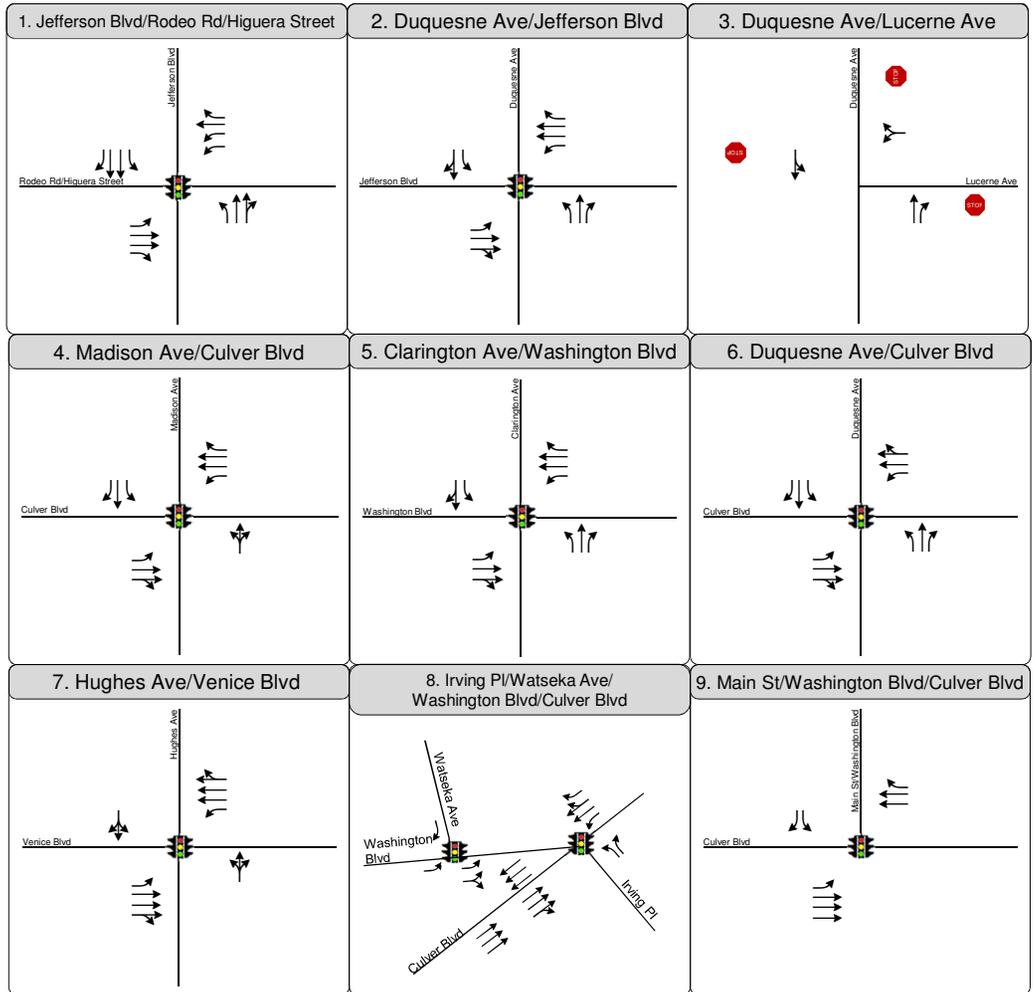


Lane Configurations
Existing (2014) Conditions

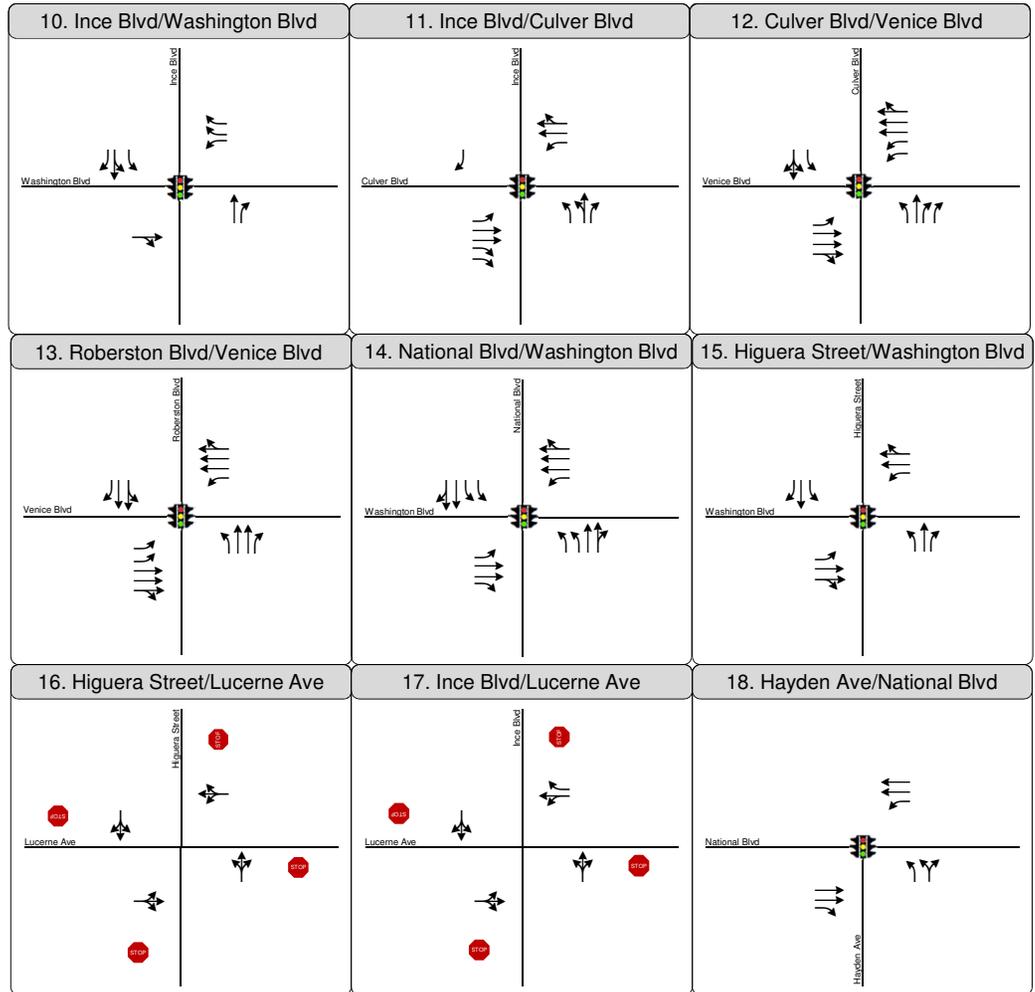


Lane Configurations
Existing (2014) Conditions

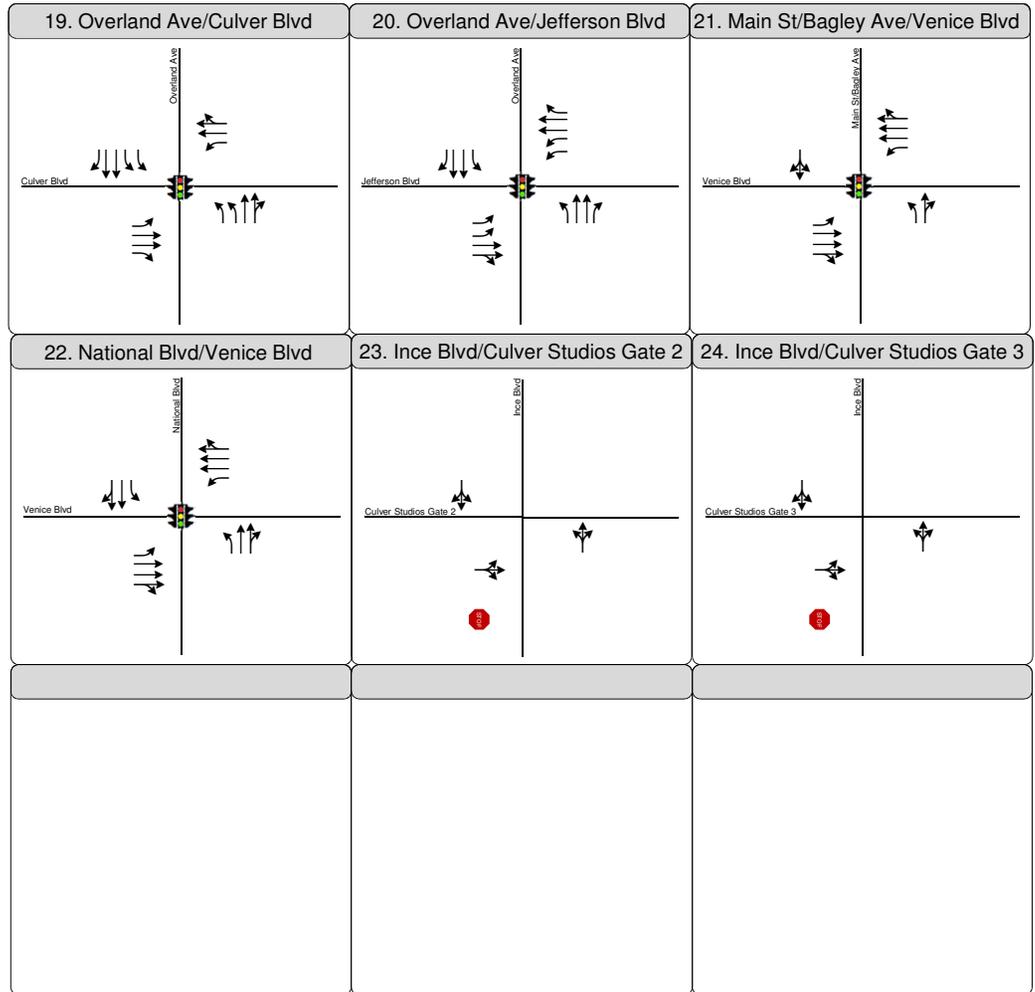
EXISTING BASELINE



Lane Configurations
Existing (2014) Baseline Conditions

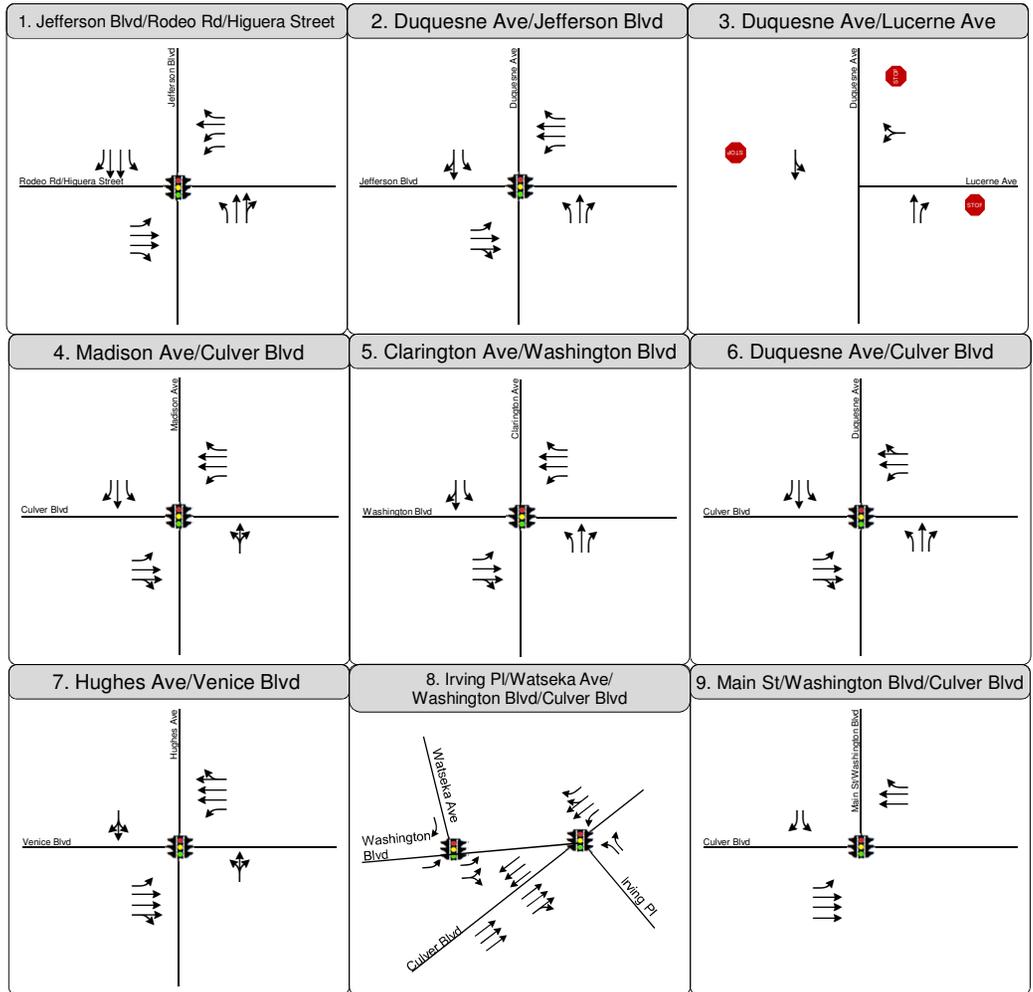


Lane Configurations
Existing (2014) Baseline Conditions

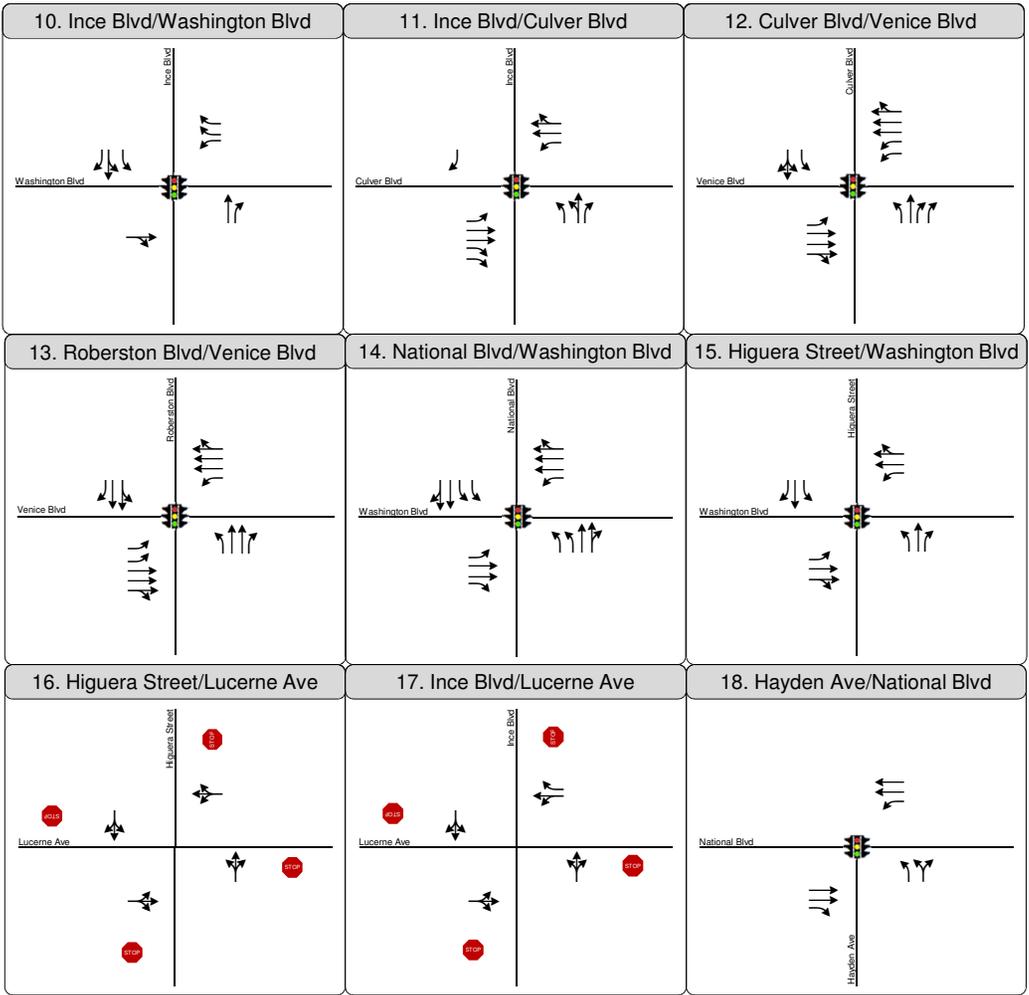


Lane Configurations
Existing (2014) Baseline Conditions

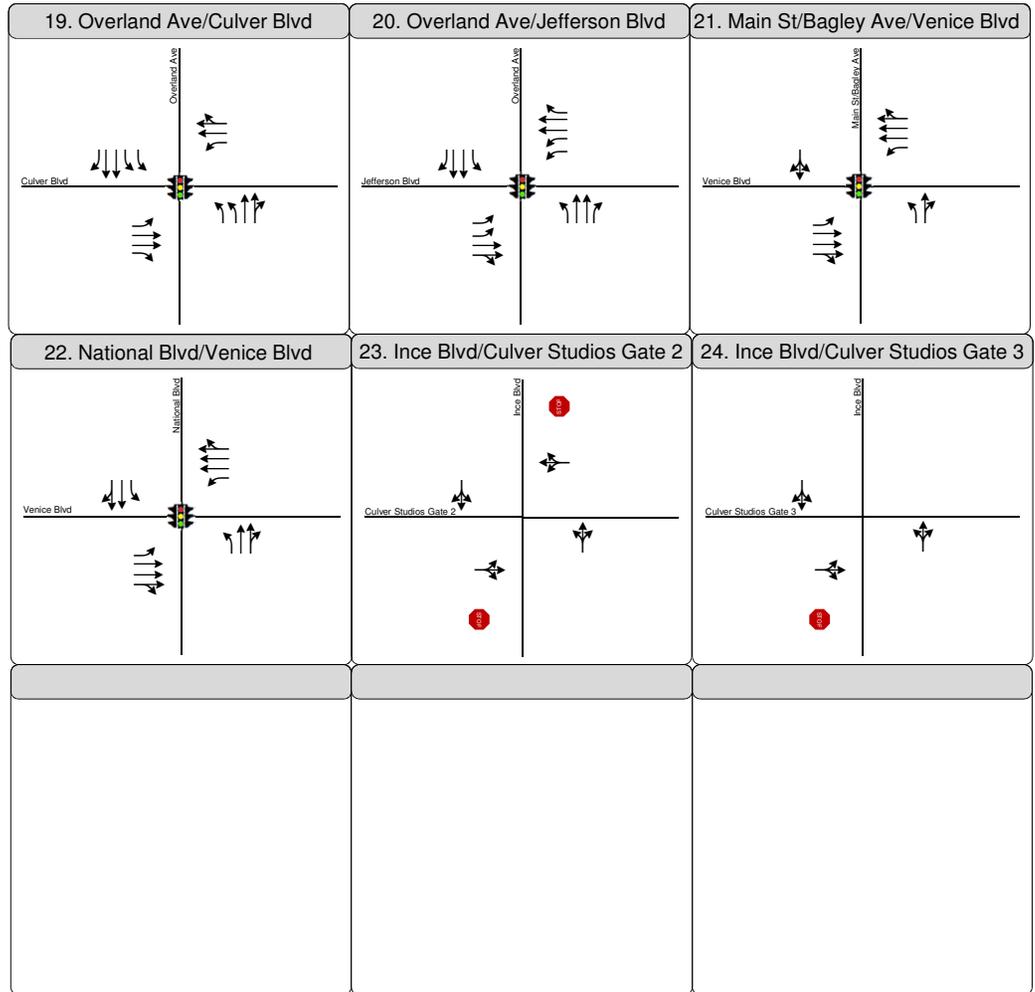
FUTURE



Lane Configurations
Future (2018) Conditions

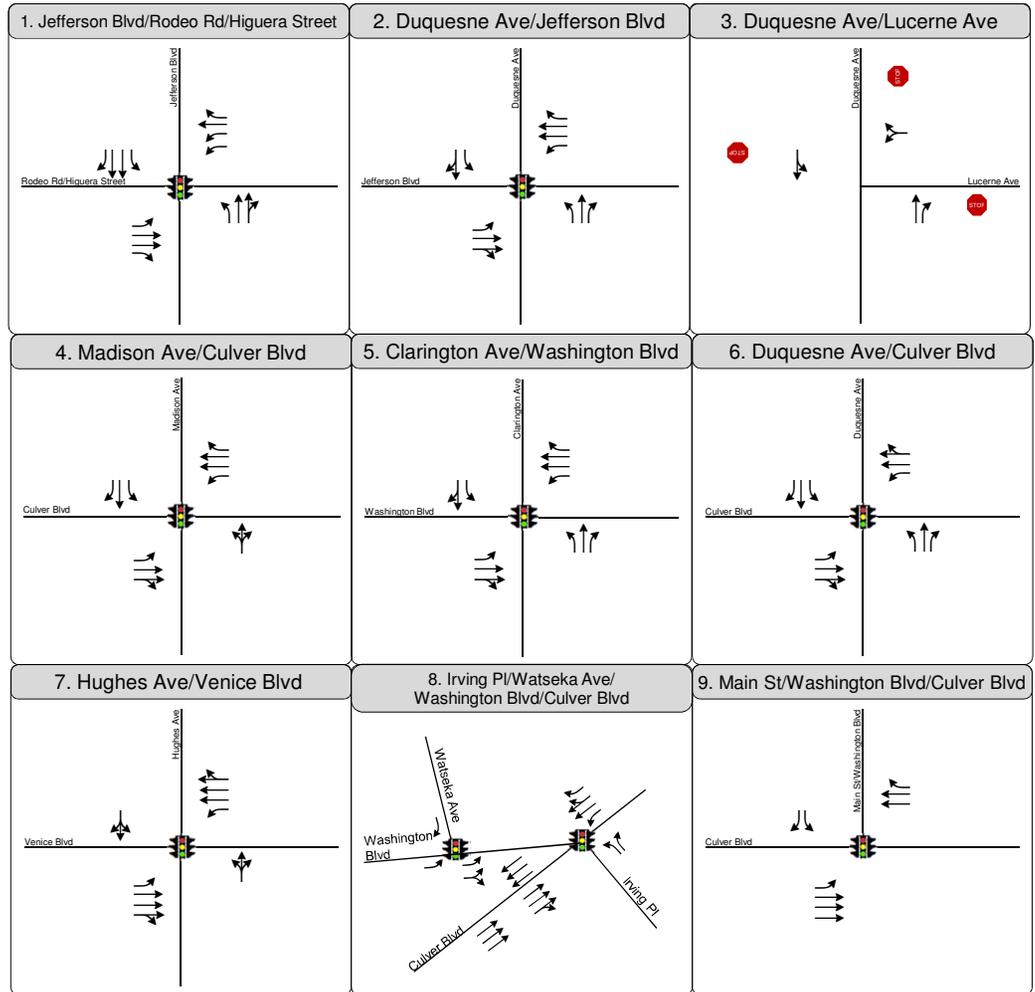


Lane Configurations
Future (2018) Conditions

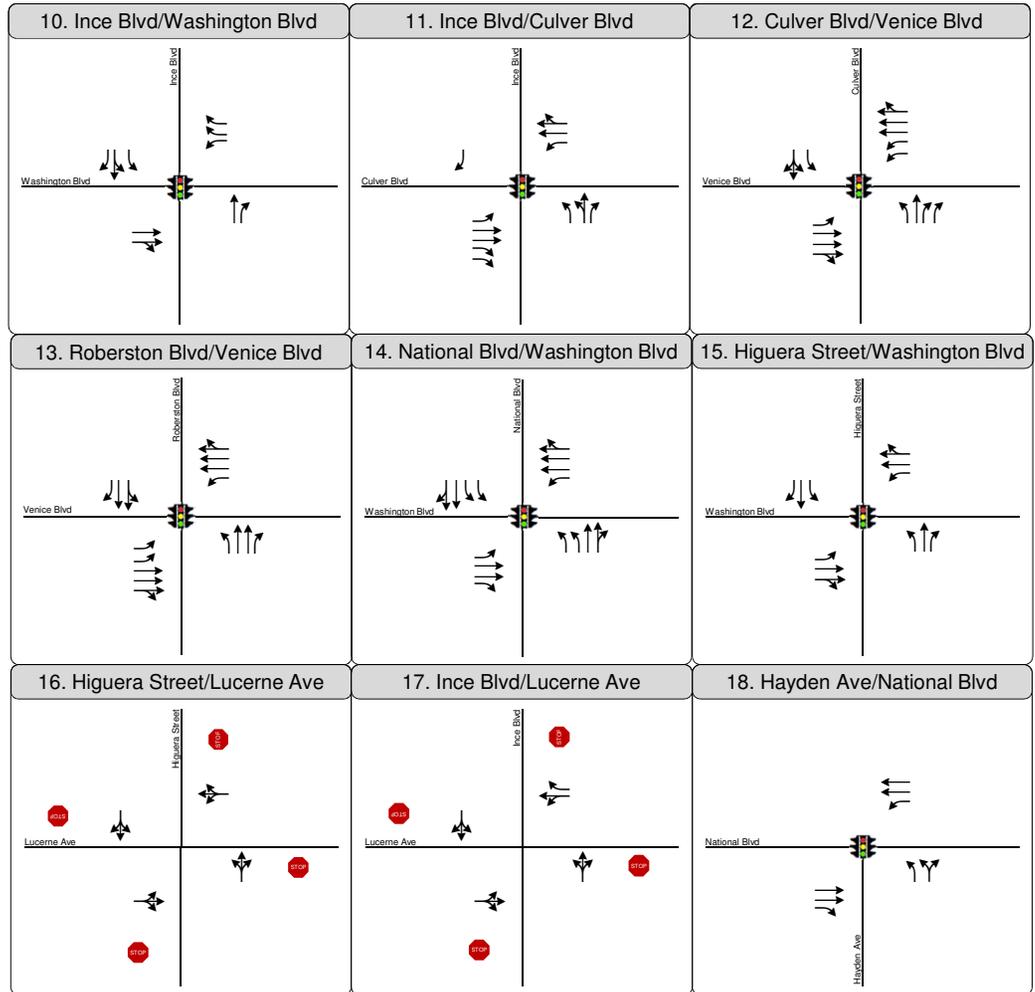


Lane Configurations
Future (2018) Conditions

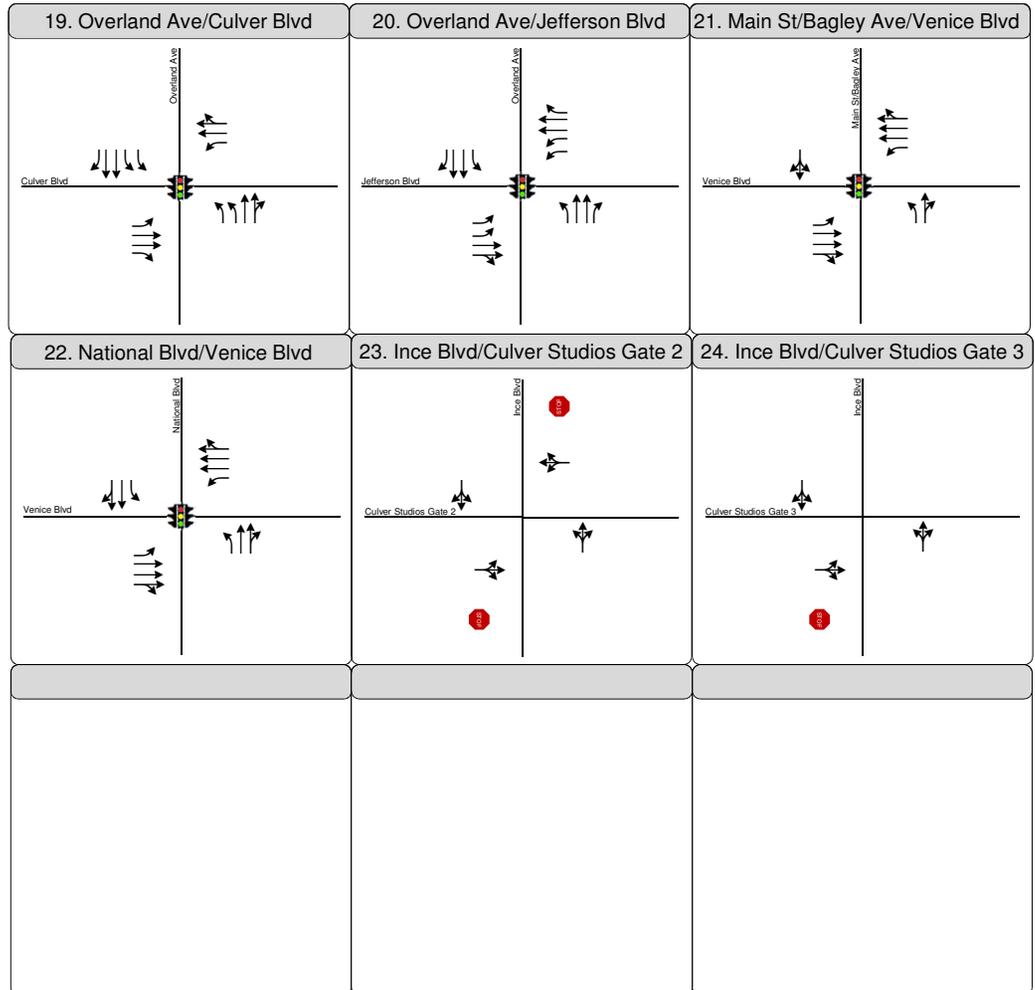
FUTURE PROJECT PLUS MITIGATION



Lane Configurations Future (2018) Plus Project Plus Mitigation Conditions



Lane Configurations
 Future (2018) Plus Project Plus Mitigation Conditions



Lane Configurations Future (2018) Plus Project Plus Mitigation Conditions

APPENDIX B: INTERSECTION TRAFFIC COUNTS



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-001

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	TOTAL
7:00 AM	12	87	0	17	128	1	0	8	1	143	98	72	567
7:15 AM	9	104	3	18	114	2	0	18	2	174	128	72	644
7:30 AM	13	116	1	22	151	2	1	11	2	137	97	88	641
7:45 AM	13	138	1	33	155	6	4	14	3	202	150	75	794
8:00 AM	13	142	2	27	143	4	4	12	2	147	101	75	672
8:15 AM	17	133	1	37	137	5	3	13	6	202	123	84	761
8:30 AM	28	167	2	26	171	13	6	20	9	192	159	80	873
8:45 AM	27	130	1	22	164	12	5	19	13	183	141	75	792
TOTAL VOLUMES :	NL 132	NT 1017	NR 11	SL 202	ST 1163	SR 45	EL 23	ET 115	ER 38	WL 1380	WT 997	WR 621	TOTAL 5744
APPROACH %'s :	11.38%	87.67%	0.95%	14.33%	82.48%	3.19%	13.07%	65.34%	21.59%	46.03%	33.26%	20.71%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	71	580	6	123	606	28	17	59	20	743	533	314	3100
PEAK HR FACTOR :	0.834			0.901			0.686			0.922			0.888

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-001

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Jefferson Blvd			Jefferson Blvd			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	
4:00 PM	11	185	8	65	132	5	8	107	27	81	40	31	700
4:15 PM	7	203	16	59	105	3	5	92	24	89	41	30	674
4:30 PM	13	166	25	58	107	4	3	118	15	86	49	34	678
4:45 PM	13	192	19	53	122	6	3	102	16	74	41	13	654
5:00 PM	6	187	20	45	143	9	5	126	27	92	45	26	731
5:15 PM	17	255	56	41	151	4	10	102	33	102	40	22	833
5:30 PM	4	226	38	39	212	6	7	97	40	86	37	25	817
5:45 PM	15	202	44	35	156	12	9	103	42	111	43	28	800
TOTAL VOLUMES :	NL 86	NT 1616	NR 226	SL 395	ST 1128	SR 49	EL 50	ET 847	ER 224	WL 721	WT 336	WR 209	TOTAL 5887
APPROACH %'s :	4.46%	83.82%	11.72%	25.13%	71.76%	3.12%	4.46%	75.56%	19.98%	56.95%	26.54%	16.51%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	42	870	158	160	662	31	31	428	142	391	165	101	3181
PEAK HR FACTOR :	0.816			0.830			0.951			0.902			0.955

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-101

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Jefferson Blvd Split Ramp		Jefferson Blvd Split Ramp			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	
7:00 AM	0	0	43	0	0	0	0	0	0	0	0	0	43
7:15 AM	0	0	68	0	0	0	0	0	0	0	0	0	68
7:30 AM	0	0	75	0	0	0	0	0	0	0	0	0	75
7:45 AM	0	0	74	0	0	0	0	0	0	0	0	0	74
8:00 AM	0	0	80	0	0	0	0	0	0	0	0	0	80
8:15 AM	0	0	83	0	0	0	0	0	0	0	0	0	83
8:30 AM	0	0	90	0	0	0	0	0	0	0	0	0	90
8:45 AM	0	0	92	0	0	0	0	0	0	0	0	0	92
TOTAL VOLUMES :	0	0	605	0	0	0	0	0	0	0	0	0	605
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 :	0	0	345	0	0	0	0	0	0	0	0	0	345
PEAK HR FACTOR :	0.938			0.000			0.000			0.000			0.938

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-101

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Jefferson Blvd Split Ramp		Jefferson Blvd Split Ramp			Higuera St/Rodeo Rd			Higuera St/Rodeo Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	
4:00 PM	0	0	191	0	0	0	0	0	0	0	0	0	191
4:15 PM	0	0	192	0	0	0	0	0	0	0	0	0	192
4:30 PM	0	0	221	0	0	0	0	0	0	0	0	0	221
4:45 PM	0	0	210	0	0	0	0	0	0	0	0	0	210
5:00 PM	0	0	212	0	0	0	0	0	0	0	0	0	212
5:15 PM	0	0	194	0	0	0	0	0	0	0	0	0	194
5:30 PM	0	0	170	0	0	0	0	0	0	0	0	0	170
5:45 PM	0	0	168	0	0	0	0	0	0	0	0	0	168
TOTAL VOLUMES :	NL 0	NT 0	NR 1558	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 1558
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 :	0	0	837	0	0	0	0	0	0	0	0	0	837
PEAK HR FACTOR :	0.947			0.000			0.000			0.000			0.947

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-002

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Duquesne Ave			Duquesne Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1	2	1	19	5	20	32	140	0	2	185	58	465
7:15 AM	1	2	3	22	5	31	53	164	1	2	193	102	579
7:30 AM	1	2	2	28	8	33	49	191	1	7	200	69	591
7:45 AM	1	2	2	36	8	41	45	202	1	7	239	89	673
8:00 AM	2	4	2	47	5	60	46	200	2	2	213	74	657
8:15 AM	4	1	3	56	10	56	67	205	7	7	212	82	710
8:30 AM	3	6	2	56	12	48	80	232	5	7	263	85	799
8:45 AM	5	2	7	56	12	76	69	219	11	16	250	94	817
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	18	21	22	320	65	365	441	1553	28	50	1755	653	5291
	29.51%	34.43%	36.07%	42.67%	8.67%	48.67%	21.81%	76.81%	1.38%	2.03%	71.40%	26.57%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	14	13	14	215	39	240	262	856	25	32	938	335	2983
PEAK HR FACTOR :	0.732			0.858			0.901			0.906			0.913

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-002

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Duquesne Ave			Duquesne Ave			Jefferson Blvd			Jefferson Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	3	4	10	105	7	79	50	291	4	6	185	47	791
4:15 PM	4	8	9	98	14	69	59	323	9	6	159	44	802
4:30 PM	5	5	8	107	13	85	54	294	11	8	148	48	786
4:45 PM	9	2	8	102	16	74	74	334	8	1	172	53	853
5:00 PM	8	8	7	105	7	78	72	343	5	3	196	58	890
5:15 PM	2	3	4	111	12	82	83	367	7	9	204	63	947
5:30 PM	7	10	9	87	11	99	83	342	12	8	234	42	944
5:45 PM	9	16	12	91	7	81	80	361	1	5	212	60	935

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	47	56	67	806	87	647	555	2655	57	46	1510	415	6948
	27.65%	32.94%	39.41%	52.34%	5.65%	42.01%	16.99%	81.27%	1.74%	2.33%	76.61%	21.06%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	26	37	32	394	37	340	318	1413	25	25	846	223	3716
PEAK HR FACTOR :	0.642			0.940			0.961			0.963			0.981

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-003

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Duquesne Ave			Duquesne Ave			Lucerne Ave			Lucerne Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	67	21	7	33	0	0	0	0	9	0	13	150
7:15 AM	0	104	33	8	49	0	0	0	0	19	0	7	220
7:30 AM	0	90	30	16	49	0	0	0	0	25	0	10	220
7:45 AM	0	102	28	9	68	0	0	1	0	27	0	24	259
8:00 AM	0	95	29	6	76	3	0	0	0	36	1	11	257
8:15 AM	0	90	55	20	77	0	0	0	0	40	0	14	296
8:30 AM	1	115	50	14	89	0	0	0	0	31	1	13	314
8:45 AM	0	97	45	26	89	0	0	0	0	47	2	23	329
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1	760	291	106	530	3	0	1	0	234	4	115	2045
	0.10%	72.24%	27.66%	16.59%	82.94%	0.47%	0.00%	100.00%	0.00%	66.29%	1.13%	32.58%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	397	179	66	331	3	0	0	0	154	4	61	1196
PEAK HR FACTOR :	0.869			0.870			0.000			0.760			0.909

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-003

Day: Thursday

City: Culver City

Date: 5/29/2014

NS/EW Streets:	PM												TOTAL
	Duquesne Ave			Duquesne Ave			Lucerne Ave			Lucerne Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	78	32	12	126	0	0	0	0	49	2	11	310
4:15 PM	0	72	33	14	130	0	0	0	0	48	0	20	317
4:30 PM	0	72	40	10	125	0	0	0	0	53	0	14	314
4:45 PM	0	85	34	21	115	0	0	0	0	63	0	14	332
5:00 PM	1	89	38	12	123	2	0	0	0	56	0	23	344
5:15 PM	1	94	45	17	130	0	0	0	0	70	0	25	382
5:30 PM	0	93	52	18	116	0	0	0	1	75	0	22	377
5:45 PM	0	92	56	25	106	0	0	0	0	58	0	26	363
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	2	675	330	129	971	2	0	0	1	472	2	155	2739
	0.20%	67.03%	32.77%	11.71%	88.11%	0.18%	0.00%	0.00%	100.00%	75.04%	0.32%	24.64%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	2	368	191	72	475	2	0	0	1	259	0	96	1466
PEAK HR FACTOR :	0.948			0.934			0.250			0.915			0.959

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-004

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Ince Blvd			Ince Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	.5	1	0	0	1	1	2	2	1	2	0	
7:00 AM	4	13	3	0	2	11	17	186	2	4	110	4	356
7:15 AM	3	6	3	2	4	15	31	200	1	0	149	8	422
7:30 AM	5	21	3	2	2	17	48	257	6	1	225	8	595
7:45 AM	5	13	3	5	3	22	46	286	1	4	230	12	630
8:00 AM	8	15	9	4	6	29	40	325	4	3	197	15	655
8:15 AM	6	34	5	7	6	28	57	297	4	1	192	21	658
8:30 AM	17	29	8	10	7	45	84	294	4	2	195	23	718
8:45 AM	11	37	8	11	5	45	69	273	4	3	254	21	741
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	59	168	42	41	35	212	392	2118	26	18	1552	112	4775
	21.93%	62.45%	15.61%	14.24%	12.15%	73.61%	15.46%	83.52%	1.03%	1.07%	92.27%	6.66%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	42	115	30	32	24	147	250	1189	16	9	838	80	2772
PEAK HR FACTOR :	0.835			0.819			0.952			0.834			0.935

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-004

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Ince Blvd			Ince Blvd			Culver Blvd			Culver Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	.5	1	0	0	1	1	2	2	1	2	0	
4:00 PM	8	8	4	19	19	35	16	237	5	5	209	5	570
4:15 PM	5	8	8	8	18	41	31	214	6	3	214	12	568
4:30 PM	4	8	11	16	20	47	21	235	2	4	198	6	572
4:45 PM	2	4	8	11	22	60	27	224	8	2	225	9	602
5:00 PM	0	9	2	23	30	59	28	265	7	3	212	14	652
5:15 PM	2	6	6	18	30	62	38	260	8	4	258	14	706
5:30 PM	1	10	5	16	38	48	28	254	6	1	242	12	661
5:45 PM	4	4	6	16	28	63	35	233	14	3	234	18	658
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	26	57	50	127	205	415	224	1922	56	25	1792	90	4989
	19.55%	42.86%	37.59%	17.00%	27.44%	55.56%	10.17%	87.28%	2.54%	1.31%	93.97%	4.72%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	29	19	73	126	232	129	1012	35	11	946	58	2677
PEAK HR FACTOR :	0.859			0.962			0.961			0.919			0.948

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-005

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Clarington Ave/Madison Ave		Clarington Ave/Madison Ave			Washington Blvd			Washington Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	12	11	10	2	13	4	8	74	8	3	175	0	
7:15 AM	8	29	9	1	19	7	4	128	9	5	213	3	
7:30 AM	25	34	2	2	15	11	11	137	21	1	263	11	
7:45 AM	21	39	8	6	29	19	8	181	14	0	225	3	
8:00 AM	14	33	10	10	49	13	18	179	28	3	214	9	
8:15 AM	16	63	9	8	42	20	12	182	24	5	201	3	
8:30 AM	14	61	7	8	62	16	12	197	22	5	221	10	
8:45 AM	23	42	22	8	62	9	13	198	40	5	198	6	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	133	312	77	45	291	99	86	1276	166	27	1710	45	4267
	25.48%	59.77%	14.75%	10.34%	66.90%	22.76%	5.63%	83.51%	10.86%	1.52%	95.96%	2.53%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	67	199	48	34	215	58	55	756	114	18	834	28	2426
PEAK HR FACTOR :	0.892			0.892			0.921			0.932			0.955

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-005

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Clarington Ave/Madison Ave		Clarington Ave/Madison Ave			Washington Blvd			Washington Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	0	1	2	0	1	2	1	
4:00 PM	13	24	7	2	35	17	10	237	26	5	136	6	
4:15 PM	12	34	8	13	40	8	14	233	29	8	169	6	
4:30 PM	12	26	10	3	53	10	17	232	26	8	163	9	
4:45 PM	16	28	10	6	55	16	11	239	22	8	148	8	
5:00 PM	19	41	8	19	70	11	20	254	24	5	174	4	
5:15 PM	22	38	8	9	66	16	13	241	36	4	220	11	
5:30 PM	26	43	4	9	61	9	16	207	24	9	185	8	
5:45 PM	14	38	9	11	75	19	14	216	20	5	185	8	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	134	272	64	72	455	106	115	1859	207	52	1380	60	4776
	28.51%	57.87%	13.62%	11.37%	71.88%	16.75%	5.27%	85.24%	9.49%	3.49%	92.49%	4.02%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	81	160	29	48	272	55	63	918	104	23	764	31	2548
PEAK HR FACTOR :	0.925			0.893			0.910			0.870			0.931

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-006

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Duquesne Ave		Duquesne Ave			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
4:00 PM	23	50	27	25	72	27	18	213	27	15	181	10	688
4:15 PM	22	42	20	25	89	35	25	172	20	20	197	4	671
4:30 PM	16	55	14	20	76	38	23	186	24	22	167	7	648
4:45 PM	21	39	23	31	76	26	17	178	31	19	164	9	634
5:00 PM	35	63	31	44	93	38	20	232	30	15	167	9	777
5:15 PM	15	52	22	41	82	55	20	243	24	18	187	11	770
5:30 PM	30	74	33	32	76	43	26	222	19	26	183	10	774
5:45 PM	14	47	24	36	77	55	13	211	24	20	192	5	718

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	176	422	194	254	641	317	162	1657	199	155	1438	65	5680
	22.22%	53.28%	24.49%	20.96%	52.89%	26.16%	8.03%	82.11%	9.86%	9.35%	86.73%	3.92%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	94	236	110	153	328	191	79	908	97	79	729	35	3039
PEAK HR FACTOR :	0.803			0.944			0.944			0.962			0.978

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	1	2
0	0	3	3
0	0	5	1
0	0	1	2
0	0	0	1
0	0	0	0
0	0	1	1
0	0	0	2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-007

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Hughes Ave		Hughes Ave			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	17	12	9	5	12	9	2	188	11	25	236	5	
7:15 AM	38	16	10	4	14	8	8	216	15	25	273	3	
7:30 AM	36	34	11	12	35	9	6	278	17	37	317	5	
7:45 AM	37	21	9	12	40	15	5	298	21	38	277	8	
8:00 AM	25	34	12	7	31	9	3	320	12	32	294	4	
8:15 AM	23	26	10	13	42	13	11	301	30	49	271	5	
8:30 AM	24	24	14	5	34	6	13	341	13	33	278	7	
8:45 AM	20	30	17	8	48	14	8	300	37	49	281	3	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	220	197	92	66	256	83	56	2242	156	288	2227	40	5923
	43.22%	38.70%	18.07%	16.30%	63.21%	20.49%	2.28%	91.36%	6.36%	11.27%	87.16%	1.57%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	92	114	53	33	155	42	35	1262	92	163	1124	19	3184
PEAK HR FACTOR :	0.912			0.821			0.946			0.980			0.977

UTURNS			
NB	SB	EB	WB
0	0	1	8
0	0	3	3
0	0	2	10
0	0	2	10
0	0	2	7
0	0	1	9
0	0	2	1
0	0	0	7
NB	SB	EB	WB
0	0	13	55

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-007

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Hughes Ave		Hughes Ave			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	24	26	10	13	32	11	20	290	24	19	269	2	
4:15 PM	18	33	11	5	36	6	16	288	26	35	273	5	
4:30 PM	23	30	9	7	34	15	18	280	19	26	235	7	
4:45 PM	31	36	13	6	33	10	25	286	27	24	274	8	
5:00 PM	23	47	10	9	45	8	23	268	23	27	258	1	
5:15 PM	35	44	16	6	37	4	16	299	18	22	259	10	
5:30 PM	27	46	8	10	25	9	21	262	22	25	290	1	
5:45 PM	17	33	13	13	37	6	23	294	17	37	288	6	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	198	295	90	69	279	69	162	2267	176	215	2146	40	6006
	33.96%	50.60%	15.44%	16.55%	66.91%	16.55%	6.22%	87.02%	6.76%	8.95%	89.38%	1.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	102	170	47	38	144	27	83	1123	80	111	1095	18	3038
PEAK HR FACTOR :	0.839			0.843			0.963			0.924			0.969

UTURNS			
NB	SB	EB	WB
0	0	2	4
0	0	0	4
0	0	3	8
0	0	2	5
0	0	1	4
0	0	2	3
0	0	1	1
0	0	3	2
NB	SB	EB	WB
0	0	14	31

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-008

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Washington Blvd		Washington Blvd			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	2.5	0	.5	0	3	0	0	2	2	
7:00 AM	1	3	9	55	1	0	0	179	3	3	106	138	
7:15 AM	1	4	8	93	3	3	0	218	4	0	139	202	
7:30 AM	3	9	15	105	2	5	0	242	5	5	182	235	
7:45 AM	5	14	16	118	5	10	0	280	6	11	199	221	
8:00 AM	9	13	24	139	11	10	0	313	11	11	177	192	
8:15 AM	7	14	20	122	13	4	0	283	15	16	172	168	
8:30 AM	12	16	22	146	12	8	0	299	13	13	176	193	
8:45 AM	8	19	43	125	2	6	0	257	7	8	207	184	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	46	92	157	903	49	46	0	2071	64	67	1358	1533	6386
	15.59%	31.19%	53.22%	90.48%	4.91%	4.61%	0.00%	97.00%	3.00%	2.27%	45.91%	51.83%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	33	57	82	525	41	32	0	1175	45	51	724	774	3539
PEAK HR FACTOR :	0.860			0.901			0.941			0.898			0.972

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-008

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Washington Blvd		Washington Blvd			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	2.5	0	.5	0	3	0	0	2	2	
4:00 PM	3	4	15	161	2	7	0	281	7	15	194	118	
4:15 PM	5	3	11	196	8	3	0	207	9	11	203	132	
4:30 PM	8	10	12	194	3	7	0	205	5	9	183	111	
4:45 PM	7	6	10	191	3	4	0	221	9	10	189	130	
5:00 PM	4	10	15	202	5	7	0	288	9	10	191	132	
5:15 PM	8	5	15	205	6	4	0	279	17	3	201	168	
5:30 PM	1	8	23	193	5	4	0	266	11	14	218	135	
5:45 PM	11	7	14	172	2	5	0	257	14	16	201	137	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	47	53	115	1514	34	41	0	2004	81	88	1580	1063	6620
	21.86%	24.65%	53.49%	95.28%	2.14%	2.58%	0.00%	96.12%	3.88%	3.22%	57.85%	38.92%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	24	30	67	772	18	20	0	1090	51	43	811	572	3498
PEAK HR FACTOR :	0.945			0.942			0.960			0.958			0.960

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-108

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Watseka Ave			Watseka Ave			Washington Blvd			Washington Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	2	0	0	3	4	0	0	0	0	4	
7:15 AM	0	0	1	0	0	1	6	0	0	0	0	6	
7:30 AM	0	0	1	0	0	12	3	0	0	0	0	1	
7:45 AM	0	0	1	0	0	12	9	0	0	0	0	9	
8:00 AM	0	0	0	0	0	9	13	0	0	0	0	5	
8:15 AM	0	0	1	0	0	10	12	0	0	0	0	9	
8:30 AM	0	0	2	0	0	15	16	0	0	0	0	3	
8:45 AM	0	0	2	0	0	10	18	0	0	0	0	14	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	10	0	0	72	81	0	0	0	0	51	214
	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	5	0	0	44	59	0	0	0	0	31	139
PEAK HR FACTOR :	0.625			0.733			0.819			0.554			0.790

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-108

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Watseka Ave			Watseka Ave			Washington Blvd			Washington Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	1	0	0	20	7	0	0	0	0	2	
4:15 PM	0	0	1	0	0	21	6	0	0	0	0	2	
4:30 PM	0	0	1	0	0	29	7	0	0	0	0	9	
4:45 PM	0	0	0	0	0	17	7	0	0	0	0	7	
5:00 PM	0	0	0	0	0	29	6	0	0	0	0	10	
5:15 PM	0	0	0	0	0	27	6	0	0	0	0	8	
5:30 PM	0	0	0	0	0	14	8	0	0	0	0	5	
5:45 PM	0	0	1	0	0	33	10	0	0	0	0	18	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	4	0	0	190	57	0	0	0	0	61	312
	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	103	30	0	0	0	0	41	175
PEAK HR FACTOR :	0.250			0.780			0.750			0.569			0.706

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-009

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Main St		Main St			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	5	0	16	32	186	0	0	240	18	
7:15 AM	0	0	0	9	0	23	25	291	0	0	330	32	
7:30 AM	0	0	0	16	0	35	39	324	0	0	372	38	
7:45 AM	0	0	0	24	0	46	32	357	0	0	379	24	
8:00 AM	0	0	0	31	0	29	58	412	0	0	346	21	
8:15 AM	0	0	0	33	2	35	44	374	0	0	316	22	
8:30 AM	0	0	0	35	0	38	54	389	0	0	352	26	
8:45 AM	0	0	0	40	0	49	46	369	0	0	348	13	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	41.42%	0.43%	58.15%	10.88%	89.12%	0.00%	0.00%	93.26%	6.74%	6375
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	139	2	151	202	1544	0	0	1362	82	3482
PEAK HR FACTOR :	0.000			0.820			0.929			0.955			0.970

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	3	0
NB	SB	EB	WB
0	0	6	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-009

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Main St		Main St			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	50	0	52	24	435	0	0	271	20	
4:15 PM	0	0	0	60	0	55	19	412	0	0	290	17	
4:30 PM	0	0	0	53	0	37	18	373	0	0	275	9	
4:45 PM	0	0	0	52	0	53	37	398	0	2	270	17	
5:00 PM	0	0	0	38	0	54	21	448	0	0	292	14	
5:15 PM	0	0	0	71	0	47	43	442	0	0	332	26	
5:30 PM	0	0	0	60	0	41	26	426	0	0	325	25	
5:45 PM	0	0	0	53	0	49	34	416	0	0	336	22	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	52.97%	0.00%	47.03%	6.22%	93.78%	0.00%	0.08%	94.02%	5.90%	6940
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	222	0	191	124	1732	0	0	1285	87	3641
PEAK HR FACTOR :	0.000			0.875			0.957			0.958			0.947

UTURNS			
NB	SB	EB	WB
0	0	1	0
0	0	0	0
0	0	2	0
0	0	2	2
0	0	2	0
0	0	1	0
0	0	2	0
0	0	2	0
0	0	2	0
NB	SB	EB	WB
0	0	12	2

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-010

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Ince Blvd			Ince Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	1.5	.5	1	0	.5	.5	1	0	2	
7:00 AM	0	12	17	102	4	0	0	0	0	5	1	241	382
7:15 AM	0	27	16	157	10	0	0	1	0	4	0	310	525
7:30 AM	0	39	21	195	12	1	0	1	0	3	8	332	612
7:45 AM	0	47	27	232	15	1	0	0	2	6	0	309	639
8:00 AM	0	32	22	257	32	0	0	0	0	5	0	281	629
8:15 AM	0	27	27	246	24	0	0	0	1	15	0	268	608
8:30 AM	0	49	26	252	30	1	0	0	0	18	0	295	671
8:45 AM	0	31	23	230	41	3	0	4	1	13	0	286	632
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	264	179	1671	168	6	0	6	4	69	9	2322	4698
	0.00%	59.59%	40.41%	90.57%	9.11%	0.33%	0.00%	60.00%	40.00%	2.88%	0.38%	96.75%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	155	102	987	101	2	0	0	3	44	0	1153	2547
PEAK HR FACTOR :	0.857			0.943			0.375			0.950			0.949

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-010

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Ince Blvd		Ince Blvd			Washington Blvd			Washington Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	1.5	.5	1	0	.5	.5	1	0	2	
4:00 PM	0	17	11	273	27	1	0	3	0	14	0	205	551
4:15 PM	0	26	26	284	31	5	0	3	4	13	0	220	612
4:30 PM	0	19	12	257	19	2	0	2	1	23	0	210	545
4:45 PM	0	22	12	313	17	0	0	0	2	24	0	202	592
5:00 PM	0	23	28	293	14	2	0	0	2	34	0	265	661
5:15 PM	0	26	21	314	15	4	0	0	3	31	0	246	660
5:30 PM	0	37	13	279	34	1	0	1	1	25	0	266	657
5:45 PM	0	27	18	277	19	1	0	1	1	19	0	251	614
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	197	141	2290	176	16	0	10	14	183	0	1865	4892
	0.00%	58.28%	41.72%	92.26%	7.09%	0.64%	0.00%	41.67%	58.33%	8.94%	0.00%	91.06%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	113	80	1163	82	8	0	2	7	109	0	1028	2592
PEAK HR FACTOR :	0.946			0.941			0.750			0.951			0.980

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-011

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Ince Blvd			Ince Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	.5	1	0	0	1	1	2	2	1	2	0	
7:00 AM	231	3	10	0	0	1	0	93	99	4	28	0	469
7:15 AM	315	1	16	0	0	0	3	134	161	5	48	1	684
7:30 AM	361	4	11	0	0	0	5	147	192	18	49	1	788
7:45 AM	347	2	9	0	0	3	2	153	229	18	52	5	820
8:00 AM	297	5	21	0	0	4	4	179	261	27	66	0	864
8:15 AM	279	6	10	0	0	4	5	157	239	30	53	1	784
8:30 AM	314	1	20	1	0	3	3	178	248	35	56	2	861
8:45 AM	304	2	13	0	0	2	4	161	243	30	57	1	817
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	2448	24	110	1	0	17	26	1202	1672	167	409	11	6087
	94.81%	0.93%	4.26%	5.56%	0.00%	94.44%	0.90%	41.45%	57.66%	28.45%	69.68%	1.87%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1237	14	60	1	0	14	14	667	977	110	227	8	3329
PEAK HR FACTOR :	0.916			0.938			0.934			0.927			0.963

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-011

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Ince Blvd		Ince Blvd			Culver Blvd			Culver Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	.5	1	0	0	1	1	2	2	1	2	0	
4:00 PM	201	10	14	0	0	13	4	195	283	19	79	2	820
4:15 PM	222	3	15	0	0	2	6	168	302	12	80	2	812
4:30 PM	199	11	20	0	0	7	2	143	269	12	81	3	747
4:45 PM	211	4	13	0	0	7	7	147	307	16	66	4	782
5:00 PM	245	0	26	0	0	5	4	188	292	18	60	2	840
5:15 PM	261	9	17	0	0	9	5	188	313	20	87	5	914
5:30 PM	263	5	30	0	0	6	3	186	299	14	80	2	888
5:45 PM	262	5	19	1	0	10	5	181	282	16	80	2	863
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1864	47	154	1	0	59	36	1396	2347	127	613	22	6666
	90.27%	2.28%	7.46%	1.67%	0.00%	98.33%	0.95%	36.94%	62.11%	16.67%	80.45%	2.89%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1031	19	92	1	0	30	17	743	1186	68	307	11	3505
PEAK HR FACTOR :	0.958			0.705			0.961			0.862			0.959

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-012

Day: Thursday

City: Culver City

Date: 5/29/2014

NS/EW Streets:	AM												TOTAL
	Culver Blvd			Culver Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	4	14	84	35	3	6	2	199	0	39	227	35	
7:15 AM	6	9	132	29	13	6	0	229	2	52	238	32	
7:30 AM	5	14	137	34	8	12	2	299	2	62	270	39	
7:45 AM	8	11	143	37	10	5	1	277	4	85	276	25	
8:00 AM	9	17	165	32	5	9	1	329	2	80	252	28	
8:15 AM	11	15	146	47	15	7	0	286	8	87	278	30	
8:30 AM	13	14	153	43	13	6	2	345	5	78	267	49	
8:45 AM	11	18	152	45	8	7	3	274	8	80	269	48	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	67	112	1112	302	75	58	11	2238	31	563	2077	286	6932
	5.19%	8.68%	86.13%	69.43%	17.24%	13.33%	0.48%	98.16%	1.36%	19.24%	70.98%	9.77%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	44	64	616	167	41	29	6	1234	23	325	1066	155	3770
PEAK HR FACTOR :	0.948			0.859			0.897			0.974			0.954

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-012

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Culver Blvd		Culver Blvd			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	2	1.3	.3	.3	1	3	0	2	3	0	
4:00 PM	18	15	194	58	15	8	1	218	4	87	249	29	
4:15 PM	10	14	146	53	16	7	3	292	9	74	265	28	
4:30 PM	20	12	145	65	13	7	2	248	6	90	243	28	
4:45 PM	10	9	128	44	7	12	6	289	7	82	235	31	
5:00 PM	17	18	213	61	9	12	3	187	4	103	238	51	
5:15 PM	10	15	166	44	6	13	1	279	8	90	242	33	
5:30 PM	14	24	172	65	11	8	1	209	8	95	261	31	
5:45 PM	18	12	155	51	13	5	4	284	0	91	275	25	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	117	119	1319	441	90	72	21	2006	46	712	2008	256	7207
	7.52%	7.65%	84.82%	73.13%	14.93%	11.94%	1.01%	96.77%	2.22%	23.92%	67.47%	8.60%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	59	69	706	221	39	38	9	959	20	379	1016	140	3655
PEAK HR FACTOR :	0.841			0.887			0.858			0.979			0.979

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-013

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Robertson Blvd		Robertson Blvd			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	.5	1	.5	1.5	.5	1	2	3	0	2	3	0	
7:00 AM	15	62	7	0	0	0	53	252	6	0	228	30	
7:15 AM	12	99	6	0	0	0	55	315	7	0	248	24	
7:30 AM	15	98	3	0	0	0	82	371	15	0	252	29	
7:45 AM	9	91	6	0	0	0	69	375	11	0	260	12	
8:00 AM	9	126	6	0	0	0	74	443	6	0	259	26	
8:15 AM	9	86	12	0	0	0	87	394	6	0	269	22	
8:30 AM	18	76	8	0	0	0	87	445	10	0	242	24	
8:45 AM	16	80	18	0	0	0	71	390	25	0	270	23	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	103	718	66	0	0	0	578	2985	86	0	2028	190	6754
	11.61%	80.95%	7.44%	#DIV/0!	#DIV/0!	#DIV/0!	15.84%	81.80%	2.36%	0.00%	91.43%	8.57%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	52	368	44	0	0	0	319	1672	47	0	1040	95	3637
PEAK HR FACTOR :	0.823			0.000			0.940			0.968			0.958

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-013

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Robertson Blvd		Robertson Blvd			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	18	55	17	0	0	0	72	391	17	0	231	16	
4:15 PM	10	53	11	0	0	0	54	403	15	0	287	14	
4:30 PM	18	58	14	0	0	0	52	390	15	0	237	13	
4:45 PM	20	52	10	0	0	0	58	389	9	0	261	9	
5:00 PM	36	55	7	0	0	0	49	397	8	0	263	9	
5:15 PM	13	77	12	0	0	0	55	405	12	0	272	13	
5:30 PM	23	79	10	0	0	0	53	390	7	0	231	19	
5:45 PM	24	77	15	0	0	0	52	406	15	0	282	15	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	162	506	96	0	0	0	445	3171	98	0	2064	108	6650
	21.20%	66.23%	12.57%	#DIV/0!	#DIV/0!	#DIV/0!	11.98%	85.38%	2.64%	0.00%	95.03%	4.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	96	288	44	0	0	0	209	1598	42	0	1048	56	3381
PEAK HR FACTOR :	0.922			0.000			0.977			0.929			0.954

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-113

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Exposition Blvd			Exposition Blvd			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	20	19	62	0	0	0	0	0	0	
7:15 AM	0	0	0	33	27	68	0	0	0	0	0	0	
7:30 AM	0	0	0	29	23	109	0	0	0	0	0	0	
7:45 AM	0	0	0	43	21	125	0	0	0	0	0	0	
8:00 AM	0	0	0	29	24	96	0	0	0	0	0	0	
8:15 AM	0	0	0	36	31	118	0	0	0	0	0	0	
8:30 AM	0	0	0	35	26	136	0	0	0	0	0	0	
8:45 AM	0	0	0	43	24	125	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	268	195	839	0	0	0	0	0	0	1302
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.58%	14.98%	64.44%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	143	105	475	0	0	0	0	0	0	723
PEAK HR FACTOR :	0.000			0.918			0.000			0.000			0.918

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-113

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Exposition Blvd			Exposition Blvd			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	.5	1	.5	1.5	.5	1	2	3	0	2	3	0	
4:00 PM	0	0	0	38	32	116	0	0	0	0	0	0	
4:15 PM	0	0	0	51	36	83	0	0	0	0	0	0	
4:30 PM	0	0	0	43	20	97	0	0	0	0	0	0	
4:45 PM	0	0	0	50	31	68	0	0	0	0	0	0	
5:00 PM	0	0	0	40	25	87	0	0	0	0	0	0	
5:15 PM	0	0	0	36	31	85	0	0	0	0	0	0	
5:30 PM	0	0	0	36	35	118	0	0	0	0	0	0	
5:45 PM	0	0	0	36	38	89	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	330	248	743	0	0	0	0	0	0	1321
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	24.98%	18.77%	56.25%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	182	119	364	0	0	0	0	0	0	665
PEAK HR FACTOR :	0.000			0.894			0.000			0.000			0.894

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-213

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Exposition Blvd SB Uturn			Exposition Blvd SB Uturn			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	67	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	84	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	66	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	96	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	69	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	84	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	86	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	94	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	646	0	0	0	0	0	0	0	0	646
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	335	0	0	0	0	0	0	0	0	335
PEAK HR FACTOR :	0.000			0.872			0.000			0.000			0.872

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-213

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Exposition Blvd SB Uturn			Exposition Blvd SB Uturn			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	.5	1	.5	1.5	.5	1	2	3	0	2	3	0	
4:00 PM	0	0	0	83	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	68	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	50	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	56	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	67	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	59	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	70	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	59	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	512	0	0	0	0	0	0	0	0	512
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	257	0	0	0	0	0	0	0	0	257
PEAK HR FACTOR :	0.000			0.774			0.000			0.000			0.774

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-014

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	National Blvd		National Blvd			Washington Blvd			Washington Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	2	2	0	1	2	1	1	2.5	.5	
7:00 AM	67	218	7	7	64	20	9	85	19	13	220	49	778
7:15 AM	54	215	7	16	77	17	9	132	21	9	298	48	903
7:30 AM	78	218	11	18	104	33	11	136	28	21	296	31	985
7:45 AM	66	182	17	19	141	30	23	169	60	32	279	44	1062
8:00 AM	73	197	28	23	156	34	16	185	62	34	219	31	1058
8:15 AM	59	186	17	22	131	31	17	198	54	32	299	25	1071
8:30 AM	65	190	11	16	161	27	13	166	41	21	260	43	1014
8:45 AM	48	140	15	13	147	32	13	174	41	32	300	39	994
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	510	1546	113	134	981	224	111	1245	326	194	2171	310	7865
	23.51%	71.28%	5.21%	10.01%	73.26%	16.73%	6.60%	74.02%	19.38%	7.25%	81.16%	11.59%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	263	755	73	80	589	122	69	718	217	119	1057	143	4205
PEAK HR FACTOR :	0.915			0.928			0.933			0.926			0.982

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-014

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	National Blvd			National Blvd			Washington Blvd			Washington Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	2	2	0	1	2	1	1	2.5	.5	
4:00 PM	34	104	18	49	177	35	18	236	66	34	180	37	988
4:15 PM	38	125	17	61	224	25	16	245	53	25	168	28	1025
4:30 PM	53	122	17	55	189	20	14	231	57	26	186	33	1003
4:45 PM	40	117	16	55	244	14	16	234	51	23	188	26	1024
5:00 PM	45	131	19	42	186	19	23	293	53	32	230	23	1096
5:15 PM	41	164	29	65	198	22	15	271	54	33	241	38	1171
5:30 PM	43	144	13	49	199	20	17	281	53	30	240	31	1120
5:45 PM	50	158	22	45	220	36	16	244	62	24	222	17	1116
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	344	1065	151	421	1637	191	135	2035	449	227	1655	233	8543
	22.05%	68.27%	9.68%	18.72%	72.79%	8.49%	5.15%	77.70%	17.14%	10.73%	78.25%	11.02%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	179	597	83	201	803	97	71	1089	222	119	933	109	4503
PEAK HR FACTOR :	0.918			0.914			0.936			0.930			0.961

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-015

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Washington Blvd		Washington Blvd			Robertson Blvd/Higuera St			Robertson Blvd/Higuera St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	2	0	1	2	0	
7:00 AM	9	48	15	10	11	3	12	106	7	10	259	32	522
7:15 AM	14	79	19	10	16	10	11	154	4	9	300	41	667
7:30 AM	13	80	16	23	25	5	6	193	14	8	334	49	766
7:45 AM	15	81	24	23	14	6	9	226	15	17	286	40	756
8:00 AM	14	82	32	18	18	7	9	240	14	20	287	62	803
8:15 AM	8	58	28	22	21	4	6	231	19	27	292	38	754
8:30 AM	13	67	24	10	25	11	14	212	32	20	300	48	776
8:45 AM	19	56	24	12	32	15	14	180	26	24	304	37	743
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	105	551	182	128	162	61	81	1542	131	135	2362	347	5787
	12.53%	65.75%	21.72%	36.47%	46.15%	17.38%	4.62%	87.91%	7.47%	4.75%	83.05%	12.20%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	50	288	108	73	78	28	38	909	80	84	1165	188	3089
PEAK HR FACTOR :	0.871			0.952			0.976			0.974			0.962

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-015

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Washington Blvd		Washington Blvd			Robertson Blvd/Higuera St			Robertson Blvd/Higuera St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	2	0	1	2	0	
4:00 PM	12	31	22	21	32	11	13	257	12	22	180	42	655
4:15 PM	5	31	18	19	25	9	21	264	26	32	198	31	679
4:30 PM	13	40	20	18	24	11	20	249	7	28	195	36	661
4:45 PM	5	22	22	19	27	4	16	287	16	19	215	43	695
5:00 PM	11	28	21	22	29	9	23	292	11	29	246	48	769
5:15 PM	14	46	34	14	33	11	19	306	15	26	266	52	836
5:30 PM	15	44	28	19	30	10	16	281	15	34	254	43	789
5:45 PM	7	58	34	18	35	12	13	267	22	27	264	48	805
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	82	300	199	150	235	77	141	2203	124	217	1818	343	5889
	14.11%	51.64%	34.25%	32.47%	50.87%	16.67%	5.71%	89.26%	5.02%	9.13%	76.45%	14.42%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	47	176	117	73	127	42	71	1146	63	116	1030	191	3199
PEAK HR FACTOR :	0.859			0.931			0.941			0.972			0.957

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-016

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Higuera St			Higuera St			Lucerne Ave			Lucerne Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	18	49	1	0	11	7	16	0	5	0	0	0	107
7:15 AM	36	71	0	1	12	6	28	1	7	0	1	2	165
7:30 AM	58	82	1	0	30	8	24	0	12	0	1	1	217
7:45 AM	79	87	0	0	17	12	31	2	26	0	1	1	256
8:00 AM	72	85	0	1	23	15	34	0	33	0	0	2	265
8:15 AM	67	55	0	0	20	25	33	0	45	0	1	0	246
8:30 AM	67	80	0	0	42	12	35	0	41	0	0	0	277
8:45 AM	36	60	0	1	42	8	35	1	38	0	0	1	222
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	43.13%	56.67%	0.20%	1.02%	67.24%	31.74%	52.80%	0.89%	46.31%	0.00%	36.36%	63.64%	1755
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	285	307	0	1	102	64	133	2	145	0	2	3	1044
PEAK HR FACTOR :	0.892			0.773			0.897			0.625			0.942

CONTROL : All-Way Stop

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-016

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Higuera St		Higuera St			Lucerne Ave			Lucerne Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	25	18	1	0	37	24	36	0	39	0	1	0	181
4:15 PM	19	25	1	0	47	17	15	1	34	0	0	1	160
4:30 PM	23	29	0	0	40	19	24	0	25	0	0	0	160
4:45 PM	22	25	0	0	28	15	20	0	35	0	0	0	145
5:00 PM	33	25	1	0	46	12	26	1	27	0	1	0	172
5:15 PM	35	42	0	0	41	22	33	0	35	0	0	0	208
5:30 PM	42	42	0	1	37	35	43	0	35	1	0	1	237
5:45 PM	23	37	0	0	39	26	51	0	34	0	0	0	210
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	222	243	3	1	315	170	248	2	264	1	2	2	1473
	47.44%	51.92%	0.64%	0.21%	64.81%	34.98%	48.25%	0.39%	51.36%	20.00%	40.00%	40.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	133	146	1	1	163	95	153	1	131	1	1	1	827
PEAK HR FACTOR :	0.833			0.887			0.838			0.375			0.872

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-017

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Ince Blvd			Ince Blvd			Lucerne Ave			Lucerne Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	1	0	13	14	18	0	0	19	9	74
7:15 AM	0	1	0	4	0	11	24	33	0	1	28	16	118
7:30 AM	1	0	0	5	0	10	20	31	0	1	41	23	132
7:45 AM	0	0	0	11	0	14	35	47	0	0	68	25	200
8:00 AM	1	0	0	10	0	22	36	58	0	0	74	19	220
8:15 AM	1	1	0	12	0	21	23	69	0	0	79	14	220
8:30 AM	0	1	0	14	0	15	35	65	0	0	65	22	217
8:45 AM	0	0	0	17	0	7	28	59	0	0	35	17	163
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	3	3	0	74	0	113	215	380	0	2	409	145	1344
	50.00%	50.00%	0.00%	39.57%	0.00%	60.43%	36.13%	63.87%	0.00%	0.36%	73.56%	26.08%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	2	2	0	47	0	72	129	239	0	0	286	80	857
PEAK HR FACTOR :	0.500			0.902			0.920			0.984			0.974

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-017

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Ince Blvd		Ince Blvd			Lucerne Ave			Lucerne Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	9	0	23	14	61	0	0	40	4	151
4:15 PM	0	0	0	15	0	21	15	48	2	0	39	2	142
4:30 PM	0	0	0	10	2	32	18	51	0	0	42	4	159
4:45 PM	0	0	0	11	0	31	14	41	0	0	40	1	138
5:00 PM	0	0	0	11	0	36	19	53	0	0	48	2	169
5:15 PM	1	1	0	10	0	47	19	63	1	0	58	1	201
5:30 PM	0	0	0	4	0	42	14	72	0	1	67	12	212
5:45 PM	0	1	0	8	0	40	22	77	1	0	48	2	199
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1	2	0	78	2	272	135	466	4	1	382	28	1371
	33.33%	66.67%	0.00%	22.16%	0.57%	77.27%	22.31%	77.02%	0.66%	0.24%	92.94%	6.81%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	2	0	33	0	165	74	265	2	1	221	17	781
PEAK HR FACTOR :	0.375			0.868			0.853			0.747			0.921

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-018

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

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	
	1	.5	.5	0	0	0	0	2	1	1	2	0	
7:00 AM	77	0	5	0	0	0	0	53	22	16	259	0	432
7:15 AM	83	0	6	0	0	0	0	62	21	20	246	0	438
7:30 AM	67	0	5	0	0	0	0	111	27	35	220	0	465
7:45 AM	91	0	14	0	0	0	0	142	33	32	190	0	502
8:00 AM	66	0	11	0	0	0	0	145	38	47	175	0	482
8:15 AM	53	0	11	0	0	0	0	150	53	38	174	0	479
8:30 AM	75	0	16	0	0	0	0	142	55	52	185	0	525
8:45 AM	70	0	14	0	0	0	0	138	63	57	168	0	510
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	582	0	82	0	0	0	0	943	312	297	1617	0	3833
	87.65%	0.00%	12.35%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	75.14%	24.86%	15.52%	84.48%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	264	0	52	0	0	0	0	575	209	194	702	0	1996
PEAK HR FACTOR :	0.868			0.000			0.966			0.945			0.950

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-018

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

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	
	1	.5	.5	0	0	0	0	2	1	1	2	0	
4:00 PM	55	0	17	0	0	0	0	239	57	12	92	0	472
4:15 PM	71	0	25	0	0	0	0	237	41	6	101	0	481
4:30 PM	76	0	25	0	0	0	0	230	44	6	114	0	495
4:45 PM	56	0	23	0	0	0	0	250	51	7	113	0	500
5:00 PM	85	0	23	0	0	0	0	240	52	4	103	0	507
5:15 PM	85	0	25	0	0	0	1	192	60	4	149	0	516
5:30 PM	85	0	16	0	0	0	0	227	60	7	134	0	529
5:45 PM	70	0	19	0	0	0	0	200	62	9	137	0	497
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	583	0	173	0	0	0	1	1815	427	55	943	0	3997
	77.12%	0.00%	22.88%	#DIV/0!	#DIV/0!	#DIV/0!	0.04%	80.92%	19.04%	5.51%	94.49%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	311	0	87	0	0	0	1	909	223	22	499	0	2052
PEAK HR FACTOR :	0.905			0.000			0.941			0.851			0.970

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-019

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Overland Ave			Overland Ave			Culver Blvd			Culver Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	31	205	33	17	48	22	55	155	15	14	101	20	716
7:15 AM	45	253	37	16	76	28	51	187	10	17	136	20	876
7:30 AM	52	268	44	29	107	40	73	252	14	25	182	16	1102
7:45 AM	45	233	58	26	177	54	59	235	13	26	186	21	1133
8:00 AM	44	231	37	31	121	50	63	310	23	18	172	33	1133
8:15 AM	54	261	35	44	146	45	70	258	12	25	152	30	1132
8:30 AM	44	228	38	38	179	39	68	296	29	17	181	38	1195
8:45 AM	63	240	44	41	159	33	83	273	24	27	212	45	1244
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	378	1919	326	242	1013	311	522	1966	140	169	1322	223	8531
	14.41%	73.16%	12.43%	15.45%	64.69%	19.86%	19.86%	74.81%	5.33%	9.86%	77.13%	13.01%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	205	960	154	154	605	167	284	1137	88	87	717	146	4704
PEAK HR FACTOR :	0.942			0.904			0.953			0.836			0.945

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	3	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-019

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Overland Ave			Overland Ave			Culver Blvd			Culver Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	20	171	31	31	192	43	57	206	44	39	209	23	1066
4:15 PM	27	160	27	26	200	48	60	185	32	34	186	17	1002
4:30 PM	38	139	34	33	158	46	64	202	33	35	182	38	1002
4:45 PM	31	170	20	29	210	48	57	210	37	41	165	24	1042
5:00 PM	34	215	32	21	194	59	61	235	32	45	229	20	1177
5:15 PM	24	199	32	34	211	43	60	224	39	54	183	17	1120
5:30 PM	37	195	32	24	178	42	60	242	26	42	215	31	1124
5:45 PM	43	214	35	31	222	43	55	227	40	46	198	36	1190

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	254	1463	243	229	1565	372	474	1731	283	336	1567	206	8723
	12.96%	74.64%	12.40%	10.57%	72.25%	17.17%	19.05%	69.57%	11.37%	15.93%	74.30%	9.77%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	138	823	131	110	805	187	236	928	137	187	825	104	4611
PEAK HR FACTOR :	0.935			0.931			0.992			0.949			0.969

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	1
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0

NB	SB	EB	WB
0	0	3	2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-020

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Overland Ave			Overland Ave			Jefferson Blvd			Jefferson Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	
7:00 AM	5	153	62	20	46	28	79	159	2	39	117	68	778
7:15 AM	3	192	85	32	67	35	128	193	4	49	169	81	1038
7:30 AM	10	214	77	39	94	49	134	187	8	55	175	89	1131
7:45 AM	8	189	94	47	130	70	108	206	8	59	170	119	1208
8:00 AM	9	186	90	44	145	71	121	220	8	77	194	87	1252
8:15 AM	11	144	103	43	121	77	112	252	13	77	207	93	1253
8:30 AM	10	182	85	45	103	85	131	249	8	53	195	71	1217
8:45 AM	15	151	120	46	115	78	114	244	9	73	190	68	1223
TOTAL VOLUMES :	NL 71	NT 1411	NR 716	SL 316	ST 821	SR 493	EL 927	ET 1710	ER 60	WL 482	WT 1417	WR 676	TOTAL 9100
APPROACH %'s :	3.23%	64.19%	32.58%	19.39%	50.37%	30.25%	34.37%	63.40%	2.22%	18.72%	55.03%	26.25%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	45	663	398	178	484	311	478	965	38	280	786	319	4945
PEAK HR FACTOR :	0.967			0.936			0.954			0.918			0.987

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-020

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Overland Ave			Overland Ave			Jefferson Blvd			Jefferson Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	
4:00 PM	17	128	119	50	153	75	85	191	9	83	167	43	1120
4:15 PM	28	109	113	54	134	69	78	197	17	97	170	51	1117
4:30 PM	21	110	101	48	147	62	83	194	11	86	162	47	1072
4:45 PM	10	115	110	30	146	87	94	202	11	70	170	42	1087
5:00 PM	18	144	135	40	161	71	93	201	16	100	211	58	1248
5:15 PM	20	155	142	39	163	89	98	236	11	97	189	52	1291
5:30 PM	27	142	114	38	170	88	98	247	8	97	203	70	1302
5:45 PM	21	164	131	46	156	93	84	247	7	85	215	65	1314
TOTAL VOLUMES :	NL 162	NT 1067	NR 965	SL 345	ST 1230	SR 634	EL 713	ET 1715	ER 90	WL 715	WT 1487	WR 428	TOTAL 9551
APPROACH %'s :	7.38%	48.63%	43.98%	15.62%	55.68%	28.70%	28.32%	68.11%	3.57%	27.19%	56.54%	16.27%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	86	605	522	163	650	341	373	931	42	379	818	245	5155
PEAK HR FACTOR :	0.957			0.975			0.953			0.974			0.981

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-021

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	Main St			Main St			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	16	12	13	8	15	12	6	214	7	5	242	3	553
7:15 AM	19	32	12	5	29	29	10	236	10	4	264	5	655
7:30 AM	12	51	8	11	34	30	16	302	20	9	305	4	802
7:45 AM	18	38	11	5	39	30	10	292	12	13	258	8	734
8:00 AM	14	39	7	17	37	32	14	328	20	13	270	11	802
8:15 AM	20	43	5	13	48	18	21	309	24	11	283	10	805
8:30 AM	16	56	3	9	42	19	20	301	23	8	285	8	790
8:45 AM	13	42	8	10	38	29	17	294	29	18	298	6	802
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	128	313	67	78	282	199	114	2276	145	81	2205	55	5943
	25.20%	61.61%	13.19%	13.95%	50.45%	35.60%	4.50%	89.78%	5.72%	3.46%	94.19%	2.35%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	63	180	23	49	165	98	72	1232	96	50	1136	35	3199
PEAK HR FACTOR :	0.887			0.907			0.967			0.948			0.993

UTURNS			
NB	SB	EB	WB
0	0	1	0
0	0	2	1
0	0	2	1
0	0	5	2
0	0	4	1
0	0	3	6
0	0	5	1
0	0	3	5
NB	SB	EB	WB
0	0	25	17

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-021

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Main St		Main St			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	20	20	3	9	59	17	29	245	32	23	267	11	735
4:15 PM	14	17	0	15	62	16	41	266	26	17	251	9	734
4:30 PM	3	25	2	12	52	16	29	263	33	19	282	7	743
4:45 PM	9	30	4	9	50	21	35	269	25	8	242	10	712
5:00 PM	10	30	2	11	77	30	34	199	28	18	256	7	702
5:15 PM	18	38	4	7	62	25	34	285	34	13	264	6	790
5:30 PM	14	36	3	8	62	28	38	228	28	11	255	8	719
5:45 PM	12	21	9	7	63	24	39	271	31	12	293	7	789
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	100	217	27	78	487	177	279	2026	237	121	2110	65	5924
	29.07%	63.08%	7.85%	10.51%	65.63%	23.85%	10.98%	79.70%	9.32%	5.27%	91.90%	2.83%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	54	125	18	33	264	107	145	983	121	54	1068	28	3000
PEAK HR FACTOR :	0.821			0.856			0.885			0.921			0.949

UTURNS			
NB	SB	EB	WB
0	0	6	8
0	0	11	3
0	0	9	6
0	0	9	2
0	0	2	5
0	0	9	3
0	0	7	3
0	0	11	0
NB	SB	EB	WB
0	0	64	30

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-022

Day: Thursday

City: Culver City

Date: 5/29/2014

AM													
NS/EW Streets:	National Blvd			National Blvd			Venice Blvd			Venice Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	
7:00 AM	49	234	4	11	63	2	29	229	35	22	217	26	921
7:15 AM	38	286	7	12	79	12	20	236	32	13	237	40	1012
7:30 AM	36	187	6	21	109	7	20	301	38	20	242	53	1040
7:45 AM	22	193	16	21	158	16	32	320	47	20	231	55	1131
8:00 AM	34	189	19	16	174	12	22	332	59	27	235	40	1159
8:15 AM	29	188	13	40	141	17	29	354	56	25	256	45	1193
8:30 AM	35	195	10	23	147	6	30	363	48	24	230	41	1152
8:45 AM	22	184	17	27	136	12	17	330	47	21	264	50	1127
TOTAL VOLUMES :	NL 265	NT 1656	NR 92	SL 171	ST 1007	SR 84	EL 199	ET 2465	ER 362	WL 172	WT 1912	WR 350	TOTAL 8735
APPROACH %'s :	13.16%	82.27%	4.57%	13.55%	79.79%	6.66%	6.58%	81.46%	11.96%	7.07%	78.55%	14.38%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	120	765	58	100	620	51	113	1369	210	96	952	181	4635
PEAK HR FACTOR :	0.974			0.954			0.959			0.942			0.971

UTURNS			
NB	SB	EB	WB
0	0	2	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	3	1
0	0	1	0
0	0	2	1
0	0	2	0
NB 0	SB 0	EB 11	WB 2

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-022

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	National Blvd		National Blvd			Venice Blvd			Venice Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	
4:00 PM	25	113	18	47	241	18	30	331	57	23	202	41	1146
4:15 PM	25	139	16	44	216	20	34	368	78	29	241	29	1239
4:30 PM	24	135	20	56	213	21	26	317	65	11	206	19	1113
4:45 PM	28	118	16	44	206	16	23	344	80	0	205	17	1097
5:00 PM	26	146	34	53	231	15	30	336	68	2	227	29	1197
5:15 PM	27	156	24	42	180	12	25	381	64	16	225	24	1176
5:30 PM	36	149	36	43	241	25	45	335	62	21	193	49	1235
5:45 PM	19	116	32	50	187	18	24	373	55	17	226	39	1156
TOTAL VOLUMES :	NL 210	NT 1072	NR 196	SL 379	ST 1715	SR 145	EL 237	ET 2785	ER 529	WL 119	WT 1725	WR 247	TOTAL 9359
APPROACH %'s :	14.21%	72.53%	13.26%	16.93%	76.60%	6.48%	6.67%	78.43%	14.90%	5.69%	82.50%	11.81%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	108	567	126	188	839	70	124	1425	249	56	871	141	4764
PEAK HR FACTOR :	0.906			0.888			0.956			0.947			0.964

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	6	0
0	0	2	0
0	0	0	0
0	0	1	0
0	0	0	1
0	0	1	0
0	0	0	0
NB 0	SB 0	EB 10	WB 1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-023

Day: Thursday

City: Culver City

Date: 5/29/2014

AM

NS/EW Streets:	Ince Blvd			Ince Blvd			Gate 2			Gate 2			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	4	22	0	0	6	2	0	0	0	1	1	2	38
7:15 AM	0	38	0	0	11	5	0	0	0	0	0	5	59
7:30 AM	2	55	0	0	11	7	2	0	0	0	0	9	86
7:45 AM	2	67	0	0	17	4	0	0	0	0	0	7	97
8:00 AM	5	48	0	0	30	7	0	0	0	1	1	7	99
8:15 AM	2	45	0	0	26	24	1	0	0	0	3	13	114
8:30 AM	2	59	0	0	28	15	1	0	0	0	1	6	112
8:45 AM	6	47	0	0	31	22	8	0	0	0	2	2	118
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	23	381	0	0	160	86	12	0	0	2	8	51	723
	5.69%	94.31%	0.00%	0.00%	65.04%	34.96%	100.00%	0.00%	0.00%	3.28%	13.11%	83.61%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	15	199	0	0	115	68	10	0	0	1	7	28	443
PEAK HR FACTOR :	0.877			0.863			0.313			0.563			0.939

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5341-023

Day: Thursday

City: Culver City

Date: 5/29/2014

PM

NS/EW Streets:	Ince Blvd		Ince Blvd			Gate 2			Gate 2			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	22	0	0	37	2	5	0	1	0	1	2	70
4:15 PM	0	21	0	0	37	6	23	0	1	0	0	2	90
4:30 PM	0	22	0	0	46	0	10	0	1	1	0	6	86
4:45 PM	1	21	0	0	39	4	8	0	3	1	1	8	86
5:00 PM	0	31	0	0	44	0	13	0	2	0	0	7	97
5:15 PM	0	20	0	0	51	4	20	0	3	0	0	3	101
5:30 PM	0	32	0	0	55	3	16	0	0	2	0	4	112
5:45 PM	0	25	0	0	41	1	8	0	3	1	0	10	89
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1	194	0	0	350	20	103	0	14	5	2	42	731
	0.51%	99.49%	0.00%	0.00%	94.59%	5.41%	88.03%	0.00%	11.97%	10.20%	4.08%	85.71%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	108	0	0	191	8	57	0	8	3	0	24	399
PEAK HR FACTOR :	0.844			0.858			0.707			0.614			0.891

CONTROL : 2-Way Stop (EB/WB)

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5104-001

Day: Tuesday

City: Culver City

Date: 3/3/2015

AM

NS/EW Streets:	Ince Blvd		Ince Blvd			Culver Studios Gate 3			Culver Studios Gate 3			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	21	0	0	7	5	3	0	0	0	0	0	36
7:15 AM	0	41	0	0	5	4	3	0	0	0	0	0	53
7:30 AM	0	50	0	0	15	3	3	0	0	0	0	0	71
7:45 AM	1	59	0	0	24	7	2	0	0	0	0	0	93
8:00 AM	1	65	0	0	22	5	0	0	0	0	0	0	93
8:15 AM	0	73	1	0	16	9	3	0	0	1	0	0	103
8:30 AM	1	53	0	0	25	6	2	0	0	0	0	1	88
8:45 AM	3	41	1	0	26	7	3	0	0	0	0	1	82
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	6	403	2	0	140	46	19	0	0	1	0	2	619
	1.46%	98.05%	0.49%	0.00%	75.27%	24.73%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	3	250	1	0	87	27	7	0	0	1	0	1	377
PEAK HR FACTOR :	0.858			0.919			0.583			0.500			0.915

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5104-001

Day: Tuesday

City: Culver City

Date: 3/3/2015

PM

NS/EW Streets:	Ince Blvd			Ince Blvd			Culver Studios Gate 3			Culver Studios Gate 3			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	1	18	0	0	23	5	7	0	0	0	0	1	55
4:15 PM	1	16	0	1	27	6	3	0	1	0	0	0	55
4:30 PM	1	16	1	2	29	2	2	0	1	0	0	0	54
4:45 PM	0	13	0	0	38	0	1	0	1	0	1	0	54
5:00 PM	0	19	0	0	43	0	4	0	0	0	0	0	66
5:15 PM	0	27	0	1	41	3	2	0	0	0	0	0	74
5:30 PM	0	12	0	0	39	1	6	0	1	1	0	0	60
5:45 PM	0	18	0	0	35	1	8	0	0	0	0	0	62
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	3	139	1	4	275	18	33	0	4	1	1	1	480
	2.10%	97.20%	0.70%	1.35%	92.59%	6.06%	89.19%	0.00%	10.81%	33.33%	33.33%	33.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	76	0	1	158	5	20	0	1	1	0	0	262
PEAK HR FACTOR :	0.704			0.911			0.656			0.250			0.885

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

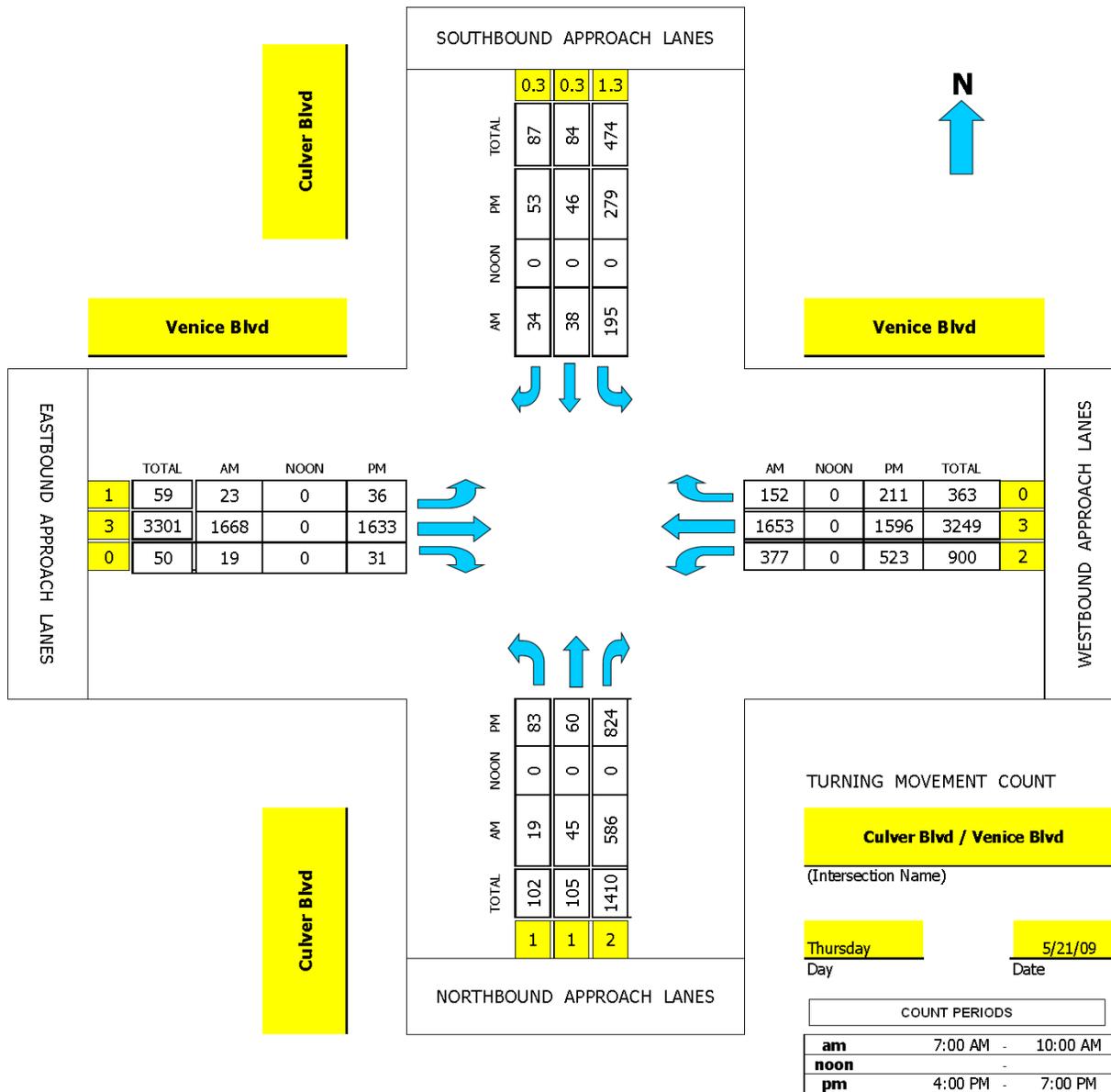
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Culver Blvd/Venice Blvd

Project #: 09-5203-012



CONTROL: Signalized

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 600 PM

Intersection Turning Movement

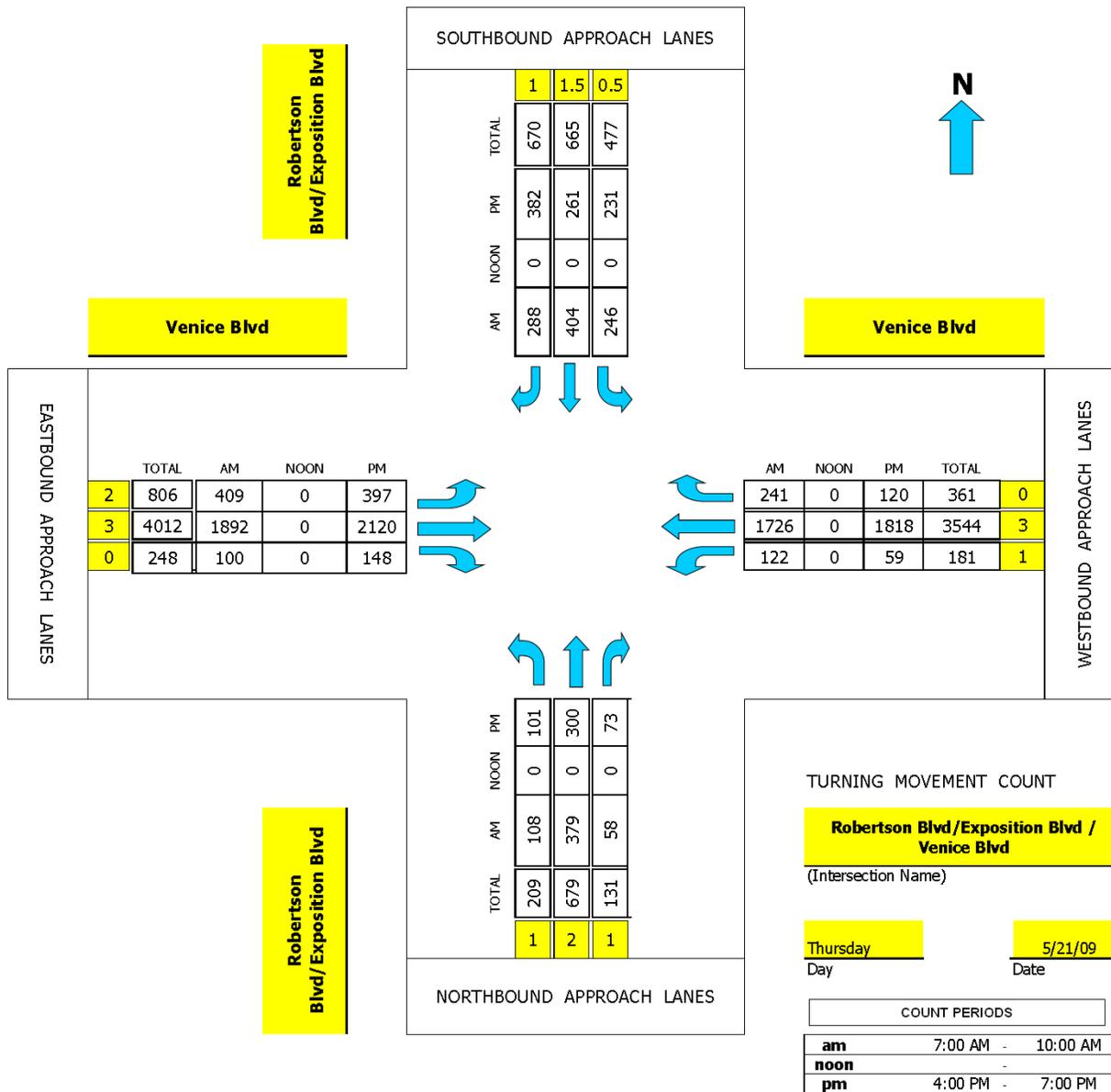
Prepared by:



National Data & Surveying Services

TMC Summary of Robertson Blvd/Exposition Blvd/Venice Blvd

Project #: 09-5203-013



CONTROL: Signalized

AM PEAK HOUR	815 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	545 PM

Intersection Turning Movement

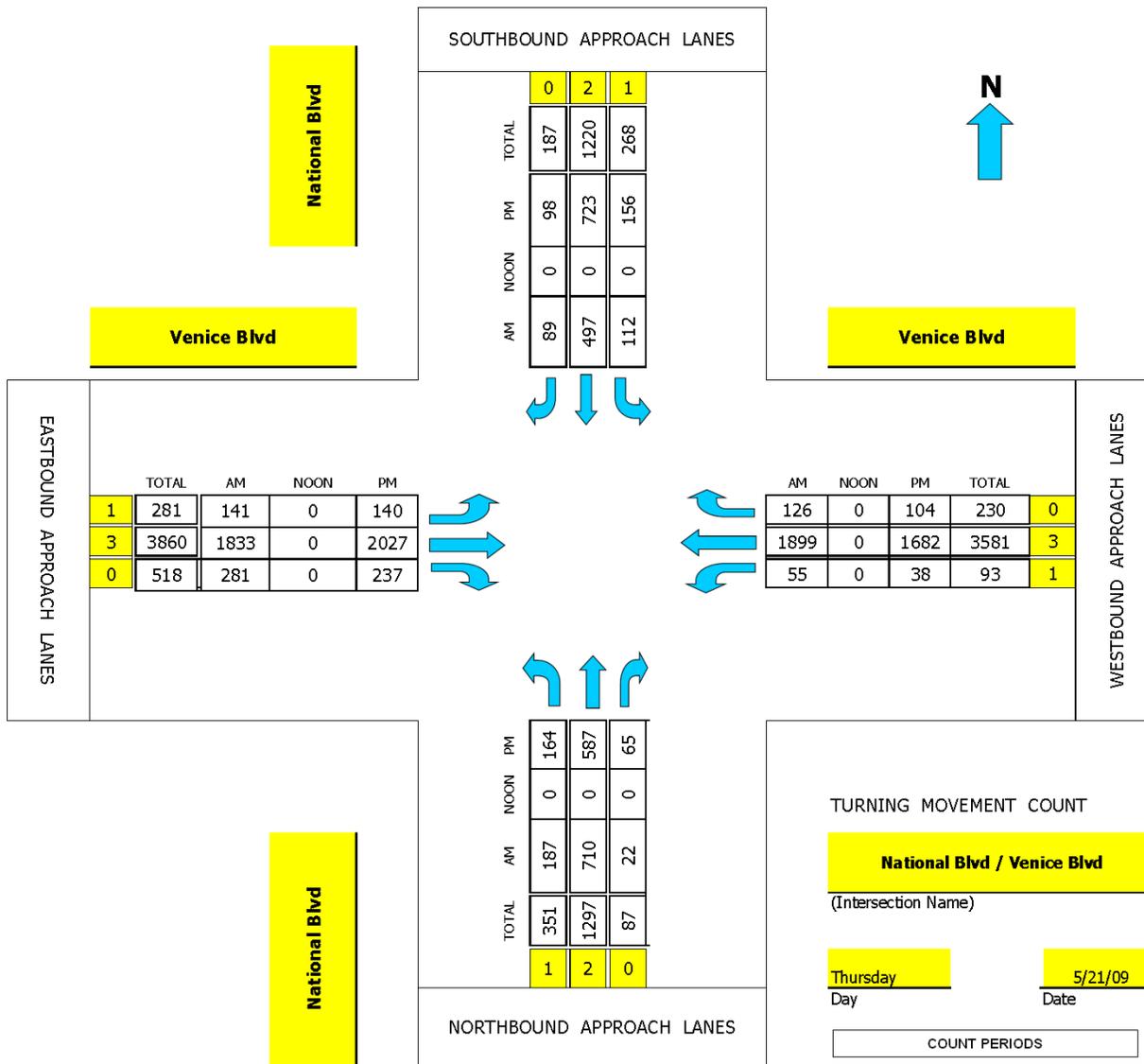
Prepared by:



National Data & Surveying Services

TMC Summary of National Blvd/Venice Blvd

Project #: 09-5203-022



CONTROL: Signalized

AM PEAK HOUR 800 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 515 PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-001
 N/S Street: Jefferson Blvd
 E/W Street: Higuera St/Rodeo Rd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	0	2	0	0	0
7:15 AM	0	2	0	0	0	0	1	0
7:30 AM	1	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	1	3	0	0	0	1	2	0
8:15 AM	1	2	0	0	0	1	0	0
8:30 AM	0	1	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0
TOTALS	4	10	0	0	3	2	3	1

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	1	1	1
7:30 AM	0	1	0	0	3	1	0	0	0	1	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	2	0
8:00 AM	0	1	0	0	2	0	1	1	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	1	1	0	0
8:30 AM	0	0	0	1	5	0	0	0	0	1	5	0
8:45 AM	0	0	0	0	3	0	0	1	0	1	1	0
TOTALS	0	5	0	1	15	1	1	2	1	6	10	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	3	2	0	0	0	0	2	2
4:15 PM	1	0	0	0	0	0	0	0
4:30 PM	3	3	0	0	1	0	4	2
4:45 PM	1	1	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	4	2	0	0
5:45 PM	2	1	0	0	0	0	0	1
TOTALS	12	7	0	0	5	2	9	5

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	1	0	0	0	0	0	2	1	0	0	0
4:15 PM	0	3	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	1	0	1	1	0
4:45 PM	0	0	0	0	1	0	0	0	0	2	3	0
5:00 PM	0	3	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0
5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0
TOTALS	0	11	0	0	6	1	1	5	1	4	5	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-002
 N/S Street: Jefferson Blvd
 E/W Street: Duquesne Ave
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	3	1	3	1	0	1
7:15 AM	0	1	2	2	3	3	0	6
7:30 AM	1	0	1	1	3	1	2	1
7:45 AM	2	0	4	0	3	2	2	4
8:00 AM	0	1	3	0	4	2	1	0
8:15 AM	1	1	3	2	2	1	1	2
8:30 AM	1	2	5	2	2	6	0	7
8:45 AM	1	0	4	1	2	3	4	1
TOTALS	6	6	25	9	22	19	10	22

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	2	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	2	1
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	1	2	1	0	1	0	2	1
8:00 AM	0	0	0	1	0	3	0	0	0	0	1	0
8:15 AM	0	0	0	5	0	1	0	0	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	2	0
TOTALS	0	0	0	8	2	7	2	3	1	0	13	5

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	7	2	0	3	3	3	1
4:15 PM	1	0	2	2	1	0	1	1
4:30 PM	4	12	3	0	2	1	4	4
4:45 PM	1	2	5	5	1	0	2	1
5:00 PM	0	1	4	1	4	4	4	4
5:15 PM	1	0	0	2	1	1	4	1
5:30 PM	0	0	2	3	0	0	2	3
5:45 PM	2	0	5	2	4	3	2	3
TOTALS	11	22	23	15	16	12	22	18

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	1	0	1	1	0	0	1	0	0	1	0
4:15 PM	0	1	0	1	1	0	0	1	0	0	1	0
4:30 PM	0	1	0	1	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	3	0	0	3	0	0	1	1
5:00 PM	0	0	0	0	0	0	2	4	0	0	1	1
5:15 PM	0	0	0	0	0	1	3	2	0	0	2	0
5:30 PM	0	0	1	2	0	2	1	1	1	0	1	2
5:45 PM	0	0	0	2	0	2	0	1	0	0	0	0
TOTALS	0	3	1	7	5	6	6	13	1	0	7	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-003
 N/S Street: Duquesne Ave
 E/W Street: Lucerne Ave
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	5	0	0	0	1	0	0
7:15 AM	3	4	0	3	1	2	0	0
7:30 AM	0	0	0	0	2	0	0	0
7:45 AM	0	1	1	0	4	0	0	0
8:00 AM	0	0	1	0	0	2	0	0
8:15 AM	1	0	1	3	3	2	0	0
8:30 AM	5	3	2	1	2	5	0	0
8:45 AM	0	4	0	1	4	3	0	0
TOTALS	9	17	5	8	16	15	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	1	2	0	0	0	0	3	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	4	1	0	1	0	0	0	0	3	0	0
7:45 AM	0	1	1	0	6	0	0	0	0	3	0	0
8:00 AM	0	1	5	0	1	0	0	0	0	2	0	0
8:15 AM	0	0	3	1	7	0	0	0	0	4	0	0
8:30 AM	1	2	22	0	1	1	0	0	0	1	0	1
8:45 AM	0	2	1	0	1	0	0	0	0	4	0	0
TOTALS	1	11	33	2	19	1	0	0	0	20	0	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	3	0	2	0	0
4:15 PM	5	1	1	3	1	0	0	0
4:30 PM	1	3	1	1	4	0	0	0
4:45 PM	0	1	1	0	2	0	0	0
5:00 PM	2	1	2	2	6	0	0	0
5:15 PM	1	1	1	1	2	1	0	0
5:30 PM	5	1	0	2	0	1	0	0
5:45 PM	4	4	0	0	3	2	0	0
TOTALS	18	12	6	12	18	6	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	3	1	0	0	0	0	1	0	0	0	0
4:15 PM	0	2	8	0	2	0	0	0	0	1	0	1
4:30 PM	0	1	0	0	2	0	0	0	0	2	0	0
4:45 PM	0	1	2	0	4	0	0	0	0	1	0	1
5:00 PM	0	3	2	0	2	0	0	0	0	1	0	1
5:15 PM	0	3	5	0	1	0	0	0	0	0	0	0
5:30 PM	0	4	0	0	1	0	0	0	0	5	0	0
5:45 PM	0	0	0	0	3	0	0	0	0	4	0	1
TOTALS	0	17	18	0	15	0	0	1	0	14	0	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-004
 N/S Street: Madison Ave
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	1	0	1	0
7:15 AM	1	0	0	0	3	0	1	3
7:30 AM	1	2	4	2	1	1	0	2
7:45 AM	3	1	2	3	1	2	3	2
8:00 AM	0	0	1	2	1	1	0	6
8:15 AM	0	1	3	4	0	0	1	8
8:30 AM	0	0	1	4	1	1	1	0
8:45 AM	2	1	2	9	2	3	1	1
TOTALS	7	5	14	24	10	8	8	22

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	2	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	3	0	1	1	0
7:45 AM	0	0	1	1	0	0	0	1	0	0	2	0
8:00 AM	0	1	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	2	0	0	0	1	1	0	0	0	1	0
8:30 AM	0	4	0	0	0	1	0	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	1	2	0
TOTALS	0	7	1	2	0	3	2	11	0	3	7	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	0	7	3	5	3	2	1
4:15 PM	1	1	2	2	1	1	5	1
4:30 PM	1	1	3	4	2	2	4	1
4:45 PM	2	4	3	2	8	2	2	0
5:00 PM	3	1	0	2	0	2	2	0
5:15 PM	4	2	5	4	0	3	3	3
5:30 PM	1	1	5	1	6	2	1	3
5:45 PM	0	4	8	2	0	1	1	7
TOTALS	14	14	33	20	22	16	20	16

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	1	1	0	1	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	7	0	0	2	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	3	2	0	1	0
5:15 PM	0	0	0	0	0	1	0	5	0	0	1	2
5:30 PM	2	0	1	0	1	0	2	2	1	1	3	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
TOTALS	2	1	1	2	3	1	3	20	3	1	9	2

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-005
 N/S Street: Clarington Ave/Madison Ave
 E/W Street: Washington Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	0	1	1	7	5	0	3
7:15 AM	3	5	1	1	6	6	2	1
7:30 AM	4	1	2	2	3	3	1	0
7:45 AM	4	6	11	2	10	6	4	5
8:00 AM	4	4	1	1	5	3	2	5
8:15 AM	1	4	5	4	3	3	5	7
8:30 AM	6	12	6	3	10	6	5	14
8:45 AM	7	5	7	1	9	8	5	9
TOTALS	34	37	34	15	53	40	24	44

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	1	0	0	1	1	0	1	0
7:45 AM	0	1	0	0	0	0	0	0	2	0	2	0
8:00 AM	1	2	0	0	2	0	0	0	0	0	3	0
8:15 AM	0	2	0	0	0	1	0	2	0	0	2	0
8:30 AM	0	3	0	1	2	0	0	0	0	1	0	0
8:45 AM	0	2	1	1	5	0	0	1	1	1	2	0
TOTALS	2	11	1	2	10	1	0	5	4	2	10	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	8	3	5	14	7	6	4
4:15 PM	3	2	4	3	3	9	6	7
4:30 PM	5	2	3	3	1	3	9	12
4:45 PM	8	5	1	1	3	6	1	8
5:00 PM	4	0	1	1	7	8	4	3
5:15 PM	3	4	3	4	8	3	7	5
5:30 PM	3	1	3	4	3	6	7	4
5:45 PM	3	2	3	2	3	7	8	3
TOTALS	31	24	21	23	42	49	48	46

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	2	1	0	0	0	0	1	0	1	1	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	2	0	0	2	0
5:15 PM	0	0	0	0	2	0	0	1	0	0	1	0
5:30 PM	0	0	1	0	0	0	0	2	0	0	1	1
5:45 PM	0	0	0	0	1	0	0	1	0	0	1	0
TOTALS	1	4	2	0	4	0	0	8	0	1	8	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-006
 N/S Street: Culver Blvd
 E/W Street: Duquesne Ave
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	1	1	0	1	1	1	1
7:15 AM	1	4	0	0	4	2	0	0
7:30 AM	0	8	2	0	1	3	1	2
7:45 AM	1	0	2	0	4	0	0	2
8:00 AM	2	5	1	1	7	7	2	2
8:15 AM	3	2	3	4	10	4	2	1
8:30 AM	3	7	1	3	7	2	5	3
8:45 AM	6	12	1	2	6	8	3	6
TOTALS	19	39	11	10	40	27	14	17

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	1	0	0	1	1
7:45 AM	1	4	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	1	1	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	0	0	2	0	0	1	0
8:45 AM	1	0	0	0	2	0	0	1	0	1	1	0
TOTALS	2	6	0	1	6	1	0	8	0	1	5	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	5	3	4	1	4	4	1	4
4:15 PM	1	3	2	3	4	0	1	4
4:30 PM	5	4	3	3	5	8	5	0
4:45 PM	2	4	2	6	5	4	6	5
5:00 PM	5	6	2	2	7	1	9	0
5:15 PM	5	9	2	3	5	5	7	0
5:30 PM	5	16	2	0	2	6	1	2
5:45 PM	4	3	2	5	6	2	5	2
TOTALS	32	48	19	23	38	30	35	17

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	2	0	1	2	0
4:15 PM	0	3	0	0	0	1	0	1	0	0	2	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	1	2	1	0	0	0	0	0	0	0	2	0
5:00 PM	0	2	0	0	1	0	1	0	0	0	4	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	4	0
5:30 PM	0	2	0	0	1	0	0	1	0	0	1	1
5:45 PM		1					1	1			3	2
TOTALS	1	11	1	0	4	1	2	5	0	1	18	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-007
 N/S Street: Hughes Ave
 E/W Street: Venice Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	4	1	0	1	7	0	1
7:15 AM	5	4	0	3	3	7	2	0
7:30 AM	3	9	3	5	4	7	2	4
7:45 AM	2	7	2	3	2	6	2	7
8:00 AM	0	2	1	3	3	2	3	5
8:15 AM	3	5	2	3	2	9	2	9
8:30 AM	3	9	2	3	2	7	2	7
8:45 AM	3	4	4	5	0	13	1	5
TOTALS	25	44	15	25	17	58	14	38

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	0	0	1	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	8	0
7:30 AM	1	0	0	0	1	0	0	2	1	0	8	0
7:45 AM	1	0	0	0	1	0	0	1	0	0	5	0
8:00 AM	0	0	0	1	1	0	0	6	0	0	8	0
8:15 AM	0	0	0	1	0	0	0	4	0	0	7	0
8:30 AM	1	0	0	0	2	0	0	4	0	0	15	0
8:45 AM	0	0	0	0	1	0	0	8	1	0	6	0
TOTALS	3	1	0	2	7	0	0	28	2	0	62	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	8	5	8	11	10	16	5	3
4:15 PM	6	6	6	10	9	6	6	3
4:30 PM	6	6	5	12	5	11	5	2
4:45 PM	3	10	4	9	20	9	7	4
5:00 PM	10	2	6	11	10	11	5	4
5:15 PM	5	3	10	3	6	4	7	3
5:30 PM	2	8	5	4	8	2	4	2
5:45 PM	14	7	3	3	1	5	4	2
TOTALS	54	47	47	63	69	64	43	23

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	1	0	2	1	0	0	9	2	0	3	0
4:15 PM	1	1	0	0	0	0	0	7	1	0	3	0
4:30 PM	0	0	0	0	0	2	1	7	0	0	8	0
4:45 PM	1	2	0	0	1	0	0	13	0	0	6	0
5:00 PM	1	1	0	0	1	0	0	10	0	0	6	0
5:15 PM	1	3	1	0	0	0	0	8	1	0	3	0
5:30 PM	0	2	0	0	0	0	0	13	0	0	9	0
5:45 PM	1	1	0	0	0	0	1	11	0	0	5	0
TOTALS	5	11	1	2	3	2	2	78	4	0	43	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-008
 N/S Street: Washington Blvd
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	0	0	0	4	2	0	0
7:15 AM	2	2	0	0	2	4	0	0
7:30 AM	1	1	0	0	3	2	0	0
7:45 AM	6	3	0	0	8	7	0	0
8:00 AM	0	1	0	0	8	7	0	0
8:15 AM	1	6	0	0	13	6	0	0
8:30 AM	5	6	0	0	8	10	0	0
8:45 AM	3	8	0	0	18	13	0	0
TOTALS	21	27	0	0	64	51	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	1	0	0	0	0	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	7	11	0	0	19	14	0	0
4:15 PM	6	6	0	0	10	11	0	0
4:30 PM	5	7	0	0	13	12	0	0
4:45 PM	6	4	0	0	21	6	0	0
5:00 PM	8	7	0	0	17	19	0	0
5:15 PM	10	9	0	0	12	28	0	0
5:30 PM	6	6	0	0	14	17	0	0
5:45 PM	10	2	0	0	7	19	0	0
TOTALS	58	52	0	0	113	126	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	3	0	0	0	0	3

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-008
 N/S Street: Washington Blvd
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	1	2	1	0	1	0	0
7:15 AM	2	2	5	5	0	0	0	0
7:30 AM	5	2	6	3	0	1	0	0
7:45 AM	14	7	4	7	0	1	0	0
8:00 AM	7	8	8	6	0	1	0	0
8:15 AM	13	7	15	10	0	0	0	0
8:30 AM	9	9	8	9	1	2	0	0
8:45 AM	13	14	13	13	4	0	0	0
TOTALS	68	50	61	54	5	6	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0
7:30 AM	0	0	1	0	0	0	0	1	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	1	1	0	0	1	0	0	0	0
8:30 AM	0	1	0	1	0	1	0	1	0	0	2	1
8:45 AM	0	0	1	2	0	0	0	1	0	0	2	0
TOTALS	0	2	2	4	1	2	0	10	0	0	9	3

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	16	15	22	19	5	1	0	0
4:15 PM	17	6	13	9	2	6	0	0
4:30 PM	14	8	16	13	4	8	0	0
4:45 PM	23	12	11	11	2	5	0	0
5:00 PM	10	16	45	8	1	13	0	0
5:15 PM	15	24	12	16	6	3	0	0
5:30 PM	13	21	19	10	4	3	0	0
5:45 PM	12	21	23	8	3	11	0	0
TOTALS	120	123	161	94	27	50	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	1	0	0	0	0	0	0	2	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	3	0
4:45 PM	0	0	1	0	0	0	0	4	1	0	4	0
5:00 PM	0	0	0	1	1	0	0	4	0	0	1	2
5:15 PM	0	0	0	1	0	0	0	3	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	3	0	1	2	1
5:45 PM	0	0	0	1	0	0	0	1	0	0	0	0
TOTALS	1	0	1	4	1	0	0	19	1	2	12	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-009
 N/S Street: Main St
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	0	1	1	0	6
7:15 AM	2	3	0	0	6	2	0	2
7:30 AM	0	2	0	0	5	1	1	3
7:45 AM	0	5	0	0	2	0	3	0
8:00 AM	0	1	0	0	3	2	3	0
8:15 AM	1	1	0	0	7	1	11	0
8:30 AM	3	4	0	0	3	3	0	3
8:45 AM	5	10	0	0	2	4	9	4
TOTALS	13	27	0	0	29	14	27	18

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0
7:30 AM	0	3	0	0	1	0	0	1	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	1	0	0	2	0
8:00 AM	0	1	0	0	0	0	0	1	1	0	1	0
8:15 AM	0	3	0	0	0	0	0	1	0	1	2	0
8:30 AM	0	2	0	0	2	0	0	1	0	0	3	0
8:45 AM	0	3	0	0	2	0	0	1	0	0	3	0
TOTALS	0	13	0	1	6	0	0	6	1	1	13	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	16	15	0	0	8	18	5	5
4:15 PM	13	10	0	0	3	9	2	0
4:30 PM	16	17	0	0	12	11	2	8
4:45 PM	19	10	0	0	5	8	6	3
5:00 PM	7	12	0	0	19	5	4	5
5:15 PM	14	26	0	0	7	8	2	4
5:30 PM	15	8	0	0	1	17	3	9
5:45 PM	12	18	0	0	4	7	4	5
TOTALS	112	116	0	0	59	83	28	39

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	3	0	0	2	0	0	3	0	0	6	0
4:15 PM	0	1	0	1	3	0	1	2	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1	0	3	0
4:45 PM	0	1	0	0	1	0	0	0	0	1	0	0
5:00 PM	1	1	0	0	1	0	0	2	0	0	2	0
5:15 PM	0	0	0	1	1	0	0	2	0	0	1	0
5:30 PM	0	5	0	1	0	0	0	2	0	0	9	0
5:45 PM	0	1	2	0	1	0	0	3	0	0	1	0
TOTALS	1	12	2	3	9	0	1	15	1	1	22	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-010
 N/S Street: Ince Blvd
 E/W Street: Washington Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	2	0	1	0	0	0
7:15 AM	2	2	1	0	0	1	1	0
7:30 AM	0	2	3	0	1	2	3	0
7:45 AM	1	5	0	1	1	1	0	0
8:00 AM	2	2	1	0	2	5	0	0
8:15 AM	0	3	2	1	0	7	0	0
8:30 AM	1	7	3	1	2	5	0	0
8:45 AM	5	2	4	5	1	8	0	0
TOTALS	12	24	16	8	8	29	4	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0
7:30 AM	0	0	2	1	0	0	0	0	1	0	0	2
7:45 AM	1	0	0	0	0	0	0	2	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	1	0	0	1	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	2	1	0	0	1	0	0	1
8:45 AM	0	1	2	1	1	0	0	0	2	0	1	3
TOTALS	2	2	4	2	4	1	0	2	8	0	1	9

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	9	3	5	3	0	10	2	3
4:15 PM	2	5	2	1	2	2	0	0
4:30 PM	13	8	2	2	5	2	2	0
4:45 PM	8	6	3	4	8	4	1	0
5:00 PM	2	9	4	6	10	7	0	0
5:15 PM	7	11	0	2	5	2	3	0
5:30 PM	5	15	0	3	5	3	1	0
5:45 PM	5	3	11	4	9	7	2	0
TOTALS	51	60	27	25	44	37	11	3

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	2	0	0	2	0	0	0	3	1	0	1	1
4:15 PM	3	0	0	2	1	0	0	0	0	0	0	1
4:30 PM	2	0	0	0	0	1	0	0	2	0	0	0
4:45 PM	1	2	1	1	0	0	1	2	0	0	1	0
5:00 PM	1	0	0	0	1	0	0	1	2	0	2	0
5:15 PM	1	0	0	0	0	1	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	2	0	2	0	0	2	3
5:45 PM	1	2	0	0	1	0	0	4	0	1	0	0
TOTALS	11	4	1	5	3	4	1	12	6	1	6	7

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-011
 N/S Street: Ince Blvd
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	0	0	0	0	0
7:15 AM	1	3	2	3	0	0	1	1
7:30 AM	0	7	1	0	0	0	1	4
7:45 AM	1	4	2	0	0	0	2	4
8:00 AM	0	4	4	1	0	0	2	5
8:15 AM	1	3	4	4	0	0	4	2
8:30 AM	2	2	2	4	0	0	7	5
8:45 AM	1	7	4	12	0	0	1	9
TOTALS	7	31	19	24	0	0	18	30

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	2	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	3	0	0	1	0	0	0	1	0	0	1	0
8:30 AM	2	0	0	0	1	0	0	1	0	1	0	0
8:45 AM	2	1	0	0	1	0	0	1	0	0	1	0
TOTALS	13	1	0	1	2	0	0	4	1	1	4	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	9	12	9	4	0	0	11	18
4:15 PM	12	8	11	12	0	1	13	3
4:30 PM	11	15	10	10	0	1	4	13
4:45 PM	9	9	7	6	0	0	9	4
5:00 PM	14	13	11	9	0	0	18	13
5:15 PM	10	18	13	9	0	0	13	16
5:30 PM	10	9	9	10	0	0	10	11
5:45 PM	14	21	8	7	0	0	14	29
TOTALS	89	105	78	67	0	2	92	107

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	1	0	0	1	1	1	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	1	0	1	0
4:30 PM	2	0	0	1	0	0	0	1	0	0	0	0
4:45 PM	2	0	0	0	0	1	0	1	0	0	1	0
5:00 PM	1	0	0	2	2	0	0	0	3	0	3	0
5:15 PM	3	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	2	1	0	0	0	0	0	0	0	0	0	0
TOTALS	13	1	0	6	3	2	0	2	4	0	5	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-012
 N/S Street: Culver Blvd
 E/W Street: Venice Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	4	3	2	0	0	2	0
7:15 AM	3	2	8	6	0	0	3	6
7:30 AM	5	3	6	3	0	0	4	2
7:45 AM	2	0	8	6	0	0	4	9
8:00 AM	1	2	7	2	0	0	2	6
8:15 AM	5	2	9	11	0	0	5	6
8:30 AM	1	2	3	6	0	0	6	4
8:45 AM	5	3	6	4	0	0	5	9
TOTALS	29	18	50	40	0	0	31	42

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	0	0	0	1	0	0	7	0
7:15 AM	1	0	0	0	0	0	0	3	0	1	6	1
7:30 AM	0	1	0	0	1	0	0	5	0	1	7	1
7:45 AM	0	0	0	0	0	0	0	7	0	0	8	0
8:00 AM	0	0	0	0	0	0	0	9	0	0	4	0
8:15 AM	0	0	0	1	0	0	1	4	0	2	8	0
8:30 AM	0	0	0	1	2	0	0	1	0	1	16	0
8:45 AM	0	0	0	2	0	0	0	8	0	1	7	0
TOTALS	1	1	1	4	3	0	1	38	0	6	63	2

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	5	5	12	4	0	0	13	10
4:15 PM	11	12	8	13	0	1	17	14
4:30 PM	6	9	4	6	0	0	9	11
4:45 PM	6	4	7	9	0	0	9	7
5:00 PM	3	8	14	13	0	0	14	17
5:15 PM	9	3	11	12	0	0	12	7
5:30 PM	8	5	15	8	0	0	12	13
5:45 PM	4	7	13	11	0	0	14	8
TOTALS	52	53	84	76	0	1	100	87

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	1	0	0	10	0	0	1	0
4:15 PM	0	0	0	0	0	0	1	8	0	0	6	1
4:30 PM	0	0	0	0	0	1	1	10	0	0	4	0
4:45 PM	0	0	0	0	1	1	0	8	0	0	6	2
5:00 PM	0	0	1	0	1	0	1	9	0	0	5	0
5:15 PM	0	0	0	1	0	0	0	10	0	1	7	0
5:30 PM	0	0	0	1	1	0	0	8	0	1	8	0
5:45 PM	0	0	0	0	1	0	2	14	0	0	6	0
TOTALS	0	0	1	2	5	2	5	77	0	2	43	3

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-013
 N/S Street: Robertson Blvd
 E/W Street: Venice Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	9	5	15	43	5	0	0
7:15 AM	3	2	11	15	36	3	0	0
7:30 AM	10	6	7	18	21	9	0	0
7:45 AM	3	12	11	24	67	7	0	1
8:00 AM	10	0	8	1	4	10	0	0
8:15 AM	8	1	12	22	68	10	0	0
8:30 AM	6	9	7	13	21	10	0	0
8:45 AM	9	11	8	26	31	5	0	0
TOTALS	51	50	69	134	291	59	0	1

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	3	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	5	0	0	3	1
7:30 AM	0	0	0	0	0	0	0	2	0	0	6	1
7:45 AM	0	0	0	0	0	0	0	7	0	0	8	0
8:00 AM	0	0	0	0	0	0	0	9	0	0	3	0
8:15 AM	1	0	0	0	0	0	0	7	0	1	11	0
8:30 AM	0	0	0	0	0	0	1	3	0	5	11	2
8:45 AM	0	0	1	0	0	0	0	9	1	0	7	0
TOTALS	1	0	1	0	0	0	1	45	1	6	53	4

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	12	10	18	11	11	8	0	0
4:15 PM	14	6	16	7	16	13	0	0
4:30 PM	8	8	8	16	18	6	0	0
4:45 PM	8	9	20	7	9	10	0	0
5:00 PM	6	9	19	10	23	6	0	0
5:15 PM	10	5	15	5	13	6	0	0
5:30 PM	8	9	18	9	11	8	0	0
5:45 PM	5	5	20	22	14	5	0	0
TOTALS	71	61	134	87	115	62	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	2	1	0	0	0	14	0	2	1	0
4:15 PM	0	0	2	0	0	1	1	9	0	0	4	0
4:30 PM	0	0	0	2	0	0	0	12	0	1	2	0
4:45 PM	0	0	1	0	0	0	0	11	0	2	5	0
5:00 PM	0	0	2	0	0	0	0	9	1	3	3	1
5:15 PM	0	0	4	0	0	0	0	13	0	0	1	3
5:30 PM	0	0	2	0	0	0	1	7	0	3	3	0
5:45 PM	0	0	7	0	0	0	0	9	0	0	5	0
TOTALS	0	0	20	3	0	1	2	84	1	11	24	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-014
 N/S Street: National Blvd
 E/W Street: Washington Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	3	0	1	1	0	1	0
7:15 AM	3	2	0	0	0	0	0	2
7:30 AM	1	2	0	0	1	0	0	2
7:45 AM	1	5	0	0	1	0	0	2
8:00 AM	0	1	0	0	0	1	0	3
8:15 AM	5	1	1	0	0	0	0	3
8:30 AM	2	5	0	0	0	0	2	2
8:45 AM	7	4	1	2	0	2	1	3
TOTALS	20	23	2	3	3	3	4	17

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	1	0	0	0	0	0	1	0
7:15 AM	2	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	2	0	0	0	0	0	2	3	0	2	0
8:00 AM	2	2	0	0	2	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	1	0	0	3	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	1	0	1	1	0	0	13	0	0	1	0
TOTALS	6	8	0	1	5	0	0	17	3	0	7	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	9	3	1	0	0	1	2	0
4:15 PM	5	2	1	1	0	0	3	2
4:30 PM	2	2	0	1	0	0	0	2
4:45 PM	1	1	0	0	0	0	2	2
5:00 PM	3	3	0	1	0	1	4	0
5:15 PM	5	2	0	0	0	3	1	2
5:30 PM	1	6	0	1	0	0	2	1
5:45 PM	3	8	2	0	1	1	1	2
TOTALS	29	27	4	4	1	6	15	11

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	1	1	2	3	1	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	2	0	0	1	0
4:45 PM	1	0	0	0	2	0	0	1	0	0	3	0
5:00 PM	0	2	0	0	0	0	0	2	1	0	1	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	2	1
5:30 PM	3	0	0	0	1	0	0	3	3	0	3	0
5:45 PM	1	0	0	0	1	0	0	2	0	1	2	0
TOTALS	6	4	0	0	6	1	2	12	7	2	14	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-015
 N/S Street: Robertson Blvd/Higuera St
 E/W Street: Washington Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	0	1	0	2	2	0	2
7:15 AM	0	3	2	1	0	0	1	0
7:30 AM	1	1	2	2	6	3	2	2
7:45 AM	3	3	2	1	1	1	2	0
8:00 AM	2	1	2	1	3	4	3	1
8:15 AM	2	4	4	2	5	0	4	1
8:30 AM	3	0	1	4	0	7	2	0
8:45 AM	2	4	1	3	2	3	2	0
TOTALS	18	16	15	14	19	20	16	6

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	1	0	0	0	0	0	2	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	2	0
8:00 AM	1	0	0	0	0	0	0	2	0	1	1	0
8:15 AM	0	2	0	0	1	0	0	0	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	1	13	0	0	3	0
TOTALS	2	6	1	0	1	0	1	20	0	1	12	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	4	2	1	1	1	1	1
4:15 PM	2	3	15	2	5	4	0	4
4:30 PM	3	7	4	1	2	3	5	2
4:45 PM	2	2	0	3	1	2	2	1
5:00 PM	6	5	3	0	1	1	0	4
5:15 PM	3	3	0	1	4	3	0	1
5:30 PM	4	2	2	4	6	7	1	0
5:45 PM	6	17	2	2	3	2	3	3
TOTALS	26	43	28	14	23	23	12	16

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	1	0	0	1	0	5	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	0
4:45 PM	0	0	1	0	0	0	0	3	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	4	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0
TOTALS	0	0	2	0	0	1	0	16	0	0	10	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-016
 N/S Street: Higuera St
 E/W Street: Lucerne Ave
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	1	0	1	0	2	1
7:15 AM	1	1	1	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	1	1
7:45 AM	1	0	0	0	0	0	2	0
8:00 AM	0	2	3	2	0	0	0	4
8:15 AM	2	6	3	3	5	0	2	5
8:30 AM	1	4	1	0	0	1	1	1
8:45 AM	2	0	0	10	2	0	4	1
TOTALS	8	13	9	15	8	1	14	15

BUSES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	2	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	2	0	0	0
7:45 AM	4	0	0	0	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	1	0	0	1	0	1	0	1	0	0	0
8:30 AM	3	0	0	0	0	1	0	0	5	0	0	0
8:45 AM	2	0	0	0	0	0	0	0	2	0	0	0
TOTALS	16	3	0	0	2	1	2	0	11	0	0	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	0	0	10	2	0	4	1
4:15 PM	1	4	0	1	1	1	2	3
4:30 PM	3	0	0	3	0	2	2	0
4:45 PM	2	2	1	1	0	1	0	3
5:00 PM	1	0	0	0	1	1	2	2
5:15 PM	0	0	5	0	2	0	0	0
5:30 PM	0	0	1	4	1	7	1	1
5:45 PM	2	1	0	0	0	0	3	2
TOTALS	11	7	7	19	7	12	14	12

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	2	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	0	0	0	0	2	0	0	0
4:30 PM	2	0	0	0	2	0	1	0	0	0	0	0
4:45 PM	0	1	0	0	1	1	1	0	1	0	0	0
5:00 PM	3	0	0	0	1	0	0	0	2	0	0	0
5:15 PM	2	1	0	0	6	0	0	0	1	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	4	1	0	0	0	0	1	0	1	0	0	0
TOTALS	16	10	0	0	10	1	3	0	7	0	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-017
 N/S Street: Lucerne Ave
 E/W Street: Ince Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	2	0	0	0	1	0
7:15 AM	2	1	0	0	0	0	1	0
7:30 AM	1	0	2	0	0	0	0	0
7:45 AM	2	2	5	1	1	0	0	0
8:00 AM	0	0	1	2	0	0	0	0
8:15 AM	0	0	1	2	0	0	0	0
8:30 AM	1	1	2	2	0	0	1	0
8:45 AM	0	0	0	0	1	0	0	0
TOTALS	7	5	13	7	2	0	3	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	2	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	2	0	0	4	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	6	0	0	4	0
8:30 AM	0	0	0	0	0	0	1	2	0	0	3	0
8:45 AM	0	0	1	1	0	0	0	2	0	0	3	0
TOTALS	0	0	1	6	0	0	6	11	0	0	19	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	4	3	5	1	0	0	0	5
4:15 PM	0	1	2	3	1	0	1	0
4:30 PM	0	0	1	1	0	0	0	0
4:45 PM	2	0	2	2	0	0	0	2
5:00 PM	0	0	2	1	0	1	0	2
5:15 PM	0	0	5	2	0	0	1	3
5:30 PM	0	1	0	4	0	0	1	3
5:45 PM	0	2	0	0	0	1	0	0
TOTALS	6	7	17	14	1	2	3	15

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	1	0	0	0	0	1	1
4:15 PM	0	0	0	2	0	0	0	1	0	0	2	1
4:30 PM	0	0	0	2	0	0	0	2	0	0	2	1
4:45 PM	0	0	0	0	0	2	1	0	0	0	2	0
5:00 PM	0	0	0	1	0	0	0	2	0	0	2	1
5:15 PM	0	0	0	1	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	2	2	1	0	0	2	1
TOTALS	0	0	0	7	0	5	4	6	0	0	12	5

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-018
 N/S Street: Hayden Ave
 E/W Street: National Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	1	0	0	0	0
7:45 AM	0	0	1	2	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0
8:45 AM	0	0	1	4	0	0	0	0
TOTALS	0	0	6	8	0	0	0	0

BUSES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0
TOTALS	1	0	1	0	0	0	0	3	1	1	2	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	1	1	0	0	0	0
4:15 PM	0	0	0	2	0	0	0	0
4:30 PM	0	0	1	1	0	0	0	0
4:45 PM	0	0	1	1	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0
5:15 PM	0	0	1	1	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	5	7	0	0	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	1	0	0	0
5:45 PM	1	0	0	0	0	0	0	2	0	0	0	0
TOTALS	1	0	2	0	0	0	0	5	2	0	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-019
 N/S Street: Overland Ave
 E/W Street: Culver Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	0	1	2	3	4
7:15 AM	1	0	0	1	0	1	6	4
7:30 AM	0	0	1	1	1	0	3	1
7:45 AM	1	0	0	0	0	3	5	3
8:00 AM	3	3	1	1	2	2	3	3
8:15 AM	0	1	3	2	2	0	3	5
8:30 AM	0	0	0	1	0	0	4	0
8:45 AM	1	0	1	0	1	0	4	2
TOTALS	6	6	6	6	7	8	31	22

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	1	2	0	0	3	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	1	0	0	0	0
7:30 AM	0	4	0	1	1	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	3	1	0	1	0
8:00 AM	0	2	0	0	1	0	0	2	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	2	0	0	1	0
8:30 AM	0	4	0	0	2	0	1	2	1	0	0	0
8:45 AM	0	0	0	0	4	0	0	0	0	0	0	0
TOTALS	0	13	0	2	14	0	1	14	2	0	2	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	1	1	2	1	4
4:15 PM	0	0	2	1	0	2	1	5
4:30 PM	0	0	1	1	2	3	6	3
4:45 PM	0	0	1	2	2	3	10	6
5:00 PM	0	0	0	2	1	0	11	5
5:15 PM	0	3	0	7	0	0	4	2
5:30 PM	1	0	1	0	0	0	5	4
5:45 PM	0	0	4	2	1	1	1	2
TOTALS	1	3	9	16	7	11	39	31

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	2	0	1	1	0	0	0	0	0	1	0
4:15 PM	0	4	0	0	0	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	4	0	0	2	0	0	0	0
4:45 PM	0	1	0	0	1	0	1	1	0	0	1	0
5:00 PM	0	1	0	0	4	0	0	0	0	0	0	0
5:15 PM	1	2	0	1	3	0	0	1	0	1	0	0
5:30 PM	0	4	0	0	1	0	0	2	0	0	1	0
5:45 PM	0	4	0	0	2	0	0	2	0	0	0	0
TOTALS	1	18	0	2	16	0	1	10	0	1	3	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-020
 N/S Street: Overland Ave
 E/W Street: Jefferson Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	0	0	1	2	0	0	3
7:15 AM	1	3	5	3	1	4	2	1
7:30 AM	2	0	0	1	3	5	2	0
7:45 AM	3	1	3	4	2	2	4	1
8:00 AM	1	1	0	2	3	2	1	3
8:15 AM	3	4	7	6	2	1	0	1
8:30 AM	4	2	8	1	8	2	5	0
8:45 AM	5	1	1	0	1	0	0	3
TOTALS	23	12	24	18	22	16	14	12

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	2	0	0	1	0	0	1	0
7:15 AM	0	1	0	0	2	0	0	1	0	0	2	0
7:30 AM	0	2	1	0	0	0	0	3	0	0	1	0
7:45 AM	0	3	0	0	2	0	0	1	0	0	1	0
8:00 AM	0	1	0	0	1	0	0	1	0	0	2	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	0
8:45 AM	0	1	0	0	1	0	3	2	1	0	0	0
TOTALS	0	9	2	0	10	0	3	9	1	0	9	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	4	3	14	6	2	6	6	5
4:15 PM	0	0	4	3	2	5	4	0
4:30 PM	3	1	3	4	1	1	1	10
4:45 PM	1	0	5	5	5	0	3	3
5:00 PM	3	2	5	4	3	2	3	8
5:15 PM	1	3	2	5	3	0	4	3
5:30 PM	5	1	5	4	0	3	3	3
5:45 PM	2	2	6	4	1	1	2	9
TOTALS	19	12	44	35	17	18	26	41

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	2	0	2	0	0	0	0	0	0	2	0
4:15 PM	0	2	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	2	0	1	3	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	1	2	0
5:00 PM	0	3	0	0	0	0	2	1	0	1	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	0	1	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	2	0	0	0	0	0	0	0	0	2	0
TOTALS	0	13	0	3	2	1	3	6	0	2	9	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-021
 N/S Street: Main St
 E/W Street: Venice Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	9	3	4	6	6	2	6
7:15 AM	2	11	3	8	0	7	0	5
7:30 AM	2	8	3	9	4	8	3	14
7:45 AM	3	6	3	1	1	8	1	5
8:00 AM	1	12	2	4	6	10	1	15
8:15 AM	6	4	5	8	10	4	1	6
8:30 AM	3	11	1	11	2	11	5	6
8:45 AM	2	13	2	8	4	12	3	9
TOTALS	22	74	22	53	33	66	16	66

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	1	2	0	0	4	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	2	2	0	5	0
7:30 AM	0	2	0	0	3	1	0	4	2	0	7	0
7:45 AM	0	0	0	4	2	0	0	6	1	0	5	0
8:00 AM	3	0	0	0	1	0	0	6	0	1	6	0
8:15 AM	0	0	0	0	2	0	0	5	0	0	7	0
8:30 AM	1	0	0	2	1	2	0	9	0	0	7	0
8:45 AM	2	0	0	0	4	0	0	2	1	1	12	0
TOTALS	6	2	0	8	15	3	0	38	6	2	51	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	7	13	18	3	14	7	4	16
4:15 PM	12	9	8	9	7	4	5	10
4:30 PM	11	12	14	9	9	4	10	10
4:45 PM	10	7	11	7	20	17	6	12
5:00 PM	4	7	10	9	13	16	14	5
5:15 PM	18	7	12	5	12	21	10	5
5:30 PM	3	14	13	6	12	7	6	5
5:45 PM	11	8	28	6	12	9	8	7
TOTALS	76	77	114	54	99	85	63	70

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	1	4	2	1	2	0	0	13	2	0	3	0
4:15 PM	3	2	0	1	0	0	0	6	0	0	4	0
4:30 PM	0	1	0	0	0	0	0	11	1	0	7	0
4:45 PM	2	0	0	0	1	0	1	4	0	0	5	0
5:00 PM	0	1	2	2	0	0	0	9	0	0	3	1
5:15 PM	0	1	0	0	1	1	0	4	5	0	4	0
5:30 PM	2	5	0	0	0	0	0	11	0	1	8	0
5:45 PM	1	2	0	4	0	0	0	6	3	0	8	0
TOTALS	9	16	4	8	4	1	1	64	11	1	42	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-022
 N/S Street: National Blvd
 E/W Street: Venice Blvd
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	13	3	17	2	30	0	15	3
7:15 AM	21	4	49	5	54	2	41	4
7:30 AM	6	7	47	0	75	0	27	9
7:45 AM	23	8	19	1	28	5	15	1
8:00 AM	12	7	11	3	9	0	9	6
8:15 AM	8	10	15	5	14	7	12	10
8:30 AM	2	15	2	14	15	1	8	1
8:45 AM	5	8	4	1	10	7	7	2
TOTALS	90	62	164	31	235	22	134	36

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	2	0	1	1	0	1	2	0
7:15 AM	1	2	0	0	1	0	0	1	0	1	2	1
7:30 AM	0	2	0	0	0	0	1	1	0	0	5	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	2	0
8:00 AM	1	4	0	0	1	0	0	2	0	1	4	0
8:15 AM	1	0	0	0	1	0	0	4	0	0	6	0
8:30 AM	1	1	0	0	0	0	0	4	0	0	7	0
8:45 AM	0	1	0	0	2	0	0	11	0	0	10	0
TOTALS	4	16	0	0	7	0	2	24	0	3	38	1

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	12	6	5	11	4	15	13	12
4:15 PM	6	29	7	9	3	10	3	33
4:30 PM	20	25	6	9	3	40	10	40
4:45 PM	8	16	4	8	3	3	1	21
5:00 PM	7	10	8	5	5	7	8	19
5:15 PM	7	4	6	1	5	5	10	4
5:30 PM	5	4	11	1	11	0	8	10
5:45 PM	4	16	3	1	3	6	6	13
TOTALS	69	110	50	45	37	86	59	152

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	1	1	0	6	0	0	2	0
4:15 PM	1	1	0	0	1	0	0	5	1	0	3	0
4:30 PM	0	4	0	0	4	1	0	9	0	0	10	0
4:45 PM	0	0	0	0	2	0	0	6	0	2	3	1
5:00 PM	0	1	0	2	1	0	1	3	1	0	2	0
5:15 PM	1	1	0	0	2	1	2	3	2	0	3	0
5:30 PM	0	0	0	1	3	0	0	3	0	1	6	0
5:45 PM	1	1	0	0	2	0	0	2	0	1	7	0
TOTALS	3	8	0	3	16	3	3	37	4	4	36	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5341-023
 N/S Street: Ince Blvd
 E/W Street: Gate 2
 DATE: 5/29/2014
 CITY: Culver City

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	3	2
7:15 AM	0	0	2	0	1	0	2	0
7:30 AM	0	1	1	0	0	4	2	1
7:45 AM	0	0	1	0	0	4	1	0
8:00 AM	1	0	1	0	1	2	0	3
8:15 AM	0	0	1	3	0	0	5	4
8:30 AM	0	0	2	0	0	1	2	10
8:45 AM	0	1	6	1	2	1	2	11
TOTALS	1	2	14	4	4	12	17	31

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:45 AM	1	3	0	0	4	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	5	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	3	0	1	0	0	0	0	0
8:45 AM	1	3	0	0	2	1	0	0	0	0	0	0
TOTALS	2	8	0	2	18	1	1	0	0	0	0	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	1	2	1	1	4	5	1
4:15 PM	1	1	1	0	0	0	0	1
4:30 PM	0	0	1	7	2	0	2	7
4:45 PM	2	1	1	25	4	1	0	3
5:00 PM	1	1	32	4	4	4	3	2
5:15 PM	0	0	11	0	0	1	3	14
5:30 PM	0	0	0	1	3	0	4	5
5:45 PM	1	2	6	2	4	0	3	5
TOTALS	5	6	54	40	18	10	20	38

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	3	0	0	4	0	0	0	1	0	0	0
4:15 PM	0	4	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	1	0	0	0	0	0	0	1
4:45 PM	1	2	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	3	0	0	4	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	1	0	0
5:30 PM	0	2	0	1	2	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	3	0	0	0	0	0	0	0
TOTALS	1	16	0	4	16	0	1	0	1	1	0	2

VOLUME

Lucerne Ave between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_006

DAILY TOTALS					NB	SB					Total			
					0	0	2,677		2,304		4,981			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	2	3	12:00			34	26	60			
00:15			1	1	2	12:15			23	26	49			
00:30			2	1	3	12:30			30	38	68			
00:45			2	6	2	12:45			21	108	28	118	49	226
01:00			2	2	4	13:00			43	23	66			
01:15			0	2	2	13:15			34	30	64			
01:30			1	0	1	13:30			32	31	63			
01:45			0	3	3	13:45			35	144	28	112	63	256
02:00			2	0	2	14:00			32	42	74			
02:15			2	0	2	14:15			37	22	59			
02:30			1	1	2	14:30			43	27	70			
02:45			0	5	1	14:45			40	152	38	129	78	281
03:00			0	0	0	15:00			30	53	83			
03:15			2	2	4	15:15			58	36	94			
03:30			0	0	0	15:30			71	20	91			
03:45			0	2	1	15:45			60	219	29	138	89	357
04:00			0	0	0	16:00			63	35	98			
04:15			0	2	2	16:15			56	40	96			
04:30			0	1	1	16:30			45	42	87			
04:45			0	0	0	16:45			59	223	45	162	104	385
05:00			0	1	1	17:00			53	48	101			
05:15			3	2	5	17:15			71	49	120			
05:30			6	3	9	17:30			69	79	148			
05:45			4	13	5	17:45			87	280	44	220	131	500
06:00			4	5	9	18:00			70	65	135			
06:15			10	4	14	18:15			80	54	134			
06:30			16	8	24	18:30			64	59	123			
06:45			19	49	22	18:45			51	265	51	229	102	494
07:00			19	30	49	19:00			60	42	102			
07:15			37	36	73	19:15			42	32	74			
07:30			33	68	101	19:30			27	28	55			
07:45			63	152	86	19:45			34	163	28	130	62	293
08:00			60	91	151	20:00			21	15	36			
08:15			70	90	160	20:15			26	11	37			
08:30			79	72	151	20:30			25	14	39			
08:45			70	279	53	20:45			23	95	11	51	34	146
09:00			54	66	120	21:00			17	11	28			
09:15			62	41	103	21:15			16	8	24			
09:30			48	26	74	21:30			7	7	14			
09:45			39	203	25	21:45			15	55	14	40	29	95
10:00			33	26	59	22:00			10	8	18			
10:15			33	23	56	22:15			13	7	20			
10:30			21	15	36	22:30			12	5	17			
10:45			23	110	23	22:45			9	44	6	26	15	70
11:00			19	22	41	23:00			5	7	12			
11:15			25	14	39	23:15			2	4	6			
11:30			24	24	48	23:30			4	10	14			
11:45			23	91	23	23:45			5	16	3	24	8	40
TOTALS			913	925	1838	TOTALS			1764	1379	3143			
SPLIT %			49.7%	50.3%	36.9%	SPLIT %			56.1%	43.9%	63.1%			

DAILY TOTALS					NB	SB					Total
					0	0	2,677		2,304		4,981

AM Peak Hour			08:00	07:45	07:45	PM Peak Hour			17:30	17:30	17:30
AM Pk Volume			279	339	611	PM Pk Volume			306	242	548
Pk Hr Factor			0.883	0.931	0.955	Pk Hr Factor			0.879	0.766	0.926
7 - 9 Volume	0	0	431	526	957	4 - 6 Volume	0	0	503	382	885
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	279	339	611	4 - 6 Pk Volume	0	0	280	221	500
Pk Hr Factor	0.000	0.000	0.883	0.931	0.955	Pk Hr Factor	0.000	0.000	0.805	0.699	0.845

VOLUME

Carson St between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					141	180	0	0	321		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1			1	12:00	0	0			0
00:15	0	0			0	12:15	4	4			8
00:30	0	0			0	12:30	3	2			5
00:45	0	0	1		0	12:45	0	7	5	11	5
01:00	0	0			0	13:00	0	3			3
01:15	0	0			0	13:15	4	0			4
01:30	0	0			0	13:30	2	2			4
01:45	0	0			0	13:45	1	7	3	8	4
02:00	0	0			0	14:00	3	0			3
02:15	0	0			0	14:15	2	4			6
02:30	0	0			0	14:30	4	2			6
02:45	0	0			0	14:45	2	11	5	11	7
03:00	0	0			0	15:00	0	3			3
03:15	0	0			0	15:15	2	1			3
03:30	0	0			0	15:30	3	1			4
03:45	0	0			0	15:45	4	9	0	5	4
04:00	0	0			0	16:00	3	2			5
04:15	0	0			0	16:15	1	7			8
04:30	1	0			1	16:30	2	3			5
04:45	0	1	0		0	16:45	3	9	4	16	7
05:00	0	1			1	17:00	1	5			6
05:15	0	0			0	17:15	2	1			3
05:30	0	0			0	17:30	1	4			5
05:45	0	1	2		1	17:45	5	9	1	11	6
06:00	1	1			2	18:00	5	3			8
06:15	0	2			2	18:15	6	4			10
06:30	0	2			2	18:30	5	2			7
06:45	1	2	1	6	2	18:45	2	18	2	11	4
07:00	0	3			3	19:00	2	1			3
07:15	1	4			5	19:15	0	1			1
07:30	3	5			8	19:30	2	3			5
07:45	3	7	8	20	11	19:45	4	8	3	8	7
08:00	3	8			11	20:00	2	6			8
08:15	4	6			10	20:15	2	3			5
08:30	2	6			8	20:30	3	2			5
08:45	4	13	2	22	6	20:45	1	8	1	12	2
09:00	2	3			5	21:00	2	1			3
09:15	2	3			5	21:15	1	0			1
09:30	5	4			9	21:30	1	0			1
09:45	0	9	4	14	4	21:45	0	4	2	3	2
10:00	2	4			6	22:00	3	2			5
10:15	1	0			1	22:15	0	2			2
10:30	3	1			4	22:30	1	0			1
10:45	1	7	2	7	3	22:45	0	4	0	4	0
11:00	1	2			3	23:00	1	2			3
11:15	4	0			4	23:15	0	0			0
11:30	0	0			0	23:30	0	1			1
11:45	2	7	3	5	5	23:45	0	1	0	3	0
TOTALS	46	77			123	TOTALS	95	103			198
SPLIT %	37.4%	62.6%			38.3%	SPLIT %	48.0%	52.0%			61.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					141	180	0	0	321

AM Peak Hour	07:30	07:45			07:30	PM Peak Hour	17:45	16:15			17:45
AM Pk Volume	13	28			40	PM Pk Volume	21	19			31
Pk Hr Factor	0.813	0.875			0.909	Pk Hr Factor	0.875	0.679			0.775
7 - 9 Volume	20	42	0	0	62	4 - 6 Volume	18	27	0	0	45
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	13	28	0	0	40	4 - 6 Pk Volume	9	19	0	0	26
Pk Hr Factor	0.813	0.875	0.000	0.000	0.909	Pk Hr Factor	0.750	0.679	0.000	0.000	0.813

VOLUME

Ince Blvd between Krueger St & Hubbard St

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,474	1,731	0	0	3,205		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	4			6	12:00	25	17			42
00:15	3	3			6	12:15	20	23			43
00:30	0	3			3	12:30	22	23			45
00:45	2	7	1	11	3	12:45	23	90	28	91	51
01:00	0	1			1	13:00	16	28			44
01:15	3	0			3	13:15	17	26			43
01:30	0	0			0	13:30	23	30			53
01:45	1	4	7	8	8	13:45	17	73	21	105	38
02:00	1	1			2	14:00	21	23			44
02:15	0	4			4	14:15	17	30			47
02:30	1	3			4	14:30	23	35			58
02:45	0	2	2	10	2	14:45	19	80	22	110	41
03:00	1	1			2	15:00	17	22			39
03:15	1	0			1	15:15	14	37			51
03:30	0	0			0	15:30	17	37			54
03:45	0	2	1	2	1	15:45	15	63	29	125	44
04:00	0	1			1	16:00	22	31			53
04:15	0	0			0	16:15	18	41			59
04:30	0	1			1	16:30	22	42			64
04:45	0	1	3		1	16:45	22	84	44	158	66
05:00	1	0			1	17:00	21	40			61
05:15	0	0			0	17:15	28	55			83
05:30	3	2			5	17:30	27	46			73
05:45	4	8	9	11	13	17:45	26	102	42	183	68
06:00	7	3			10	18:00	14	42			56
06:15	7	7			14	18:15	26	38			64
06:30	14	4			18	18:30	23	45			68
06:45	13	41	9	23	22	18:45	17	80	31	156	48
07:00	20	13			33	19:00	20	38			58
07:15	34	7			41	19:15	20	24			44
07:30	45	15			60	19:30	20	17			37
07:45	56	155	20	55	76	19:45	18	78	19	98	37
08:00	60	30			90	20:00	10	23			33
08:15	47	21			68	20:15	11	30			41
08:30	55	28			83	20:30	18	13			31
08:45	49	211	21	100	70	20:45	11	50	20	86	31
09:00	44	27			71	21:00	12	22			34
09:15	35	25			60	21:15	12	16			28
09:30	32	24			56	21:30	9	11			20
09:45	25	136	17	93	42	21:45	5	38	9	58	14
10:00	26	23			49	22:00	7	12			19
10:15	17	29			46	22:15	3	9			12
10:30	20	18			38	22:30	4	13			17
10:45	15	78	27	97	42	22:45	4	18	14	48	18
11:00	17	22			39	23:00	5	6			11
11:15	15	17			32	23:15	1	5			6
11:30	15	22			37	23:30	2	4			6
11:45	17	64	18	79	35	23:45	2	10	6	21	8
TOTALS	708	492			1200	TOTALS	766	1239			2005
SPLIT %	59.0%	41.0%			37.4%	SPLIT %	38.2%	61.8%			62.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,474	1,731	0	0	3,205

AM Peak Hour	07:45	08:30			07:45	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	218	101			317	PM Pk Volume	102	185			285
Pk Hr Factor	0.908	0.902			0.881	Pk Hr Factor	0.911	0.841			0.858
7 - 9 Volume	366	155	0	0	521	4 - 6 Volume	186	341	0	0	527
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	218	100	0	0	317	4 - 6 Pk Volume	102	185	0	0	285
Pk Hr Factor	0.908	0.833	0.000	0.000	0.881	Pk Hr Factor	0.911	0.841	0.000	0.000	0.858

VOLUME

Hubbard St between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					151	199	0	0	350		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	2	3			5
00:15	0	0			0	12:15	3	3			6
00:30	0	0			0	12:30	3	3			6
00:45	1	1	1	1	2	12:45	4	12	4	13	8
01:00	0	0			0	13:00	5	0			5
01:15	0	0			0	13:15	2	2			4
01:30	0	0			0	13:30	0	2			2
01:45	1	1	1	1	2	13:45	4	11	3	7	7
02:00	0	0			0	14:00	1	5			6
02:15	0	0			0	14:15	2	3			5
02:30	0	0			0	14:30	4	2			6
02:45	0	0			0	14:45	0	7	0	10	0
03:00	0	0			0	15:00	0	2			2
03:15	0	0			0	15:15	0	2			2
03:30	0	0			0	15:30	2	4			6
03:45	0	0			0	15:45	1	3	5	13	6
04:00	0	0			0	16:00	2	3			5
04:15	0	0			0	16:15	2	5			7
04:30	1	1			2	16:30	2	1			3
04:45	0	1	0	1	0	16:45	5	11	3	12	8
05:00	0	0			0	17:00	0	4			4
05:15	0	0			0	17:15	1	5			6
05:30	0	1			1	17:30	5	3			8
05:45	1	1	1	2	2	17:45	4	10	6	18	10
06:00	1	0			1	18:00	5	1			6
06:15	0	1			1	18:15	2	2			4
06:30	1	2			3	18:30	1	6			7
06:45	2	4	2	5	4	18:45	0	8	1	10	1
07:00	1	1			2	19:00	3	3			6
07:15	2	3			5	19:15	3	2			5
07:30	2	3			5	19:30	3	2			5
07:45	4	9	7	14	11	19:45	0	9	2	9	2
08:00	4	6			10	20:00	4	0			4
08:15	2	5			7	20:15	3	2			5
08:30	3	7			10	20:30	3	2			5
08:45	1	10	6	24	7	20:45	1	11	0	4	1
09:00	3	2			5	21:00	2	3			5
09:15	3	5			8	21:15	2	2			4
09:30	2	6			8	21:30	1	1			2
09:45	0	8	2	15	2	21:45	1	6	2	8	3
10:00	2	0			2	22:00	0	4			4
10:15	0	2			2	22:15	3	3			6
10:30	0	6			6	22:30	1	3			4
10:45	4	6	2	10	6	22:45	2	6	2	12	4
11:00	3	2			5	23:00	0	0			0
11:15	3	1			4	23:15	2	1			3
11:30	2	3			5	23:30	1	1			2
11:45	5	13	2	8	7	23:45	0	3	0	2	0
TOTALS	54	81			135	TOTALS	97	118			215
SPLIT %	40.0%	60.0%			38.6%	SPLIT %	45.1%	54.9%			61.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					151	199	0	0	350

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	17:30	17:00			17:15
AM Pk Volume	13	25			38	PM Pk Volume	16	18			30
Pk Hr Factor	0.813	0.893			0.864	Pk Hr Factor	0.800	0.750			0.750
7 - 9 Volume	19	38	0	0	57	4 - 6 Volume	21	30	0	0	51
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	13	25	0	0	38	4 - 6 Pk Volume	11	18	0	0	28
Pk Hr Factor	0.813	0.893	0.000	0.000	0.864	Pk Hr Factor	0.550	0.750	0.000	0.000	0.700

VOLUME

Higuera St between Krueger St & Hubbard St

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,224	2,575	0	0	5,799		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	3			3	12:00	54	30			84
00:15	1	1			2	12:15	46	23			69
00:30	1	1			2	12:30	31	45			76
00:45	2	4	3	8	5	12:45	41	172	37	135	78
01:00	2	1			3	13:00	28	34			62
01:15	2	0			2	13:15	47	44			91
01:30	3	1			4	13:30	40	47			87
01:45	0	7	0	2	0	13:45	33	148	39	164	72
02:00	0	0			0	14:00	41	48			89
02:15	1	2			3	14:15	33	30			63
02:30	1	2			3	14:30	37	40			77
02:45	1	3	0	4	1	14:45	46	157	38	156	84
03:00	0	0			0	15:00	37	55			92
03:15	2	0			2	15:15	36	47			83
03:30	0	0			0	15:30	41	43			84
03:45	1	3	1	1	2	15:45	37	151	53	198	90
04:00	0	0			0	16:00	50	52			102
04:15	0	1			1	16:15	41	71			112
04:30	2	1			3	16:30	45	58			103
04:45	2	4	1	3	3	16:45	53	189	40	221	93
05:00	2	3			5	17:00	46	61			107
05:15	4	6			10	17:15	81	60			141
05:30	8	1			9	17:30	76	77			153
05:45	8	22	10	20	18	17:45	94	297	56	254	150
06:00	7	10			17	18:00	77	68			145
06:15	25	7			32	18:15	80	46			126
06:30	29	9			38	18:30	68	49			117
06:45	51	112	14	40	65	18:45	59	284	47	210	106
07:00	64	17			81	19:00	50	62			112
07:15	109	36			145	19:15	26	44			70
07:30	103	33			136	19:30	33	32			65
07:45	124	400	35	121	159	19:45	34	143	29	167	63
08:00	123	34			157	20:00	25	35			60
08:15	89	46			135	20:15	19	24			43
08:30	114	50			164	20:30	22	22			44
08:45	93	419	55	185	148	20:45	17	83	23	104	40
09:00	64	50			114	21:00	14	18			32
09:15	78	39			117	21:15	17	16			33
09:30	59	39			98	21:30	9	22			31
09:45	55	256	45	173	100	21:45	14	54	23	79	37
10:00	40	32			72	22:00	5	19			24
10:15	26	40			66	22:15	9	16			25
10:30	30	32			62	22:30	11	15			26
10:45	44	140	22	126	66	22:45	9	34	13	63	22
11:00	31	28			59	23:00	4	11			15
11:15	31	19			50	23:15	5	9			14
11:30	22	27			49	23:30	8	8			16
11:45	36	120	32	106	68	23:45	5	22	7	35	12
TOTALS	1490	789			2279	TOTALS	1734	1786			3520
SPLIT %	65.4%	34.6%			39.3%	SPLIT %	49.3%	50.7%			60.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,224	2,575	0	0	5,799

AM Peak Hour	07:15	08:15			07:45	PM Peak Hour	17:15	17:15	17:15
AM Pk Volume	459	201			615	PM Pk Volume	328	261	589
Pk Hr Factor	0.925	0.914			0.938	Pk Hr Factor	0.872	0.847	0.962
7 - 9 Volume	819	306	0	0	1125	4 - 6 Volume	486	475	961
7 - 9 Peak Hour	07:15	08:00			07:45	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	459	185	0	0	615	4 - 6 Pk Volume	297	254	551
Pk Hr Factor	0.925	0.841	0.000	0.000	0.938	Pk Hr Factor	0.790	0.825	0.900

VOLUME

Lucerne Ave N/O Duquesne Ave

Day: Tuesday
Date: 3/17/2015City: Culver City
Project #: CA15_5145_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,015	3,376	0	0	6,391		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	3			5	12:00	43	46			89
00:15	1	1			2	12:15	40	40			80
00:30	2	2			4	12:30	34	46			80
00:45	3	8	2	8	5	12:45	50	167	43	175	93
01:00	2	1			3	13:00	36	46			82
01:15	2	3			5	13:15	41	48			89
01:30	0	3			3	13:30	41	41			82
01:45	2	6	1	8	3	13:45	59	177	42	177	101
02:00	1	1			2	14:00	39	58			97
02:15	0	0			0	14:15	39	63			102
02:30	1	1			2	14:30	61	57			118
02:45	0	2	0	2	0	14:45	64	203	33	211	97
03:00	1	1			2	15:00	70	52			122
03:15	2	0			2	15:15	44	68			112
03:30	0	0			0	15:30	48	69			117
03:45	0	3	3	4	3	15:45	50	212	58	247	108
04:00	0	1			1	16:00	47	71			118
04:15	1	1			2	16:15	39	68			107
04:30	0	2			2	16:30	49	56			105
04:45	0	1	1	5	1	16:45	51	186	76	271	127
05:00	2	2			4	17:00	74	76			150
05:15	3	4			7	17:15	54	96			150
05:30	6	4			10	17:30	58	112			170
05:45	8	19	6	16	14	17:45	65	251	105	389	170
06:00	9	15			24	18:00	59	95			154
06:15	11	12			23	18:15	54	89			143
06:30	27	21			48	18:30	58	63			121
06:45	49	96	29	77	78	18:45	40	211	65	312	105
07:00	46	35			81	19:00	54	57			111
07:15	41	38			79	19:15	52	77			129
07:30	55	57			112	19:30	42	41			83
07:45	73	215	72	202	145	19:45	38	186	48	223	86
08:00	83	92			175	20:00	26	30			56
08:15	90	79			169	20:15	21	26			47
08:30	103	81			184	20:30	31	21			52
08:45	71	347	91	343	162	20:45	21	99	22	99	43
09:00	75	59			134	21:00	25	15			40
09:15	72	59			131	21:15	13	14			27
09:30	44	52			96	21:30	16	20			36
09:45	60	251	52	222	112	21:45	17	71	11	60	28
10:00	37	35			72	22:00	12	10			22
10:15	22	23			45	22:15	12	10			22
10:30	36	26			62	22:30	3	12			15
10:45	34	129	41	125	75	22:45	6	33	5	37	11
11:00	31	32			63	23:00	8	8			16
11:15	23	35			58	23:15	3	7			10
11:30	35	31			66	23:30	5	4			9
11:45	36	125	40	138	76	23:45	1	17	6	25	7
TOTALS	1202	1150			2352	TOTALS	1813	2226			4039
SPLIT %	51.1%	48.9%			36.8%	SPLIT %	44.9%	55.1%			63.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,015	3,376	0	0	6,391

AM Peak Hour	07:45	08:00			08:00	PM Peak Hour	17:00	17:15			17:15
AM Pk Volume	349	343			690	PM Pk Volume	251	408			644
Pk Hr Factor	0.847	0.932			0.938	Pk Hr Factor	0.848	0.911			0.947
7 - 9 Volume	562	545	0	0	1107	4 - 6 Volume	437	660	0	0	1097
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	349	343	0	0	690	4 - 6 Pk Volume	251	389	0	0	640
Pk Hr Factor	0.847	0.932	0.000	0.000	0.938	Pk Hr Factor	0.848	0.868	0.000	0.000	0.941

VOLUME

Krueger St between Ince Blvd & Higuera St

Day: Thursday
Date: 5/29/2014City: Culver City
Project #: CA14_5342_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					266	225	0	0	491		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0			1	12:00	3	4			7
00:15	1	0			1	12:15	4	4			8
00:30	1	0			1	12:30	3	6			9
00:45	0	3	0		0	12:45	3	13	3	17	6
01:00	0	0			0	13:00	6	5			11
01:15	0	0			0	13:15	4	2			6
01:30	0	0			0	13:30	3	0			3
01:45	0	0			0	13:45	5	18	5	12	10
02:00	0	0			0	14:00	5	5			10
02:15	0	1			1	14:15	3	2			5
02:30	0	0			0	14:30	6	1			7
02:45	0	0	1		0	14:45	9	23	0	8	9
03:00	0	0			0	15:00	4	1			5
03:15	0	0			0	15:15	6	4			10
03:30	0	0			0	15:30	1	3			4
03:45	0	0			0	15:45	8	19	5	13	13
04:00	0	0			0	16:00	7	0			7
04:15	0	0			0	16:15	7	2			9
04:30	0	1			1	16:30	3	5			8
04:45	1	1	0	1	1	16:45	5	22	5	12	10
05:00	0	0			0	17:00	5	3			8
05:15	0	0			0	17:15	6	5			11
05:30	0	1			1	17:30	8	6			14
05:45	4	4	1	2	5	17:45	8	27	1	15	9
06:00	0	1			1	18:00	5	4			9
06:15	3	2			5	18:15	3	4			7
06:30	2	2			4	18:30	9	4			13
06:45	3	8	1	6	4	18:45	3	20	3	15	6
07:00	2	2			4	19:00	5	5			10
07:15	5	3			8	19:15	3	6			9
07:30	2	4			6	19:30	6	3			9
07:45	3	12	6	15	9	19:45	1	15	2	16	3
08:00	4	5			9	20:00	2	0			2
08:15	5	2			7	20:15	1	0			1
08:30	2	4			6	20:30	2	1			3
08:45	3	14	6	17	9	20:45	4	9	4	5	8
09:00	5	10			15	21:00	0	0			0
09:15	3	3			6	21:15	3	3			6
09:30	1	4			5	21:30	1	1			2
09:45	2	11	5	22	7	21:45	5	9	0	4	5
10:00	3	7			10	22:00	2	1			3
10:15	9	4			13	22:15	2	1			3
10:30	5	4			9	22:30	0	1			1
10:45	3	20	6	21	9	22:45	1	5	3	6	4
11:00	4	6			10	23:00	1	2			3
11:15	2	2			4	23:15	1	1			2
11:30	3	3			6	23:30	0	0			0
11:45	2	11	2	13	4	23:45	0	2	1	4	1
TOTALS	84	98			182	TOTALS	182	127			309
SPLIT %	46.2%	53.8%			37.1%	SPLIT %	58.9%	41.1%			62.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					266	225	0	0	491

AM Peak Hour	10:15	08:30			10:00	PM Peak Hour	17:00	16:45			16:45
AM Pk Volume	21	23			41	PM Pk Volume	27	19			43
Pk Hr Factor	0.583	0.575			0.788	Pk Hr Factor	0.844	0.792			0.768
7 - 9 Volume	26	32	0	0	58	4 - 6 Volume	49	27	0	0	76
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	14	18	0	0	32	4 - 6 Pk Volume	27	19	0	0	43
Pk Hr Factor	0.700	0.750	0.000	0.000	0.889	Pk Hr Factor	0.844	0.792	0.000	0.000	0.768

APPENDIX C: LOS ANALYSIS



EXISTING



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Culver Studios
North-South Street: Jefferson Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Rodeo Rd/Higuera Street
Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	71	1	71	42	1	42
	↵↵ Left-Through		0			0	
	→ Through	580	1	293	870	1	514
	→↵ Through-Right		1			1	
	↵ Right	6	0	6	158	0	158
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	123	1	123	160	1	160
	↵↵ Left-Through		0			0	
	→ Through	606	2	303	662	2	331
	→↵ Through-Right		0			0	
	↵ Right	28	1	20	31	1	16
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	17	1	17	31	1	31
	↵↵ Left-Through		0			0	
	→ Through	59	2	30	428	2	214
	→↵ Through-Right		0			0	
	↵ Right	20	1	0	142	1	121
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	743	2	409	391	2	215
	↵↵ Left-Through		0			0	
	→ Through	533	1	533	165	1	165
	→↵ Through-Right		0			0	
	↵ Right	314	1	253	101	1	21
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 416			<i>North-South:</i> 674
				<i>East-West:</i> 550			<i>East-West:</i> 429
				<i>SUM:</i> 966			<i>SUM:</i> 1103
VOLUME/CAPACITY (V/C) RATIO:				0.678			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.674
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Culver Studios
North-South Street: Hughes Ave
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	92	0	92	102	0	102
	↵↔ Left-Through		0			0	
	→ Through	114	0	259	170	0	319
	↗ Through-Right		0			0	
	↘ Right	53	0	0	47	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
SOUTHBOUND	↖ Left	33	0	33	38	0	38
	↖↔ Left-Through		0			0	
	← Through	155	0	230	144	0	209
	↙ Through-Right		0			0	
	↘ Right	42	0	0	27	0	0
	↙↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
EASTBOUND	↖ Left	35	1	35	83	1	83
	↖↔ Left-Through		0			0	
	→ Through	1262	2	451	1123	2	401
	↗ Through-Right		1			1	
	↘ Right	92	0	92	80	0	80
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↖ Left	163	1	163	111	1	111
	↖↔ Left-Through		0			0	
	← Through	1124	2	381	1095	2	371
	↙ Through-Right		1			1	
	↘ Right	19	0	19	18	0	18
	↙↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 322			<i>North-South:</i> 357
				<i>East-West:</i> 614			<i>East-West:</i> 512
				SUM: 936			SUM: 869
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.579
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.524			0.479
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Culver Studios
North-South Street: Culver Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	44	1	44	59	1	59
	↵↘ Left-Through		0			0	
	→ Through	64	1	64	69	1	69
	→↘ Through-Right		0			0	
	↘ Right	616	2	160	706	2	180
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
SOUTHBOUND	↘ Left	167	1	119	221	1	149
	↘↗ Left-Through		0			0	
	→ Through	41	0	119	39	0	149
	→↘ Through-Right		0			0	
	↘ Right	29	0	0	38	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
EASTBOUND	↘ Left	6	1	6	9	1	9
	↘↗ Left-Through		0			0	
	→ Through	1234	1	629	959	1	490
	→↘ Through-Right		1			1	
	↘ Right	23	0	23	20	0	20
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
WESTBOUND	↘ Left	325	2	179	379	2	208
	↘↗ Left-Through		0			0	
	→ Through	1066	2	407	1016	2	385
	→↘ Through-Right		1			1	
	↘ Right	155	0	155	140	0	140
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 279			<i>North-South:</i> 329
				<i>East-West:</i> 808			<i>East-West:</i> 698
				<i>SUM:</i> 1087			<i>SUM:</i> 1027
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.647
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
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				4 1 0 0 2 0			4 1 0 0 2 0
		NB-- 2 EB-- 0	SB-- 0 WB-- 0		NB-- 2 EB-- 0	SB-- 0 WB-- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	96	0	96
	Left-Through		1			1	
	Through	368	0	258	288	0	262
	Through-Right		1			1	
	Right	44	0	258	44	0	262
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	0	143	182	0	182
	Left-Through		1			1	
	Through	105	0	248	119	0	301
	Through-Right		0			0	
	Right	475	1	316	364	1	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	319	1	319	209	1	209
	Left-Through		0			0	
	Through	1672	1	860	1598	1	820
	Through-Right		1			1	
	Right	47	0	47	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1040	1	568	1048	1	552
	Through-Right		1			1	
	Right	95	0	95	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 574 <i>East-West:</i> 887 <i>SUM:</i> 1461			<i>North-South:</i> 563 <i>East-West:</i> 820 <i>SUM:</i> 1383
VOLUME/CAPACITY (V/C) RATIO:				1.063			1.006
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.963			0.906
LEVEL OF SERVICE (LOS):				E			E

Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Culver Studios
North-South Street: Main St/Bagley Ave
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	0	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	63	1	63	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	180	0	203	125	0	143
	↗ Through-Right		1			1	
	↘ Right	23	0	0	18	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	49	0	49	33	0	33
	↵↔ Left-Through		0			0	
	→ Through	165	0	312	264	0	404
	↗ Through-Right		0			0	
	↘ Right	98	0	0	107	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	72	1	72	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	1232	2	443	983	2	368
	↗ Through-Right		1			1	
	↘ Right	96	0	96	121	0	121
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	50	1	50	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1136	2	390	1068	2	365
	↗ Through-Right		1			1	
	↘ Right	35	0	35	28	0	28
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 375			<i>North-South:</i> 458
				<i>East-West:</i> 493			<i>East-West:</i> 510
				SUM: 868			SUM: 968
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.579
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Culver Studios
North-South Street: National Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	0	0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	120	1	120	108	1	108
	↵↔ Left-Through		0			0	
	→ Through	765	1	412	567	1	347
	↗ Through-Right		1			1	
	↘ Right	58	0	58	126	0	126
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	100	1	100	188	1	188
	↵↔ Left-Through		0			0	
	→ Through	620	1	336	839	1	455
	↗ Through-Right		1			1	
	↘ Right	51	0	51	70	0	70
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	113	1	113	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	1369	2	526	1425	2	558
	↗ Through-Right		1			1	
	↘ Right	210	0	210	249	0	249
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	96	1	96	56	1	56
	↵↔ Left-Through		0			0	
	→ Through	952	2	476	871	2	436
	↗ Through-Right		0			0	
	↘ Right	181	1	131	141	1	47
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 512			<i>North-South:</i> 563
				<i>East-West:</i> 622			<i>East-West:</i> 614
				<i>SUM:</i> 1134			<i>SUM:</i> 1177
VOLUME/CAPACITY (V/C) RATIO:				0.825			0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.756
LEVEL OF SERVICE (LOS):				C			C

Project Title: Culver Studios Intersection: 2 Duquesne Ave & Jefferson Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.142
	TH	1.00	39	1,600	0.174 *	N-S(2): 0.183 *
	LT	1.00	215	1,600	0.134	E-W(1): 0.295
Westbound	RT	1.00	335	1,600	0.142	E-W(2): 0.457 *
	TH	2.00	938	3,200	0.293 *	
	LT	1.00	32	1,600	0.020	V/C: 0.640
Northbound	RT	1.00	14	1,600	0.000	Lost Time: 0.100
	TH	1.00	13	1,600	0.008	ITS: -0.070
	LT	1.00	14	1,600	0.009 *	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.670
	TH	2.00	856	3,200	0.275	
	LT	1.00	262	1,600	0.164 *	LOS: B
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.269 *
	TH	1.00	37	1,600	0.236	N-S(2): 0.252
	LT	1.00	394	1,600	0.246 *	E-W(1): 0.465 *
Westbound	RT	1.00	223	1,600	0.016	E-W(2): 0.463
	TH	2.00	846	3,200	0.264	
	LT	1.00	25	1,600	0.016 *	V/C: 0.734
Northbound	RT	1.00	32	1,600	0.004	Lost Time: 0.100
	TH	1.00	37	1,600	0.023 *	ITS: -0.070
	LT	1.00	26	1,600	0.016	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.764
	TH	2.00	1,413	3,200	0.449 *	
	LT	1.00	318	1,600	0.199	LOS: C

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		4 Madison Ave & Culver Blvd				
Description:		Existing (2014) Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	147	1,600	0.014	N-S(1): 0.137 * N-S(2): 0.041 E-W(1): 0.383 E-W(2): 0.418 *
	TH	1.00	24	1,600	0.015	
	LT	1.00	32	1,600	0.020 *	
Westbound	RT	1.00	80	1,600	0.040	V/C: 0.555 Lost Time: 0.100 ITS: -0.070
	TH	2.00	838	3,200	0.262 *	
	LT	1.00	9	1,600	0.006	
Northbound	RT	0.00	30	0	0.000	ICU: 0.585
	TH	1.00	115	1,600	0.117 *	
	LT	0.00	42	1,600	0.026	
Eastbound	RT	0.00	16	0	0.000	LOS: A
	TH	2.00	1,189	3,200	0.377	
	LT	1.00	250	1,600	0.156 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	232	1,600	0.105 *	N-S(1): 0.080 N-S(2): 0.109 * E-W(1): 0.334 E-W(2): 0.377 *
	TH	1.00	126	1,600	0.079	
	LT	1.00	73	1,600	0.046	
Westbound	RT	1.00	58	1,600	0.013	V/C: 0.486 Lost Time: 0.100 ITS: -0.070
	TH	2.00	946	3,200	0.296 *	
	LT	1.00	11	1,600	0.007	
Northbound	RT	0.00	19	0	0.000	ICU: 0.516
	TH	1.00	29	1,600	0.034	
	LT	0.00	7	1,600	0.004 *	
Eastbound	RT	0.00	35	0	0.000	LOS: A
	TH	2.00	1,012	3,200	0.327	
	LT	1.00	129	1,600	0.081 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 5 Clarington Ave & Washington Blvd Description: Existing (2014) Conditions Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	58	0	0.000	N-S(1): 0.145
	TH	1.00	215	1,600	0.171 *	N-S(2): 0.213 *
	LT	1.00	34	1,600	0.021	E-W(1): 0.283
Westbound	RT	1.00	28	1,600	0.007	E-W(2): 0.295 *
	TH	2.00	834	3,200	0.261 *	V/C: 0.508
	LT	1.00	18	1,600	0.011	Lost Time: 0.100
Northbound	RT	1.00	48	1,600	0.024	ITS: -0.070
	TH	1.00	199	1,600	0.124	
	LT	1.00	67	1,600	0.042 *	ICU: 0.538
Eastbound	RT	0.00	114	0	0.000	
	TH	2.00	756	3,200	0.272	LOS: A
	LT	1.00	55	1,600	0.034 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	55	0	0.000	N-S(1): 0.130
	TH	1.00	272	1,600	0.204 *	N-S(2): 0.255 *
	LT	1.00	48	1,600	0.030	E-W(1): 0.333 *
Westbound	RT	1.00	31	1,600	0.004	E-W(2): 0.278
	TH	2.00	764	3,200	0.239	V/C: 0.588
	LT	1.00	23	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	1.00	29	1,600	0.011	ITS: -0.070
	TH	1.00	160	1,600	0.100	
	LT	1.00	81	1,600	0.051 *	ICU: 0.618
Eastbound	RT	0.00	104	0	0.000	
	TH	2.00	918	3,200	0.319 *	LOS: B
	LT	1.00	63	1,600	0.039	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 6 Duquesne Ave & Culver Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	102	1,600	0.033	N-S(1): 0.196 N-S(2): 0.234 * E-W(1): 0.395 * E-W(2): 0.293
	TH	1.00	244	1,600	0.153 *	
	LT	1.00	37	1,600	0.023	
Westbound	RT	0.00	43	0	0.000	V/C: 0.629 Lost Time: 0.100 ITS: -0.070
	TH	2.00	699	3,200	0.232	
	LT	1.00	55	1,600	0.034 *	
Northbound	RT	1.00	97	1,600	0.043	ICU: 0.659
	TH	1.00	277	1,600	0.173	
	LT	1.00	129	1,600	0.081 *	
Eastbound	RT	0.00	99	0	0.000	LOS: B
	TH	2.00	1,057	3,200	0.361 *	
	LT	1.00	98	1,600	0.061	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.095	N-S(1): 0.244 N-S(2): 0.264 * E-W(1): 0.363 * E-W(2): 0.288
	TH	1.00	328	1,600	0.205 *	
	LT	1.00	153	1,600	0.096	
Westbound	RT	0.00	35	0	0.000	V/C: 0.627 Lost Time: 0.100 ITS: -0.070
	TH	2.00	729	3,200	0.239	
	LT	1.00	79	1,600	0.049 *	
Northbound	RT	1.00	110	1,600	0.044	ICU: 0.657
	TH	1.00	236	1,600	0.148	
	LT	1.00	94	1,600	0.059 *	
Eastbound	RT	0.00	97	0	0.000	LOS: B
	TH	2.00	908	3,200	0.314 *	
	LT	1.00	79	1,600	0.049	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 9 Main St/Washington Blvd & Culver Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	151	1,600	0.031	N-S(1): 0.088 * N-S(2): 0.031 E-W(1): 0.322 E-W(2): 0.552 *
	TH	0.00	0	0	0.000	
	LT	1.00	141	1,600	0.088 *	
Westbound	RT	1.00	82	1,600	0.051	V/C: 0.640 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,362	3,200	0.426 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.670
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	1,544	4,800	0.322	
	LT	1.00	202	1,600	0.126 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.081	N-S(1): 0.139 * N-S(2): 0.081 E-W(1): 0.361 E-W(2): 0.480 *
	TH	0.00	0	0	0.000	
	LT	1.00	222	1,600	0.139 *	
Westbound	RT	1.00	87	1,600	0.054	V/C: 0.619 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,285	3,200	0.402 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.649
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	1,732	4,800	0.361	
	LT	1.00	124	1,600	0.078 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 10 Ince Blvd & Washington Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : Y
Left Lane:	1600 vph					E-W Split Phase : Y
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	2	1,600	0.001	N-S(1): 0.475 * N-S(2): 0.000 E-W(1): 0.030 * E-W(2): 0.000
	TH	0.19	101	297	0.340	
	LT	1.81	987	2,613	0.378 *	
Westbound	RT	2.00	1,153	3,200	0.000	V/C: 0.505 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	44	1,600	0.028 *	
Northbound	RT	1.00	102	1,600	0.064	ICU: 0.535
	TH	1.00	155	1,600	0.097 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: A
	TH	1.00	0	1,600	0.002 *	
	LT	0.00	0	0	0.000	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.005	N-S(1): 0.503 * N-S(2): 0.000 E-W(1): 0.074 * E-W(2): 0.000
	TH	0.13	82	211	0.389	
	LT	1.87	1,163	2,690	0.432 *	
Westbound	RT	2.00	1,028	3,200	0.000	V/C: 0.577 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	109	1,600	0.068 *	
Northbound	RT	1.00	80	1,600	0.050	ICU: 0.607
	TH	1.00	113	1,600	0.071 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: B
	TH	1.00	2	1,600	0.006 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		11 Ince Blvd & Culver Blvd				
Description:		Existing (2014) Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	Y
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	7 %				V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,					
FF Movements:						

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	15	1,600	0.009 *	N-S(1): 0.443 * N-S(2): 0.000 E-W(1): 0.277 * E-W(2): 0.082
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	8	0	0.000	V/C: 0.720 Lost Time: 0.100 ITS: -0.070
	TH	2.00	227	3,200	0.073	
	LT	1.00	110	1,600	0.069 *	
Northbound	RT	1.00	60	1,600	0.003	ICU: 0.750
	TH	0.02	14	36	0.391	
	LT	1.98	1,237	2,848	0.434 *	
Eastbound	RT	2.00	977	3,200	0.000	LOS: C
	TH	2.00	667	3,200	0.208 *	
	LT	1.00	14	1,600	0.009	

Date/Time:		PM PEAK HOUR				
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,600	0.019 *	N-S(1): 0.384 * N-S(2): 0.000 E-W(1): 0.275 * E-W(2): 0.110
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	11	0	0.000	V/C: 0.659 Lost Time: 0.100 ITS: -0.070
	TH	2.00	307	3,200	0.099	
	LT	1.00	68	1,600	0.043 *	
Northbound	RT	1.00	92	1,600	0.036	ICU: 0.689
	TH	0.04	19	58	0.328	
	LT	1.96	1,031	2,828	0.365 *	
Eastbound	RT	2.00	1,186	3,200	0.006	LOS: B
	TH	2.00	743	3,200	0.232 *	
	LT	1.00	17	1,600	0.011	

* - Denotes critical movement

Project Title: Culver Studios						
Intersection: 14 National Blvd & Washington Blvd						
Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.287 N-S(2): 0.313 * E-W(1): 0.298 * E-W(2): 0.293
	TH	2.00	589	3,200	0.222 *	
	LT	2.00	80	2,880	0.028	
Westbound	RT	0.00	143	0	0.000	V/C: 0.611 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,057	4,800	0.250	
	LT	1.00	119	1,600	0.074 *	
Northbound	RT	0.00	73	0	0.000	ICU: 0.641
	TH	2.00	755	3,200	0.259	
	LT	2.00	263	2,880	0.091 *	
Eastbound	RT	1.00	217	1,600	0.090	LOS: B
	TH	2.00	718	3,200	0.224 *	
	LT	1.00	69	1,600	0.043	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.283 N-S(2): 0.343 * E-W(1): 0.414 * E-W(2): 0.261
	TH	2.00	803	3,200	0.281 *	
	LT	2.00	201	2,880	0.070	
Westbound	RT	0.00	109	0	0.000	V/C: 0.757 Lost Time: 0.100 ITS: -0.070
	TH	3.00	933	4,800	0.217	
	LT	1.00	119	1,600	0.074 *	
Northbound	RT	0.00	83	0	0.000	ICU: 0.787
	TH	2.00	597	3,200	0.213	
	LT	2.00	179	2,880	0.062 *	
Eastbound	RT	1.00	222	1,600	0.108	LOS: C
	TH	2.00	1,089	3,200	0.340 *	
	LT	1.00	71	1,600	0.044	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 15 Higuera Street & Washington Blvd Description: Existing (2014) Conditions Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	28	1,600	0.018	N-S(1): 0.226 * N-S(2): 0.080 E-W(1): 0.362 E-W(2): 0.447 *
	TH	1.00	78	1,600	0.049	
	LT	1.00	73	1,600	0.046 *	
Westbound	RT	0.00	188	0	0.000	V/C: 0.673 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,165	3,200	0.423 *	
	LT	1.00	84	1,600	0.053	
Northbound	RT	1.00	108	1,600	0.041	ICU: 0.703
	TH	1.00	288	1,600	0.180 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	80	0	0.000	LOS: C
	TH	2.00	909	3,200	0.309	
	LT	1.00	38	1,600	0.024 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	42	1,600	0.026	N-S(1): 0.156 * N-S(2): 0.108 E-W(1): 0.451 * E-W(2): 0.426
	TH	1.00	127	1,600	0.079	
	LT	1.00	73	1,600	0.046 *	
Westbound	RT	0.00	191	0	0.000	V/C: 0.607 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,030	3,200	0.382	
	LT	1.00	116	1,600	0.073 *	
Northbound	RT	1.00	117	1,600	0.037	ICU: 0.637
	TH	1.00	176	1,600	0.110 *	
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	63	0	0.000	LOS: B
	TH	2.00	1,146	3,200	0.378 *	
	LT	1.00	71	1,600	0.044	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 18 Hayden Ave & National Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :		N
Left Lane:	1600 vph			E-W Split Phase :		N
Double Lt Penalty:	10 %			Lost Time (% of cycle) :		10
ITS:	7 %			V/C Round Off (decs.) :		3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.038
	TH	0.00	0	0	0.000 *	N-S(2): 0.110 *
	LT	0.00	0	0	0.000	E-W(1): 0.301 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.219
	TH	2.00	702	3,200	0.219	V/C: 0.411
	LT	1.00	194	1,600	0.121 *	Lost Time: 0.100
Northbound	RT	0.33	52	527	0.038	ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.67	264	2,406	0.110 *	
Eastbound	RT	1.00	209	1,600	0.131	ICU: 0.441
	TH	2.00	575	3,200	0.180 *	
	LT	0.00	0	0	0.000	LOS: A
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118
	TH	0.00	0	0	0.000 *	N-S(2): 0.138 *
	LT	0.00	0	0	0.000	E-W(1): 0.298 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	499	3,200	0.156	V/C: 0.436
	LT	1.00	22	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	0.44	87	699	0.118	ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.56	311	2,250	0.138 *	
Eastbound	RT	1.00	223	1,600	0.139	ICU: 0.466
	TH	2.00	910	3,200	0.284 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	19 Overland Ave & Culver Blvd		
Description:	Existing (2014) Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,600	0.016	N-S(1): 0.401 * N-S(2): 0.260 E-W(1): 0.409
	TH	2.00	605	3,200	0.189	
	LT	2.00	154	2,880	0.053 *	
Westbound	RT	0.00	146	0	0.000	E-W(2): 0.448 * V/C: 0.849 Lost Time: 0.100 ITS: -0.070
	TH	2.00	717	3,200	0.270 *	
	LT	1.00	87	1,600	0.054	
Northbound	RT	0.00	154	0	0.000	ICU: 0.879
	TH	2.00	960	3,200	0.348 *	
	LT	2.00	205	2,880	0.071	
Eastbound	RT	1.00	88	1,600	0.019	LOS: D
	TH	2.00	1,137	3,200	0.355	
	LT	1.00	284	1,600	0.178 *	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	187	1,600	0.043	N-S(1): 0.336 * N-S(2): 0.300 E-W(1): 0.407
	TH	2.00	805	3,200	0.252	
	LT	2.00	110	2,880	0.038 *	
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.438 * V/C: 0.774 Lost Time: 0.100 ITS: -0.070
	TH	2.00	825	3,200	0.290 *	
	LT	1.00	187	1,600	0.117	
Northbound	RT	0.00	131	0	0.000	ICU: 0.804
	TH	2.00	823	3,200	0.298 *	
	LT	2.00	138	2,880	0.048	
Eastbound	RT	1.00	137	1,600	0.062	LOS: D
	TH	2.00	928	3,200	0.290	
	LT	1.00	236	1,600	0.148 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 20 Overland Ave & Jefferson Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :		N
Left Lane:	1600 vph			E-W Split Phase :		N
Double Lt Penalty:	10 %			Lost Time (% of cycle) :		10
ITS:	7 %			V/C Round Off (decs.) :		3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	311	1,600	0.028	N-S(1): 0.318 *
	TH	2.00	484	3,200	0.151	N-S(2): 0.179
	LT	1.00	178	1,600	0.111 *	E-W(1): 0.410
Westbound	RT	1.00	319	1,600	0.144	E-W(2): 0.412 *
	TH	2.00	786	3,200	0.246 *	V/C: 0.730
	LT	2.00	280	2,880	0.097	Lost Time: 0.100
Northbound	RT	1.00	398	1,600	0.152	ITS: -0.070
	TH	2.00	663	3,200	0.207 *	ICU: 0.760
	LT	1.00	45	1,600	0.028	LOS: C
Eastbound	RT	0.00	38	0	0.000	
	TH	2.00	965	3,200	0.313	
	LT	2.00	478	2,880	0.166 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	341	1,600	0.084	N-S(1): 0.297 *
	TH	2.00	650	3,200	0.203	N-S(2): 0.257
	LT	1.00	163	1,600	0.102 *	E-W(1): 0.436 *
Westbound	RT	1.00	245	1,600	0.102	E-W(2): 0.386
	TH	2.00	818	3,200	0.256	V/C: 0.733
	LT	2.00	379	2,880	0.132 *	Lost Time: 0.100
Northbound	RT	1.00	522	1,600	0.195 *	ITS: -0.070
	TH	2.00	605	3,200	0.189	ICU: 0.763
	LT	1.00	86	1,600	0.054	LOS: C
Eastbound	RT	0.00	42	0	0.000	
	TH	2.00	931	3,200	0.304 *	
	LT	2.00	373	2,880	0.130	

* - Denotes critical movement

Intersection									
Intersection Delay, s/veh	18								
Intersection LOS	C								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	156	63	0	398	179	0	66	334
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	170	68	0	433	195	0	72	363
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14	18.1	20.1
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	71%	17%
Vol Thru, %	100%	0%	0%	83%
Vol Right, %	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	398	179	219	400
LT Vol	398	0	0	334
Through Vol	0	179	63	0
RT Vol	0	0	156	66
Lane Flow Rate	433	195	238	435
Geometry Grp	7	7	2	5
Degree of Util (X)	0.709	0.28	0.42	0.683
Departure Headway (Hd)	5.899	5.188	6.351	5.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	691	567	639
Service Time	3.644	2.933	4.404	3.7
HCM Lane V/C Ratio	0.705	0.282	0.42	0.681
HCM Control Delay	21.8	10	14	20.1
HCM Lane LOS	C	A	B	C
HCM 95th-tile Q	5.8	1.1	2.1	5.3

Intersection												
Intersection Delay, s/veh	31.2											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	133	2	145	0	0	2	3	0	285	307	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	145	2	158	0	0	2	3	0	310	334	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14.7	9.7	44.9
HCM LOS	B	A	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	47%	0%	1%
Vol Thru, %	52%	1%	40%	61%
Vol Right, %	0%	52%	60%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	592	280	5	167
LT Vol	307	2	2	102
Through Vol	0	145	3	64
RT Vol	285	133	0	1
Lane Flow Rate	643	304	5	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.944	0.498	0.01	0.284
Departure Headway (Hd)	5.281	5.892	6.498	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	609	546	635
Service Time	3.325	3.953	4.596	3.694
HCM Lane V/C Ratio	0.933	0.499	0.009	0.287
HCM Control Delay	44.9	14.7	9.7	10.9
HCM Lane LOS	E	B	A	B
HCM 95th-tile Q	13.3	2.8	0	1.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	102	64
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	111	70
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.9
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	129	239	0	0	0	286	80	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	140	260	0	0	0	311	87	0	2	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.8	11.3	9.3
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	35%	0%	0%	39%
Vol Thru, %	50%	65%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	368	286	80	119
LT Vol	2	239	286	0	0
Through Vol	0	0	0	80	72
RT Vol	2	129	0	0	47
Lane Flow Rate	4	400	311	87	129
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.007	0.545	0.452	0.11	0.195
Departure Headway (Hd)	6.21	4.909	5.24	4.534	5.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	732	684	783	653
Service Time	4.21	2.97	3.006	2.3	3.523
HCM Lane V/C Ratio	0.007	0.546	0.455	0.111	0.198
HCM Control Delay	9.3	13.8	12.3	7.9	9.9
HCM Lane LOS	A	B	B	A	A
HCM 95th-tile Q	0	3.3	2.4	0.4	0.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	47	0	72
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	51	0	78
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.9
HCM LOS	A

Lane

Intersection									
Intersection Delay, s/veh	39								
Intersection LOS	E								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	259	96	0	370	191	0	72	477
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	104	0	402	208	0	78	518
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	26.1	23.3	63.5
HCM LOS	D	C	F

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	73%	13%
Vol Thru, %	100%	0%	0%	87%
Vol Right, %	0%	100%	27%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	370	191	355	549
LT Vol	370	0	0	477
Through Vol	0	191	96	0
RT Vol	0	0	259	72
Lane Flow Rate	402	208	386	597
Geometry Grp	7	7	2	5
Degree of Util (X)	0.768	0.356	0.729	1
Departure Headway (Hd)	6.878	6.177	6.803	6.407
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	527	581	533	561
Service Time	4.636	3.935	4.833	4.487
HCM Lane V/C Ratio	0.763	0.358	0.724	1.064
HCM Control Delay	29	12.3	26.1	63.5
HCM Lane LOS	D	B	D	F
HCM 95th-tile Q	6.8	1.6	6	14.4

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	74	265	2	0	1	221	17	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	288	2	0	1	240	18	0	1	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.2	11	9.1
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	33%	22%	0%	0%	17%
Vol Thru, %	67%	78%	100%	0%	0%
Vol Right, %	0%	1%	0%	100%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	341	222	17	198
LT Vol	2	265	221	0	0
Through Vol	0	2	0	17	165
RT Vol	1	74	1	0	33
Lane Flow Rate	3	371	241	18	215
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.005	0.51	0.364	0.024	0.298
Departure Headway (Hd)	6.022	4.955	5.431	4.722	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	719	656	748	715
Service Time	4.022	3.036	3.221	2.512	3.065
HCM Lane V/C Ratio	0.005	0.516	0.367	0.024	0.301
HCM Control Delay	9.1	13.2	11.3	7.6	10.2
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	2.9	1.7	0.1	1.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	33	0	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	36	0	179
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 10.2

HCM LOS B

Lane

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	153	1	131	0	1	1	1	0	133	146	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	166	1	142	0	1	1	1	0	145	159	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.6	9	12.6
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	54%	33%	0%
Vol Thru, %	52%	0%	33%	63%
Vol Right, %	0%	46%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	285	3	259
LT Vol	146	1	1	163
Through Vol	1	131	1	95
RT Vol	133	153	1	1
Lane Flow Rate	304	310	3	282
Geometry Grp	1	1	1	1
Degree of Util (X)	0.448	0.454	0.005	0.394
Departure Headway (Hd)	5.305	5.271	5.9	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	685	605	715
Service Time	3.334	3.299	3.949	3.074
HCM Lane V/C Ratio	0.448	0.453	0.005	0.394
HCM Control Delay	12.6	12.6	9	11.3
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.3	2.4	0	1.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	163	95
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	177	103
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.3
HCM LOS	B

Lane

EXISTING BASELINE



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Culver Studios
North-South Street: Jefferson Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Rodeo Rd/Higuera Street
Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	71	1	71	42	1	42
	↵↔ Left-Through		0			0	
	→ Through	580	1	293	870	1	514
	↗ Through-Right		1			1	
	↘ Right	6	0	6	158	0	158
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	123	1	123	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	606	2	303	662	2	331
	↗ Through-Right		0			0	
	↘ Right	28	1	20	31	1	16
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	17	1	17	31	1	31
	↵↔ Left-Through		0			0	
	→ Through	59	2	30	428	2	214
	↗ Through-Right		0			0	
	↘ Right	20	1	0	142	1	121
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	743	2	409	391	2	215
	↵↔ Left-Through		0			0	
	→ Through	533	1	533	165	1	165
	↗ Through-Right		0			0	
	↘ Right	314	1	253	101	1	21
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 416			<i>North-South:</i> 674
				<i>East-West:</i> 550			<i>East-West:</i> 429
				<i>SUM:</i> 966			<i>SUM:</i> 1103
VOLUME/CAPACITY (V/C) RATIO:				0.678			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.674
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Culver Studios
North-South Street: Hughes Ave
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	92	0	92	102	0	102
	↵↔ Left-Through		0			0	
	→ Through	114	0	259	170	0	319
	↗ Through-Right		0			0	
	↘ Right	53	0	0	47	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
SOUTHBOUND	↖ Left	33	0	33	38	0	38
	↖↔ Left-Through		0			0	
	← Through	155	0	230	144	0	209
	↙ Through-Right		0			0	
	↘ Right	42	0	0	27	0	0
	↙↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
EASTBOUND	↖ Left	35	1	35	83	1	83
	↖↔ Left-Through		0			0	
	→ Through	1262	2	451	1123	2	401
	↗ Through-Right		1			1	
	↘ Right	92	0	92	80	0	80
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↖ Left	163	1	163	111	1	111
	↖↔ Left-Through		0			0	
	← Through	1124	2	381	1095	2	371
	↙ Through-Right		1			1	
	↘ Right	19	0	19	18	0	18
	↙↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 322			<i>North-South:</i> 357
				<i>East-West:</i> 614			<i>East-West:</i> 512
				<i>SUM:</i> 936			<i>SUM:</i> 869
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.579
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.524			0.479
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Culver Studios
North-South Street: Culver Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	20	1	20	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	47	1	47	63	1	63
	→↔ Through-Right		0			0	
	↘ Right	615	2	120	865	2	174
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	205	1	141	293	1	199
	↵↔ Left-Through		0			0	
	→ Through	40	0	141	48	0	199
	→↔ Through-Right		0			0	
	↘ Right	36	0	0	56	0	0
	↵↔↘ Left-Through-Right		1			1	
↵↔↘ Left-Right		0			0		
EASTBOUND	↵ Left	24	1	24	38	1	38
	↵↔ Left-Through		0			0	
	→ Through	1751	2	590	1715	2	583
	→↔ Through-Right		1			1	
	↘ Right	20	0	20	33	0	33
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right		0			0		
WESTBOUND	↵ Left	396	2	218	549	2	302
	↵↔ Left-Through		0			0	
	→ Through	1736	2	632	1676	2	633
	→↔ Through-Right		1			1	
	↘ Right	160	0	160	222	0	222
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 261			<i>North-South:</i> 373
				<i>East-West:</i> 808			<i>East-West:</i> 885
				SUM: 1069			SUM: 1258
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.915
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.815
LEVEL OF SERVICE (LOS):				B			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	106	1	106
	Left-Through		0			0	
	Through	398	2	199	315	2	158
	Through-Right		0			0	
	Right	61	1	61	77	1	77
	Left-Through-Right		0			0	
SOUTHBOUND	Left	258	0	258	243	0	243
	Left-Through		1			1	
	Through	424	1	341	274	1	259
	Through-Right		0			0	
	Right	302	1	184	401	1	287
	Left-Through-Right		0			0	
EASTBOUND	Left	429	2	236	417	2	229
	Left-Through		0			0	
	Through	1987	2	697	2226	2	794
	Through-Right		1			1	
	Right	105	0	105	155	0	155
	Left-Through-Right		0			0	
WESTBOUND	Left	128	1	128	62	1	62
	Left-Through		0			0	
	Through	1812	2	688	1909	2	678
	Through-Right		1			1	
	Right	253	0	253	126	0	126
	Left-Through-Right		0			0	
				0			0
CRITICAL VOLUMES				North-South: 540			North-South: 445
				East-West: 924			East-West: 907
				SUM: 1464			SUM: 1352
VOLUME/CAPACITY (V/C) RATIO:				1.065			0.983
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.883
LEVEL OF SERVICE (LOS):				E			D

Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Culver Studios
North-South Street: Main St/Bagley Ave
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	63	1	63	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	180	0	203	125	0	143
	↗ Through-Right		1			1	
	↘ Right	23	0	0	18	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	49	0	49	33	0	33
	↵↔ Left-Through		0			0	
	→ Through	165	0	312	264	0	404
	↗ Through-Right		0			0	
	↘ Right	98	0	0	107	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	72	1	72	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	1232	2	443	983	2	368
	↗ Through-Right		1			1	
	↘ Right	96	0	96	121	0	121
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	50	1	50	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1136	2	390	1068	2	365
	↗ Through-Right		1			1	
	↘ Right	35	0	35	28	0	28
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 375			<i>North-South:</i> 458
				<i>East-West:</i> 493			<i>East-West:</i> 510
				SUM: 868			SUM: 968
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.579
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Culver Studios
North-South Street: National Blvd
Scenario: Existing Year (2014)
Count Date: May-14

East-West Street: Venice Blvd

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	196	1	196	172	1	172
	↵↔ Left-Through		0			0	
	→ Through	746	1	385	616	1	342
	↗ Through-Right		1			1	
	↘ Right	23	0	23	68	0	68
	↗↘ Left-Through-Right		0			0	
	↘↗ Left-Right		0			0	
SOUTHBOUND	↵ Left	118	1	118	164	1	164
	↵↔ Left-Through		0			0	
	→ Through	522	1	308	759	1	431
	↗ Through-Right		1			1	
	↘ Right	93	0	93	103	0	103
	↗↘ Left-Through-Right		0			0	
	↘↗ Left-Right		0			0	
EASTBOUND	↵ Left	148	1	148	147	1	147
	↵↔ Left-Through		0			0	
	→ Through	1925	2	740	2128	2	792
	↗ Through-Right		1			1	
	↘ Right	295	0	295	249	0	249
	↗↘ Left-Through-Right		0			0	
	↘↗ Left-Right		0			0	
WESTBOUND	↵ Left	58	1	58	40	1	40
	↵↔ Left-Through		0			0	
	→ Through	1994	2	709	1766	2	625
	↗ Through-Right		1			1	
	↘ Right	132	0	132	109	0	109
	↗↘ Left-Through-Right		0			0	
	↘↗ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 504			<i>North-South:</i> 603
				<i>East-West:</i> 857			<i>East-West:</i> 832
				SUM: 1361			SUM: 1435
VOLUME/CAPACITY (V/C) RATIO:				0.990			1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.944
LEVEL OF SERVICE (LOS):				D			E

Project Title: Culver Studios Intersection: 2 Duquesne Ave & Jefferson Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.142
	TH	1.00	39	1,600	0.174 *	N-S(2): 0.183 *
	LT	1.00	215	1,600	0.134	E-W(1): 0.295
Westbound	RT	1.00	335	1,600	0.142	E-W(2): 0.457 *
	TH	2.00	938	3,200	0.293 *	
	LT	1.00	32	1,600	0.020	V/C: 0.640
Northbound	RT	1.00	14	1,600	0.000	Lost Time: 0.100
	TH	1.00	13	1,600	0.008	ITS: -0.070
	LT	1.00	14	1,600	0.009 *	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.670
	TH	2.00	856	3,200	0.275	
	LT	1.00	262	1,600	0.164 *	LOS: B
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.269 *
	TH	1.00	37	1,600	0.236	N-S(2): 0.252
	LT	1.00	394	1,600	0.246 *	E-W(1): 0.465 *
Westbound	RT	1.00	223	1,600	0.016	E-W(2): 0.463
	TH	2.00	846	3,200	0.264	
	LT	1.00	25	1,600	0.016 *	V/C: 0.734
Northbound	RT	1.00	32	1,600	0.004	Lost Time: 0.100
	TH	1.00	37	1,600	0.023 *	ITS: -0.070
	LT	1.00	26	1,600	0.016	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.764
	TH	2.00	1,413	3,200	0.449 *	
	LT	1.00	318	1,600	0.199	LOS: C

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	4 Madison Ave & Culver Blvd		
Description:	Existing (2014) Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	147	1,600	0.014	N-S(1): 0.137 * N-S(2): 0.041 E-W(1): 0.383 E-W(2): 0.418 *
	TH	1.00	24	1,600	0.015	
	LT	1.00	32	1,600	0.020 *	
Westbound	RT	1.00	80	1,600	0.040	V/C: 0.555 Lost Time: 0.100 ITS: -0.070
	TH	2.00	838	3,200	0.262 *	
	LT	1.00	9	1,600	0.006	
Northbound	RT	0.00	30	0	0.000	ICU: 0.585
	TH	1.00	115	1,600	0.117 *	
	LT	0.00	42	1,600	0.026	
Eastbound	RT	0.00	16	0	0.000	LOS: A
	TH	2.00	1,189	3,200	0.377	
	LT	1.00	250	1,600	0.156 *	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	232	1,600	0.105 *	N-S(1): 0.080 N-S(2): 0.109 * E-W(1): 0.334 E-W(2): 0.377 *
	TH	1.00	126	1,600	0.079	
	LT	1.00	73	1,600	0.046	
Westbound	RT	1.00	58	1,600	0.013	V/C: 0.486 Lost Time: 0.100 ITS: -0.070
	TH	2.00	946	3,200	0.296 *	
	LT	1.00	11	1,600	0.007	
Northbound	RT	0.00	19	0	0.000	ICU: 0.516
	TH	1.00	29	1,600	0.034	
	LT	0.00	7	1,600	0.004 *	
Eastbound	RT	0.00	35	0	0.000	LOS: A
	TH	2.00	1,012	3,200	0.327	
	LT	1.00	129	1,600	0.081 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 5 Clarington Ave & Washington Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	58	0	0.000	N-S(1): 0.145
	TH	1.00	215	1,600	0.171 *	N-S(2): 0.213 *
	LT	1.00	34	1,600	0.021	E-W(1): 0.283
Westbound	RT	1.00	28	1,600	0.007	E-W(2): 0.295 *
	TH	2.00	834	3,200	0.261 *	V/C: 0.508
	LT	1.00	18	1,600	0.011	Lost Time: 0.100
Northbound	RT	1.00	48	1,600	0.024	ITS: -0.070
	TH	1.00	199	1,600	0.124	ICU: 0.538
	LT	1.00	67	1,600	0.042 *	LOS: A
Eastbound	RT	0.00	114	0	0.000	
	TH	2.00	756	3,200	0.272	
	LT	1.00	55	1,600	0.034 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	55	0	0.000	N-S(1): 0.130
	TH	1.00	272	1,600	0.204 *	N-S(2): 0.255 *
	LT	1.00	48	1,600	0.030	E-W(1): 0.333 *
Westbound	RT	1.00	31	1,600	0.004	E-W(2): 0.278
	TH	2.00	764	3,200	0.239	V/C: 0.588
	LT	1.00	23	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	1.00	29	1,600	0.011	ITS: -0.070
	TH	1.00	160	1,600	0.100	ICU: 0.618
	LT	1.00	81	1,600	0.051 *	LOS: B
Eastbound	RT	0.00	104	0	0.000	
	TH	2.00	918	3,200	0.319 *	
	LT	1.00	63	1,600	0.039	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 6 Duquesne Ave & Culver Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	102	1,600	0.033	N-S(1): 0.196 N-S(2): 0.234 * E-W(1): 0.395 * E-W(2): 0.293
	TH	1.00	244	1,600	0.153 *	
	LT	1.00	37	1,600	0.023	
Westbound	RT	0.00	43	0	0.000	V/C: 0.629 Lost Time: 0.100 ITS: -0.070
	TH	2.00	699	3,200	0.232	
	LT	1.00	55	1,600	0.034 *	
Northbound	RT	1.00	97	1,600	0.043	ICU: 0.659
	TH	1.00	277	1,600	0.173	
	LT	1.00	129	1,600	0.081 *	
Eastbound	RT	0.00	99	0	0.000	LOS: B
	TH	2.00	1,057	3,200	0.361 *	
	LT	1.00	98	1,600	0.061	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.095	N-S(1): 0.244 N-S(2): 0.264 * E-W(1): 0.363 * E-W(2): 0.288
	TH	1.00	328	1,600	0.205 *	
	LT	1.00	153	1,600	0.096	
Westbound	RT	0.00	35	0	0.000	V/C: 0.627 Lost Time: 0.100 ITS: -0.070
	TH	2.00	729	3,200	0.239	
	LT	1.00	79	1,600	0.049 *	
Northbound	RT	1.00	110	1,600	0.044	ICU: 0.657
	TH	1.00	236	1,600	0.148	
	LT	1.00	94	1,600	0.059 *	
Eastbound	RT	0.00	97	0	0.000	LOS: B
	TH	2.00	908	3,200	0.314 *	
	LT	1.00	79	1,600	0.049	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 9 Main St/Washington Blvd & Culver Blvd Description: Existing (2014) Conditions Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	151	1,600	0.031	N-S(1): 0.088 * N-S(2): 0.031 E-W(1): 0.322 E-W(2): 0.552 *
	TH	0.00	0	0	0.000	
	LT	1.00	141	1,600	0.088 *	
Westbound	RT	1.00	82	1,600	0.051	V/C: 0.640 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,362	3,200	0.426 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.670
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	1,544	4,800	0.322	
	LT	1.00	202	1,600	0.126 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.081	N-S(1): 0.139 * N-S(2): 0.081 E-W(1): 0.361 E-W(2): 0.480 *
	TH	0.00	0	0	0.000	
	LT	1.00	222	1,600	0.139 *	
Westbound	RT	1.00	87	1,600	0.054	V/C: 0.619 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,285	3,200	0.402 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.649
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	1,732	4,800	0.361	
	LT	1.00	124	1,600	0.078 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 10 Ince Blvd & Washington Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : Y
Left Lane:	1600 vph					E-W Split Phase : Y
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	2	1,600	0.001	N-S(1): 0.475 * N-S(2): 0.000 E-W(1): 0.030 * E-W(2): 0.000
	TH	0.19	101	297	0.340	
	LT	1.81	987	2,613	0.378 *	
Westbound	RT	2.00	1,153	3,200	0.000	V/C: 0.505 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	44	1,600	0.028 *	
Northbound	RT	1.00	102	1,600	0.064	ICU: 0.535
	TH	1.00	155	1,600	0.097 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: A
	TH	1.00	0	1,600	0.002 *	
	LT	0.00	0	0	0.000	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.005	N-S(1): 0.503 * N-S(2): 0.000 E-W(1): 0.074 * E-W(2): 0.000
	TH	0.13	82	211	0.389	
	LT	1.87	1,163	2,690	0.432 *	
Westbound	RT	2.00	1,028	3,200	0.000	V/C: 0.577 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	109	1,600	0.068 *	
Northbound	RT	1.00	80	1,600	0.050	ICU: 0.607
	TH	1.00	113	1,600	0.071 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: B
	TH	1.00	2	1,600	0.006 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		11 Ince Blvd & Culver Blvd				
Description:		Existing (2014) Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	Y
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	7 %				V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	15	1,600	0.009 *	N-S(1): 0.443 * N-S(2): 0.000 E-W(1): 0.277 * E-W(2): 0.082
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	8	0	0.000	V/C: 0.720 Lost Time: 0.100 ITS: -0.070
	TH	2.00	227	3,200	0.073	
	LT	1.00	110	1,600	0.069 *	
Northbound	RT	1.00	60	1,600	0.003	ICU: 0.750
	TH	0.02	14	36	0.391	
	LT	1.98	1,237	2,848	0.434 *	
Eastbound	RT	2.00	977	3,200	0.000	LOS: C
	TH	2.00	667	3,200	0.208 *	
	LT	1.00	14	1,600	0.009	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,600	0.019 *	N-S(1): 0.384 * N-S(2): 0.000 E-W(1): 0.275 * E-W(2): 0.110
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	11	0	0.000	V/C: 0.659 Lost Time: 0.100 ITS: -0.070
	TH	2.00	307	3,200	0.099	
	LT	1.00	68	1,600	0.043 *	
Northbound	RT	1.00	92	1,600	0.036	ICU: 0.689
	TH	0.04	19	58	0.328	
	LT	1.96	1,031	2,828	0.365 *	
Eastbound	RT	2.00	1,186	3,200	0.006	LOS: B
	TH	2.00	743	3,200	0.232 *	
	LT	1.00	17	1,600	0.011	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 14 National Blvd & Washington Blvd Description: Existing (2014) Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.287
	TH	2.00	589	3,200	0.222 *	N-S(2):	0.313 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.298 *
Westbound	RT	0.00	143	0	0.000	E-W(2):	0.293
	TH	3.00	1,057	4,800	0.250	V/C:	0.611
	LT	1.00	119	1,600	0.074 *	Lost Time:	0.100
Northbound	RT	0.00	73	0	0.000	ITS:	-0.070
	TH	2.00	755	3,200	0.259	ICU:	0.641
	LT	2.00	263	2,880	0.091 *	LOS:	B
Eastbound	RT	1.00	217	1,600	0.090		
	TH	2.00	718	3,200	0.224 *		
	LT	1.00	69	1,600	0.043		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.283
	TH	2.00	803	3,200	0.281 *	N-S(2):	0.343 *
	LT	2.00	201	2,880	0.070	E-W(1):	0.414 *
Westbound	RT	0.00	109	0	0.000	E-W(2):	0.261
	TH	3.00	933	4,800	0.217	V/C:	0.757
	LT	1.00	119	1,600	0.074 *	Lost Time:	0.100
Northbound	RT	0.00	83	0	0.000	ITS:	-0.070
	TH	2.00	597	3,200	0.213	ICU:	0.787
	LT	2.00	179	2,880	0.062 *	LOS:	C
Eastbound	RT	1.00	222	1,600	0.108		
	TH	2.00	1,089	3,200	0.340 *		
	LT	1.00	71	1,600	0.044		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 15 Higuera Street & Washington Blvd Description: Existing (2014) Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	28	1,600	0.018	N-S(1):	0.226 *
	TH	1.00	78	1,600	0.049	N-S(2):	0.080
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.362
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.447 *
	TH	2.00	1,165	3,200	0.423 *	V/C:	0.673
	LT	1.00	84	1,600	0.053	Lost Time:	0.100
Northbound	RT	1.00	108	1,600	0.041	ITS:	-0.070
	TH	1.00	288	1,600	0.180 *	ICU:	0.703
	LT	1.00	50	1,600	0.031	LOS:	C
Eastbound	RT	0.00	80	0	0.000		
	TH	2.00	909	3,200	0.309		
	LT	1.00	38	1,600	0.024 *		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.026	N-S(1):	0.156 *
	TH	1.00	127	1,600	0.079	N-S(2):	0.108
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.451 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.426
	TH	2.00	1,030	3,200	0.382	V/C:	0.607
	LT	1.00	116	1,600	0.073 *	Lost Time:	0.100
Northbound	RT	1.00	117	1,600	0.037	ITS:	-0.070
	TH	1.00	176	1,600	0.110 *	ICU:	0.637
	LT	1.00	47	1,600	0.029	LOS:	B
Eastbound	RT	0.00	63	0	0.000		
	TH	2.00	1,146	3,200	0.378 *		
	LT	1.00	71	1,600	0.044		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 18 Hayden Ave & National Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.038
	TH	0.00	0	0	0.000 *	N-S(2): 0.110 *
	LT	0.00	0	0	0.000	E-W(1): 0.301 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.219
	TH	2.00	702	3,200	0.219	
	LT	1.00	194	1,600	0.121 *	V/C: 0.411
Northbound	RT	0.33	52	527	0.038	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.67	264	2,406	0.110 *	
Eastbound	RT	1.00	209	1,600	0.131	ICU: 0.441
	TH	2.00	575	3,200	0.180 *	
	LT	0.00	0	0	0.000	LOS: A
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118
	TH	0.00	0	0	0.000 *	N-S(2): 0.138 *
	LT	0.00	0	0	0.000	E-W(1): 0.298 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	499	3,200	0.156	
	LT	1.00	22	1,600	0.014 *	V/C: 0.436
Northbound	RT	0.44	87	699	0.118	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.56	311	2,250	0.138 *	
Eastbound	RT	1.00	223	1,600	0.139	ICU: 0.466
	TH	2.00	910	3,200	0.284 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	19 Overland Ave & Culver Blvd		
Description:	Existing (2014) Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,600	0.016	N-S(1): 0.401 * N-S(2): 0.260 E-W(1): 0.409
	TH	2.00	605	3,200	0.189	
	LT	2.00	154	2,880	0.053 *	
Westbound	RT	0.00	146	0	0.000	E-W(2): 0.448 * V/C: 0.849 Lost Time: 0.100 ITS: -0.070
	TH	2.00	717	3,200	0.270 *	
	LT	1.00	87	1,600	0.054	
Northbound	RT	0.00	154	0	0.000	ICU: 0.879
	TH	2.00	960	3,200	0.348 *	
	LT	2.00	205	2,880	0.071	
Eastbound	RT	1.00	88	1,600	0.019	LOS: D
	TH	2.00	1,137	3,200	0.355	
	LT	1.00	284	1,600	0.178 *	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	187	1,600	0.043	N-S(1): 0.336 * N-S(2): 0.300 E-W(1): 0.407
	TH	2.00	805	3,200	0.252	
	LT	2.00	110	2,880	0.038 *	
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.438 * V/C: 0.774 Lost Time: 0.100 ITS: -0.070
	TH	2.00	825	3,200	0.290 *	
	LT	1.00	187	1,600	0.117	
Northbound	RT	0.00	131	0	0.000	ICU: 0.804
	TH	2.00	823	3,200	0.298 *	
	LT	2.00	138	2,880	0.048	
Eastbound	RT	1.00	137	1,600	0.062	LOS: D
	TH	2.00	928	3,200	0.290	
	LT	1.00	236	1,600	0.148 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 20 Overland Ave & Jefferson Blvd Description: Existing (2014) Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	311	1,600	0.028	N-S(1): 0.318 *
	TH	2.00	484	3,200	0.151	N-S(2): 0.179
	LT	1.00	178	1,600	0.111 *	E-W(1): 0.410
Westbound	RT	1.00	319	1,600	0.144	E-W(2): 0.412 *
	TH	2.00	786	3,200	0.246 *	
	LT	2.00	280	2,880	0.097	V/C: 0.730
Northbound	RT	1.00	398	1,600	0.152	Lost Time: 0.100
	TH	2.00	663	3,200	0.207 *	ITS: -0.070
	LT	1.00	45	1,600	0.028	
Eastbound	RT	0.00	38	0	0.000	ICU: 0.760
	TH	2.00	965	3,200	0.313	
	LT	2.00	478	2,880	0.166 *	LOS: C
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	341	1,600	0.084	N-S(1): 0.297 *
	TH	2.00	650	3,200	0.203	N-S(2): 0.257
	LT	1.00	163	1,600	0.102 *	E-W(1): 0.436 *
Westbound	RT	1.00	245	1,600	0.102	E-W(2): 0.386
	TH	2.00	818	3,200	0.256	
	LT	2.00	379	2,880	0.132 *	V/C: 0.733
Northbound	RT	1.00	522	1,600	0.195 *	Lost Time: 0.100
	TH	2.00	605	3,200	0.189	ITS: -0.070
	LT	1.00	86	1,600	0.054	
Eastbound	RT	0.00	42	0	0.000	ICU: 0.763
	TH	2.00	931	3,200	0.304 *	
	LT	2.00	373	2,880	0.130	LOS: C

* - Denotes critical movement

Intersection									
Intersection Delay, s/veh	18								
Intersection LOS	C								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	156	63	0	398	179	0	66	334
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	170	68	0	433	195	0	72	363
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14	18.1	20.1
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	71%	17%
Vol Thru, %	100%	0%	0%	83%
Vol Right, %	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	398	179	219	400
LT Vol	398	0	0	334
Through Vol	0	179	63	0
RT Vol	0	0	156	66
Lane Flow Rate	433	195	238	435
Geometry Grp	7	7	2	5
Degree of Util (X)	0.709	0.28	0.42	0.683
Departure Headway (Hd)	5.899	5.188	6.351	5.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	691	567	639
Service Time	3.644	2.933	4.404	3.7
HCM Lane V/C Ratio	0.705	0.282	0.42	0.681
HCM Control Delay	21.8	10	14	20.1
HCM Lane LOS	C	A	B	C
HCM 95th-tile Q	5.8	1.1	2.1	5.3

Intersection												
Intersection Delay, s/veh	31.2											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	133	2	145	0	0	2	3	0	285	307	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	145	2	158	0	0	2	3	0	310	334	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14.7	9.7	44.9
HCM LOS	B	A	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	47%	0%	1%
Vol Thru, %	52%	1%	40%	61%
Vol Right, %	0%	52%	60%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	592	280	5	167
LT Vol	307	2	2	102
Through Vol	0	145	3	64
RT Vol	285	133	0	1
Lane Flow Rate	643	304	5	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.944	0.498	0.01	0.284
Departure Headway (Hd)	5.281	5.892	6.498	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	609	546	635
Service Time	3.325	3.953	4.596	3.694
HCM Lane V/C Ratio	0.933	0.499	0.009	0.287
HCM Control Delay	44.9	14.7	9.7	10.9
HCM Lane LOS	E	B	A	B
HCM 95th-tile Q	13.3	2.8	0	1.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	102	64
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	111	70
Number of Lanes	0	0	1	0

Approach

SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.9
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	129	239	0	0	0	286	80	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	140	260	0	0	0	311	87	0	2	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.8	11.3	9.3
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	35%	0%	0%	39%
Vol Thru, %	50%	65%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	368	286	80	119
LT Vol	2	239	286	0	0
Through Vol	0	0	0	80	72
RT Vol	2	129	0	0	47
Lane Flow Rate	4	400	311	87	129
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.007	0.545	0.452	0.11	0.195
Departure Headway (Hd)	6.21	4.909	5.24	4.534	5.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	732	684	783	653
Service Time	4.21	2.97	3.006	2.3	3.523
HCM Lane V/C Ratio	0.007	0.546	0.455	0.111	0.198
HCM Control Delay	9.3	13.8	12.3	7.9	9.9
HCM Lane LOS	A	B	B	A	A
HCM 95th-tile Q	0	3.3	2.4	0.4	0.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	47	0	72
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	51	0	78
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.9
HCM LOS	A

Lane

Intersection									
Intersection Delay, s/veh	39								
Intersection LOS	E								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	259	96	0	370	191	0	72	477
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	104	0	402	208	0	78	518
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	26.1	23.3	63.5
HCM LOS	D	C	F

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	73%	13%
Vol Thru, %	100%	0%	0%	87%
Vol Right, %	0%	100%	27%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	370	191	355	549
LT Vol	370	0	0	477
Through Vol	0	191	96	0
RT Vol	0	0	259	72
Lane Flow Rate	402	208	386	597
Geometry Grp	7	7	2	5
Degree of Util (X)	0.768	0.356	0.729	1
Departure Headway (Hd)	6.878	6.177	6.803	6.407
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	527	581	533	561
Service Time	4.636	3.935	4.833	4.487
HCM Lane V/C Ratio	0.763	0.358	0.724	1.064
HCM Control Delay	29	12.3	26.1	63.5
HCM Lane LOS	D	B	D	F
HCM 95th-tile Q	6.8	1.6	6	14.4

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	74	265	2	0	1	221	17	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	288	2	0	1	240	18	0	1	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.2	11	9.1
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	33%	22%	0%	0%	17%
Vol Thru, %	67%	78%	100%	0%	0%
Vol Right, %	0%	1%	0%	100%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	341	222	17	198
LT Vol	2	265	221	0	0
Through Vol	0	2	0	17	165
RT Vol	1	74	1	0	33
Lane Flow Rate	3	371	241	18	215
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.005	0.51	0.364	0.024	0.298
Departure Headway (Hd)	6.022	4.955	5.431	4.722	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	719	656	748	715
Service Time	4.022	3.036	3.221	2.512	3.065
HCM Lane V/C Ratio	0.005	0.516	0.367	0.024	0.301
HCM Control Delay	9.1	13.2	11.3	7.6	10.2
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	2.9	1.7	0.1	1.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	33	0	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	36	0	179
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 10.2

HCM LOS B

Lane

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	153	1	131	0	1	1	1	0	133	146	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	166	1	142	0	1	1	1	0	145	159	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.6	9	12.6
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	54%	33%	0%
Vol Thru, %	52%	0%	33%	63%
Vol Right, %	0%	46%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	285	3	259
LT Vol	146	1	1	163
Through Vol	1	131	1	95
RT Vol	133	153	1	1
Lane Flow Rate	304	310	3	282
Geometry Grp	1	1	1	1
Degree of Util (X)	0.448	0.454	0.005	0.394
Departure Headway (Hd)	5.305	5.271	5.9	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	685	605	715
Service Time	3.334	3.299	3.949	3.074
HCM Lane V/C Ratio	0.448	0.453	0.005	0.394
HCM Control Delay	12.6	12.6	9	11.3
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.3	2.4	0	1.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	163	95
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	177	103
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.3
HCM LOS	B

Lane

EXISTING BASELINE PLUS PROJECT



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Culver Studios

North-South Street: Jefferson Blvd

East-West Street: Rodeo Rd/Higuera Street

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	71	1	71	42	1	42
	↵↘ Left-Through		0			0	
	→ Through	580	1	294	870	1	516
	↘ Through-Right		1			1	
	↘ Right	7	0	7	161	0	161
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
SOUTHBOUND	↘ Left	123	1	123	160	1	160
	↘↗ Left-Through		0			0	
	→ Through	606	2	303	662	2	331
	↘ Through-Right		0			0	
	↘ Right	28	1	20	31	1	16
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
EASTBOUND	↘ Left	17	1	17	31	1	31
	↘↗ Left-Through		0			0	
	→ Through	59	2	30	428	2	214
	↘ Through-Right		0			0	
	↘ Right	20	1	0	142	1	121
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
WESTBOUND	↘ Left	747	2	411	392	2	216
	↘↗ Left-Through		0			0	
	→ Through	533	1	533	165	1	165
	↘ Through-Right		0			0	
	↘ Right	314	1	253	101	1	21
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 417			<i>North-South:</i> 676
				<i>East-West:</i> 550			<i>East-West:</i> 430
				<i>SUM:</i> 967			<i>SUM:</i> 1106
VOLUME/CAPACITY (V/C) RATIO:				0.679			0.776
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.676
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Culver Studios

North-South Street: Hughes Ave

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
				2			2
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	0	92	102	0	102
	Left-Through		0			0	
	Through	115	0	260	173	0	322
	Through-Right		0			0	
	Right	53	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	33	38	0	38
	Left-Through		0			0	
	Through	159	0	234	145	0	210
	Through-Right		0			0	
	Right	42	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	35	1	35	83	1	83
	Left-Through		0			0	
	Through	1274	2	455	1127	2	402
	Through-Right		1			1	
	Right	92	0	92	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	111	1	111
	Left-Through		0			0	
	Through	1126	2	382	1104	2	374
	Through-Right		1			1	
	Right	19	0	19	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 326			<i>North-South:</i> 360
				<i>East-West:</i> 618			<i>East-West:</i> 513
				<i>SUM:</i> 944			<i>SUM:</i> 873
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.582
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.482
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Culver Studios

North-South Street: Culver Blvd

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	20	1	20	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	47	1	47	63	1	63
	↗ Through-Right		0			0	
	↘ Right	618	2	108	884	2	180
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	205	1	141	293	1	199
	↵↔ Left-Through		0			0	
	→ Through	40	0	141	48	0	199
	↗ Through-Right		0			0	
	↘ Right	36	0	0	56	0	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	24	1	24	38	1	38
	↵↔ Left-Through		0			0	
	→ Through	1751	2	590	1715	2	583
	↗ Through-Right		1			1	
	↘ Right	20	0	20	33	0	33
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	421	2	232	557	2	306
	↵↔ Left-Through		0			0	
	→ Through	1736	2	632	1676	2	633
	↗ Through-Right		1			1	
	↘ Right	160	0	160	222	0	222
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 249			<i>North-South:</i> 379
				<i>East-West:</i> 822			<i>East-West:</i> 889
				<i>SUM:</i> 1071			<i>SUM:</i> 1268
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.922
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.822
LEVEL OF SERVICE (LOS):				B			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	1	NB-- 2	SB-- 0	1
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	106	1	106
	Left-Through		0			0	
	Through	400	2	200	329	2	165
	Through-Right		0			0	
	Right	62	1	62	80	1	80
	Left-Through-Right		0			0	
SOUTHBOUND	Left	258	0	258	243	0	243
	Left-Through		1			1	
	Through	454	1	356	283	1	263
	Through-Right		0			0	
	Right	317	1	199	406	1	289
	Left-Through-Right		0			0	
EASTBOUND	Left	431	2	237	426	2	234
	Left-Through		0			0	
	Through	1989	2	698	2236	2	797
	Through-Right		1			1	
	Right	105	0	105	155	0	155
	Left-Through-Right		0			0	
WESTBOUND	Left	132	1	132	63	1	63
	Left-Through		0			0	
	Through	1822	2	692	1912	2	679
	Through-Right		1			1	
	Right	253	0	253	126	0	126
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 556			North-South: 454
				East-West: 929			East-West: 913
				SUM: 1485			SUM: 1367
VOLUME/CAPACITY (V/C) RATIO:				1.080			0.994
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.894
LEVEL OF SERVICE (LOS):				E			D

Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Culver Studios

North-South Street: Main St/Bagley Ave

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	65	1	65	63	1	63
	↵↔ Left-Through		0			0	
	→ Through	180	0	203	127	0	145
	↗ Through-Right		1			1	
	↘ Right	23	0	0	18	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	49	0	49	33	0	33
	↵↔ Left-Through		0			0	
	→ Through	168	0	315	265	0	405
	↗ Through-Right		0			0	
	↘ Right	98	0	0	107	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	72	1	72	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	1232	2	447	983	2	369
	↗ Through-Right		1			1	
	↘ Right	108	0	108	125	0	125
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	50	1	50	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1136	2	390	1068	2	365
	↗ Through-Right		1			1	
	↘ Right	35	0	35	28	0	28
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 380			<i>North-South:</i> 468
				<i>East-West:</i> 497			<i>East-West:</i> 510
				<i>SUM:</i> 877			<i>SUM:</i> 978
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.586
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Culver Studios

North-South Street: National Blvd

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	196	1	196	172	1	172
	↵↵ Left-Through		0			0	
	→ Through	748	1	386	625	1	347
	→↵ Through-Right		1			1	
	↵ Right	23	0	23	68	0	68
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	118	1	118	164	1	164
	↵↵ Left-Through		0			0	
	→ Through	522	1	308	759	1	431
	→↵ Through-Right		1			1	
	↵ Right	93	0	93	103	0	103
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	148	1	148	149	1	149
	↵↵ Left-Through		0			0	
	→ Through	1927	2	741	2139	2	796
	→↵ Through-Right		1			1	
	↵ Right	295	0	295	249	0	249
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	58	1	58	40	1	40
	↵↵ Left-Through		0			0	
	→ Through	2009	2	714	1771	2	627
	→↵ Through-Right		1			1	
	↵ Right	132	0	132	109	0	109
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 504			<i>North-South:</i> 603
				<i>East-West:</i> 862			<i>East-West:</i> 836
				<i>SUM:</i> 1366			<i>SUM:</i> 1439
VOLUME/CAPACITY (V/C) RATIO:				0.993			1.047
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.947
LEVEL OF SERVICE (LOS):				D			E

Project Title:		Culver Studios				
Intersection:		2 Duquesne Ave & Jefferson Blvd				
Description:		Existing (2014) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	241	0	0.000	N-S(1): 0.143
	TH	1.00	39	1,600	0.175 *	N-S(2): 0.184 *
	LT	1.00	216	1,600	0.135	E-W(1): 0.295
Westbound	RT	1.00	339	1,600	0.144	E-W(2): 0.461 *
	TH	2.00	938	3,200	0.293 *	
	LT	1.00	32	1,600	0.020	V/C: 0.645
Northbound	RT	1.00	14	1,600	0.000	Lost Time: 0.100
	TH	1.00	13	1,600	0.008	ITS: -0.070
	LT	1.00	14	1,600	0.009 *	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.675
	TH	2.00	856	3,200	0.275	
	LT	1.00	269	1,600	0.168 *	LOS: B
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	346	0	0.000	N-S(1): 0.271 *
	TH	1.00	37	1,600	0.239	N-S(2): 0.255
	LT	1.00	397	1,600	0.248 *	E-W(1): 0.465 *
Westbound	RT	1.00	224	1,600	0.016	E-W(2): 0.464
	TH	2.00	846	3,200	0.264	
	LT	1.00	25	1,600	0.016 *	V/C: 0.736
Northbound	RT	1.00	32	1,600	0.004	Lost Time: 0.100
	TH	1.00	37	1,600	0.023 *	ITS: -0.070
	LT	1.00	26	1,600	0.016	
Eastbound	RT	0.00	25	0	0.000	ICU: 0.766
	TH	2.00	1,413	3,200	0.449 *	
	LT	1.00	320	1,600	0.200	LOS: C

* - Denotes critical movement

Project Title: Culver Studios Intersection: 4 Madison Ave & Culver Blvd Description: Existing (2014) Plus Project Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	147	1,600	0.014	N-S(1):	0.137 *
	TH	1.00	24	1,600	0.015	N-S(2):	0.041
	LT	1.00	32	1,600	0.020 *	E-W(1):	0.389
Westbound	RT	1.00	80	1,600	0.040	E-W(2):	0.419 *
	TH	2.00	841	3,200	0.263 *	V/C:	0.556
	LT	1.00	9	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	30	0	0.000	ITS:	-0.070
	TH	1.00	115	1,600	0.117 *	ICU:	0.586
	LT	0.00	42	1,600	0.026	LOS:	A
Eastbound	RT	0.00	16	0	0.000		
	TH	2.00	1,211	3,200	0.383		
	LT	1.00	250	1,600	0.156 *		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.105 *	N-S(1):	0.080
	TH	1.00	126	1,600	0.079	N-S(2):	0.109 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.336
Westbound	RT	1.00	58	1,600	0.013	E-W(2):	0.382 *
	TH	2.00	963	3,200	0.301 *	V/C:	0.491
	LT	1.00	11	1,600	0.007	Lost Time:	0.100
Northbound	RT	0.00	19	0	0.000	ITS:	-0.070
	TH	1.00	29	1,600	0.034	ICU:	0.521
	LT	0.00	7	1,600	0.004 *	LOS:	A
Eastbound	RT	0.00	35	0	0.000		
	TH	2.00	1,019	3,200	0.329		
	LT	1.00	129	1,600	0.081 *		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 5 Clarington Ave & Washington Blvd Description: Existing (2014) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	58	0	0.000	N-S(1): 0.145
	TH	1.00	215	1,600	0.171 *	N-S(2): 0.213 *
	LT	1.00	34	1,600	0.021	E-W(1): 0.286
Westbound	RT	1.00	28	1,600	0.007	E-W(2): 0.295 *
	TH	2.00	835	3,200	0.261 *	V/C: 0.508
	LT	1.00	18	1,600	0.011	Lost Time: 0.100
Northbound	RT	1.00	48	1,600	0.024	ITS: -0.070
	TH	1.00	199	1,600	0.124	
	LT	1.00	67	1,600	0.042 *	ICU: 0.538
Eastbound	RT	0.00	114	0	0.000	
	TH	2.00	766	3,200	0.275	LOS: A
	LT	1.00	55	1,600	0.034 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	55	0	0.000	N-S(1): 0.130
	TH	1.00	272	1,600	0.204 *	N-S(2): 0.255 *
	LT	1.00	48	1,600	0.030	E-W(1): 0.334 *
Westbound	RT	1.00	31	1,600	0.004	E-W(2): 0.280
	TH	2.00	772	3,200	0.241	V/C: 0.589
	LT	1.00	23	1,600	0.014 *	Lost Time: 0.100
Northbound	RT	1.00	29	1,600	0.011	ITS: -0.070
	TH	1.00	160	1,600	0.100	
	LT	1.00	81	1,600	0.051 *	ICU: 0.619
Eastbound	RT	0.00	104	0	0.000	
	TH	2.00	921	3,200	0.320 *	LOS: B
	LT	1.00	63	1,600	0.039	

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	6 Duquesne Ave & Culver Blvd		
Description:	Existing (2014) Plus Project Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	102	1,600	0.033	N-S(1): 0.206 N-S(2): 0.234 * E-W(1): 0.404 * E-W(2): 0.294
	TH	1.00	244	1,600	0.153 *	
	LT	1.00	52	1,600	0.033	
Westbound	RT	0.00	45	0	0.000	V/C: 0.638 Lost Time: 0.100 ITS: -0.070
	TH	2.00	702	3,200	0.233	
	LT	1.00	57	1,600	0.036 *	
Northbound	RT	1.00	109	1,600	0.050	ICU: 0.668
	TH	1.00	277	1,600	0.173	
	LT	1.00	129	1,600	0.081 *	
Eastbound	RT	0.00	99	0	0.000	LOS: B
	TH	2.00	1,079	3,200	0.368 *	
	LT	1.00	98	1,600	0.061	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.095	N-S(1): 0.247 N-S(2): 0.264 * E-W(1): 0.371 * E-W(2): 0.297
	TH	1.00	328	1,600	0.205 *	
	LT	1.00	158	1,600	0.099	
Westbound	RT	0.00	46	0	0.000	V/C: 0.635 Lost Time: 0.100 ITS: -0.070
	TH	2.00	746	3,200	0.248	
	LT	1.00	88	1,600	0.055 *	
Northbound	RT	1.00	114	1,600	0.044	ICU: 0.665
	TH	1.00	236	1,600	0.148	
	LT	1.00	94	1,600	0.059 *	
Eastbound	RT	0.00	97	0	0.000	LOS: B
	TH	2.00	915	3,200	0.316 *	
	LT	1.00	79	1,600	0.049	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 9 Main St/Washington Blvd & Culver Blvd Description: Existing (2014) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	151	1,600	0.031	N-S(1): 0.098 *
	TH	0.00	0	0	0.000	N-S(2): 0.031
	LT	1.00	156	1,600	0.098 *	E-W(1): 0.332
Westbound	RT	1.00	84	1,600	0.053	E-W(2): 0.554 *
	TH	2.00	1,369	3,200	0.428 *	V/C: 0.652
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: -0.070
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.682
	TH	3.00	1,593	4,800	0.332	
	LT	1.00	202	1,600	0.126 *	LOS: B
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.081	N-S(1): 0.142 *
	TH	0.00	0	0	0.000	N-S(2): 0.081
	LT	1.00	227	1,600	0.142 *	E-W(1): 0.364
Westbound	RT	1.00	98	1,600	0.061	E-W(2): 0.491 *
	TH	2.00	1,323	3,200	0.413 *	V/C: 0.633
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: -0.070
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.663
	TH	3.00	1,747	4,800	0.364	
	LT	1.00	124	1,600	0.078 *	LOS: B

* - Denotes critical movement

Project Title: Culver Studios Intersection: 10 Ince Blvd & Washington Blvd Description: Existing (2014) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : Y
Left Lane:	1600 vph					E-W Split Phase : Y
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	2	1,600	0.001	N-S(1): 0.513 * N-S(2): 0.000 E-W(1): 0.068 * E-W(2): 0.000
	TH	0.32	190	517	0.368	
	LT	1.68	987	2,415	0.409 *	
Westbound	RT	2.00	1,153	3,200	0.000	V/C: 0.581 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	104	1,600	0.065 *	
Northbound	RT	1.00	108	1,600	0.068	ICU: 0.611
	TH	1.00	167	1,600	0.104 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	1.00	2	1,600	0.003 *	
	LT	0.00	0	0	0.000	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,600	0.005	N-S(1): 0.555 * N-S(2): 0.000 E-W(1): 0.092 * E-W(2): 0.000
	TH	0.17	109	274	0.398	
	LT	1.83	1,163	2,633	0.442 *	
Westbound	RT	2.00	1,028	3,200	0.000	V/C: 0.647 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	127	1,600	0.079 *	
Northbound	RT	1.00	114	1,600	0.071	ICU: 0.677
	TH	1.00	181	1,600	0.113 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: B
	TH	1.00	13	1,600	0.013 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	11 Ince Blvd & Culver Blvd		
Description:	Existing (2014) Plus Project Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	15	1,600	0.009 *	N-S(1): 0.447 * N-S(2): 0.000 E-W(1): 0.292 * E-W(2): 0.082
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	8	0	0.000	V/C: 0.739 Lost Time: 0.100 ITS: -0.070
	TH	2.00	227	3,200	0.073	
	LT	1.00	135	1,600	0.084 *	
Northbound	RT	1.00	63	1,600	0.000	ICU: 0.769
	TH	0.02	14	36	0.394	
	LT	1.98	1,246	2,848	0.438 *	
Eastbound	RT	2.00	1,041	3,200	0.000	LOS: C
	TH	2.00	667	3,200	0.208 *	
	LT	1.00	14	1,600	0.009	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,600	0.019 *	N-S(1): 0.401 * N-S(2): 0.000 E-W(1): 0.280 * E-W(2): 0.110
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	11	0	0.000	V/C: 0.681 Lost Time: 0.100 ITS: -0.070
	TH	2.00	307	3,200	0.099	
	LT	1.00	76	1,600	0.048 *	
Northbound	RT	1.00	111	1,600	0.046	ICU: 0.711
	TH	0.03	19	55	0.343	
	LT	1.97	1,080	2,830	0.382 *	
Eastbound	RT	2.00	1,205	3,200	0.000	LOS: C
	TH	2.00	743	3,200	0.232 *	
	LT	1.00	17	1,600	0.011	

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	14 National Blvd & Washington Blvd		
Description:	Existing (2014) Plus Project Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.287
	TH	2.00	589	3,200	0.222 *	N-S(2): 0.317 *
	LT	2.00	80	2,880	0.028	E-W(1): 0.299 *
Westbound	RT	0.00	143	0	0.000	E-W(2): 0.297
	TH	3.00	1,072	4,800	0.253	V/C: 0.616
	LT	1.00	119	1,600	0.074 *	Lost Time: 0.100
Northbound	RT	0.00	73	0	0.000	ITS: -0.070
	TH	2.00	755	3,200	0.259	ICU: 0.646
	LT	2.00	273	2,880	0.095 *	LOS: B
Eastbound	RT	1.00	218	1,600	0.089	
	TH	2.00	720	3,200	0.225 *	
	LT	1.00	71	1,600	0.044	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.283
	TH	2.00	803	3,200	0.281 *	N-S(2): 0.344 *
	LT	2.00	201	2,880	0.070	E-W(1): 0.418 *
Westbound	RT	0.00	109	0	0.000	E-W(2): 0.268
	TH	3.00	938	4,800	0.218	V/C: 0.762
	LT	1.00	119	1,600	0.074 *	Lost Time: 0.100
Northbound	RT	0.00	83	0	0.000	ITS: -0.070
	TH	2.00	597	3,200	0.213	ICU: 0.792
	LT	2.00	182	2,880	0.063 *	LOS: C
Eastbound	RT	1.00	230	1,600	0.112	
	TH	2.00	1,100	3,200	0.344 *	
	LT	1.00	80	1,600	0.050	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 15 Higuera Street & Washington Blvd Description: Existing (2014) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	62	1,600	0.039	N-S(1): 0.226 * N-S(2): 0.080 E-W(1): 0.364 E-W(2): 0.457 *
	TH	1.00	78	1,600	0.049	
	LT	1.00	73	1,600	0.046 *	
Westbound	RT	0.00	188	0	0.000	V/C: 0.683 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,190	3,200	0.431 *	
	LT	1.00	84	1,600	0.053	
Northbound	RT	1.00	108	1,600	0.041	ICU: 0.713
	TH	1.00	288	1,600	0.180 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	80	0	0.000	LOS: C
	TH	2.00	914	3,200	0.311	
	LT	1.00	41	1,600	0.026 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	52	1,600	0.033	N-S(1): 0.156 * N-S(2): 0.108 E-W(1): 0.460 * E-W(2): 0.439
	TH	1.00	127	1,600	0.079	
	LT	1.00	73	1,600	0.046 *	
Westbound	RT	0.00	191	0	0.000	V/C: 0.616 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,038	3,200	0.384	
	LT	1.00	116	1,600	0.073 *	
Northbound	RT	1.00	117	1,600	0.037	ICU: 0.646
	TH	1.00	176	1,600	0.110 *	
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	63	0	0.000	LOS: B
	TH	2.00	1,175	3,200	0.387 *	
	LT	1.00	88	1,600	0.055	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 18 Hayden Ave & National Blvd Description: Existing (2014) Plus Project Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.038
	TH	0.00	0	0	0.000 *	N-S(2):	0.110 *
	LT	0.00	0	0	0.000	E-W(1):	0.301 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	2.00	712	3,200	0.223		
	LT	1.00	194	1,600	0.121 *	V/C:	0.411
Northbound	RT	0.33	52	527	0.038	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	-0.070
	LT	1.67	264	2,406	0.110 *		
Eastbound	RT	1.00	209	1,600	0.131	ICU:	0.441
	TH	2.00	576	3,200	0.180 *		
	LT	0.00	0	0	0.000	LOS:	A
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.118
	TH	0.00	0	0	0.000 *	N-S(2):	0.138 *
	LT	0.00	0	0	0.000	E-W(1):	0.301 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	2.00	502	3,200	0.157		
	LT	1.00	22	1,600	0.014 *	V/C:	0.439
Northbound	RT	0.44	87	699	0.118	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	-0.070
	LT	1.56	311	2,250	0.138 *		
Eastbound	RT	1.00	223	1,600	0.139	ICU:	0.469
	TH	2.00	918	3,200	0.287 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: Culver Studios Intersection: 19 Overland Ave & Culver Blvd Description: Existing (2014) Plus Project Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	167	1,600	0.016	N-S(1):	0.403 *
	TH	2.00	605	3,200	0.189	N-S(2):	0.260
	LT	2.00	154	2,880	0.053 *	E-W(1):	0.415
Westbound	RT	0.00	146	0	0.000	E-W(2):	0.448 *
	TH	2.00	719	3,200	0.270 *	V/C:	0.851
	LT	1.00	88	1,600	0.055	Lost Time:	0.100
Northbound	RT	0.00	161	0	0.000	ITS:	-0.070
	TH	2.00	960	3,200	0.350 *	ICU:	0.881
	LT	2.00	205	2,880	0.071	LOS:	D
Eastbound	RT	1.00	88	1,600	0.019		
	TH	2.00	1,152	3,200	0.360		
	LT	1.00	284	1,600	0.178 *		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.043	N-S(1):	0.337 *
	TH	2.00	805	3,200	0.252	N-S(2):	0.300
	LT	2.00	110	2,880	0.038 *	E-W(1):	0.413
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.442 *
	TH	2.00	836	3,200	0.294 *	V/C:	0.779
	LT	1.00	193	1,600	0.121	Lost Time:	0.100
Northbound	RT	0.00	133	0	0.000	ITS:	-0.070
	TH	2.00	823	3,200	0.299 *	ICU:	0.809
	LT	2.00	138	2,880	0.048	LOS:	D
Eastbound	RT	1.00	137	1,600	0.062		
	TH	2.00	933	3,200	0.292		
	LT	1.00	236	1,600	0.148 *		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 20 Overland Ave & Jefferson Blvd Description: Existing (2014) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	312	1,600	0.027	N-S(1): 0.318 * N-S(2): 0.179 E-W(1): 0.413 E-W(2): 0.414 *
	TH	2.00	484	3,200	0.151	
	LT	1.00	178	1,600	0.111 *	
Westbound	RT	1.00	319	1,600	0.144	V/C: 0.732 Lost Time: 0.100 ITS: -0.070
	TH	2.00	787	3,200	0.246 *	
	LT	2.00	280	2,880	0.097	
Northbound	RT	1.00	398	1,600	0.152	ICU: 0.762
	TH	2.00	663	3,200	0.207 *	
	LT	1.00	45	1,600	0.028	
Eastbound	RT	0.00	38	0	0.000	LOS: C
	TH	2.00	972	3,200	0.316	
	LT	2.00	485	2,880	0.168 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	347	1,600	0.087	N-S(1): 0.297 * N-S(2): 0.257 E-W(1): 0.437 * E-W(2): 0.388
	TH	2.00	650	3,200	0.203	
	LT	1.00	163	1,600	0.102 *	
Westbound	RT	1.00	245	1,600	0.102	V/C: 0.734 Lost Time: 0.100 ITS: -0.070
	TH	2.00	824	3,200	0.258	
	LT	2.00	379	2,880	0.132 *	
Northbound	RT	1.00	522	1,600	0.195 *	ICU: 0.764
	TH	2.00	605	3,200	0.189	
	LT	1.00	86	1,600	0.054	
Eastbound	RT	0.00	42	0	0.000	LOS: C
	TH	2.00	933	3,200	0.305 *	
	LT	2.00	375	2,880	0.130	

* - Denotes critical movement

Intersection

Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	156	63	0	410	179	0	66	336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	170	68	0	446	195	0	72	365
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach

	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.1	19.1	20.4
HCM LOS	B	C	C

Lane

	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	71%	16%
Vol Thru, %	100%	0%	0%	84%
Vol Right, %	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	179	219	402
LT Vol	410	0	0	336
Through Vol	0	179	63	0
RT Vol	0	0	156	66
Lane Flow Rate	446	195	238	437
Geometry Grp	7	7	2	5
Degree of Util (X)	0.731	0.281	0.422	0.689
Departure Headway (Hd)	5.908	5.197	6.382	5.675
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	689	562	638
Service Time	3.654	2.943	4.437	3.721
HCM Lane V/C Ratio	0.73	0.283	0.423	0.685
HCM Control Delay	23.1	10	14.1	20.4
HCM Lane LOS	C	A	B	C
HCM 95th-tile Q	6.2	1.2	2.1	5.4

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	129	239	0	0	0	286	80	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	140	260	0	0	0	311	87	0	2	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.8	11.3	9.3
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	35%	0%	0%	39%
Vol Thru, %	50%	65%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	368	286	80	119
LT Vol	2	239	286	0	0
Through Vol	0	0	0	80	72
RT Vol	2	129	0	0	47
Lane Flow Rate	4	400	311	87	129
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.007	0.545	0.452	0.11	0.195
Departure Headway (Hd)	6.21	4.909	5.24	4.534	5.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	732	684	783	653
Service Time	4.21	2.97	3.006	2.3	3.523
HCM Lane V/C Ratio	0.007	0.546	0.455	0.111	0.198
HCM Control Delay	9.3	13.8	12.3	7.9	9.9
HCM Lane LOS	A	B	B	A	A
HCM 95th-tile Q	0	3.3	2.4	0.4	0.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	47	0	72
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	51	0	78
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 9.9

HCM LOS A

Lane

Intersection												
Intersection Delay, s/veh	31.2											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	133	2	145	0	0	2	3	0	285	307	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	145	2	158	0	0	2	3	0	310	334	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14.7	9.7	44.9
HCM LOS	B	A	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	47%	0%	1%
Vol Thru, %	52%	1%	40%	61%
Vol Right, %	0%	52%	60%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	592	280	5	167
LT Vol	307	2	2	102
Through Vol	0	145	3	64
RT Vol	285	133	0	1
Lane Flow Rate	643	304	5	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.944	0.498	0.01	0.284
Departure Headway (Hd)	5.281	5.892	6.498	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	609	546	635
Service Time	3.325	3.953	4.596	3.694
HCM Lane V/C Ratio	0.933	0.499	0.009	0.287
HCM Control Delay	44.9	14.7	9.7	10.9
HCM Lane LOS	E	B	A	B
HCM 95th-tile Q	13.3	2.8	0	1.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	102	64
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	111	70
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.9
HCM LOS	B

Lane

Intersection									
Intersection Delay, s/veh	39.5								
Intersection LOS	E								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	259	96	0	374	191	0	72	486
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	104	0	407	208	0	78	528
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	26.1	24	63.6
HCM LOS	D	C	F

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	73%	13%
Vol Thru, %	100%	0%	0%	87%
Vol Right, %	0%	100%	27%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	191	355	558
LT Vol	374	0	0	486
Through Vol	0	191	96	0
RT Vol	0	0	259	72
Lane Flow Rate	407	208	386	607
Geometry Grp	7	7	2	5
Degree of Util (X)	0.778	0.357	0.73	1
Departure Headway (Hd)	6.886	6.185	6.812	6.421
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	524	581	533	564
Service Time	4.638	3.937	4.841	4.496
HCM Lane V/C Ratio	0.777	0.358	0.724	1.076
HCM Control Delay	29.9	12.4	26.1	63.6
HCM Lane LOS	D	B	D	F
HCM 95th-tile Q	7.1	1.6	6.1	14.4

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	74	265	2	0	1	221	17	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	288	2	0	1	240	18	0	1	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.2	11	9.1
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	33%	22%	0%	0%	17%
Vol Thru, %	67%	78%	100%	0%	0%
Vol Right, %	0%	1%	0%	100%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	341	222	17	198
LT Vol	2	265	221	0	0
Through Vol	0	2	0	17	165
RT Vol	1	74	1	0	33
Lane Flow Rate	3	371	241	18	215
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.005	0.51	0.364	0.024	0.298
Departure Headway (Hd)	6.022	4.955	5.431	4.722	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	719	656	748	715
Service Time	4.022	3.036	3.221	2.512	3.065
HCM Lane V/C Ratio	0.005	0.516	0.367	0.024	0.301
HCM Control Delay	9.1	13.2	11.3	7.6	10.2
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	2.9	1.7	0.1	1.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	33	0	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	36	0	179
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 10.2

HCM LOS B

Lane

Intersection												
Intersection Delay, s/veh	12.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	153	1	131	0	1	1	1	0	133	146	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	166	1	142	0	1	1	1	0	145	159	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.6	9	12.6
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	54%	33%	0%
Vol Thru, %	52%	0%	33%	63%
Vol Right, %	0%	46%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	285	3	259
LT Vol	146	1	1	163
Through Vol	1	131	1	95
RT Vol	133	153	1	1
Lane Flow Rate	304	310	3	282
Geometry Grp	1	1	1	1
Degree of Util (X)	0.448	0.454	0.005	0.394
Departure Headway (Hd)	5.305	5.271	5.9	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	685	605	715
Service Time	3.334	3.299	3.949	3.074
HCM Lane V/C Ratio	0.448	0.453	0.005	0.394
HCM Control Delay	12.6	12.6	9	11.3
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.3	2.4	0	1.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	163	95
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	177	103
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.3
HCM LOS	B

Lane

EXISTING PROJECT PLUS MITIGATION

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd

East-West Street: Venice Blvd

Scenario: Existing (2014) Plus Project Plus Mitigation Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	106	1	106
	Left-Through		0			0	
	Through	400	2	200	329	2	165
	Through-Right		0			0	
	Right	62	1	62	80	1	80
	Left-Through-Right		0			0	
SOUTHBOUND	Left	258	0	258	243	0	243
	Left-Through		1			1	
	Through	454	1	356	283	1	263
	Through-Right		0			0	
	Right	317	1	199	406	1	289
	Left-Through-Right		0			0	
EASTBOUND	Left	431	2	237	426	2	234
	Left-Through		0			0	
	Through	1989	2	698	2236	2	797
	Through-Right		1			1	
	Right	105	0	105	155	0	155
	Left-Through-Right		0			0	
WESTBOUND	Left	132	1	132	63	1	63
	Left-Through		0			0	
	Through	1822	2	692	1912	2	679
	Through-Right		1			1	
	Right	253	0	253	126	0	126
	Left-Through-Right		0			0	
				0			0
CRITICAL VOLUMES				North-South: 556			North-South: 454
				East-West: 929			East-West: 913
				SUM: 1485			SUM: 1367
VOLUME/CAPACITY (V/C) RATIO:				1.080			0.994
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.970			0.884
LEVEL OF SERVICE (LOS):				E			D

Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)

FUTURE



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Culver Studios

North-South Street: Jefferson Blvd

East-West Street: Rodeo Rd/Higuera Street

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	77	1	77	48	1	48
	↵↵ Left-Through		0			0	
	→ Through	622	1	356	937	1	616
	→↵ Through-Right		1			1	
	↵ Right	89	0	89	294	0	294
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	129	1	129	169	1	169
	↵↵ Left-Through		0			0	
	→ Through	666	2	333	710	2	355
	→↵ Through-Right		0			0	
	↵ Right	29	1	20	32	1	16
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	18	1	18	32	1	32
	↵↵ Left-Through		0			0	
	→ Through	64	2	32	449	2	225
	→↵ Through-Right		0			0	
	↵ Right	28	1	0	153	1	129
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	1029	2	566	584	2	321
	↵↵ Left-Through		0			0	
	→ Through	557	1	557	176	1	176
	→↵ Through-Right		0			0	
	↵ Right	328	1	264	108	1	24
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 485			<i>North-South:</i> 785
				<i>East-West:</i> 598			<i>East-West:</i> 546
				SUM: 1083			SUM: 1331
VOLUME/CAPACITY (V/C) RATIO:				0.760			0.934
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.834
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Culver Studios

North-South Street: Hughes Ave

East-West Street: Venice Blvd

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	96	0	96	106	0	106
	↵↔ Left-Through		0			0	
	→ Through	125	0	276	190	0	345
	↗ Through-Right		0			0	
	↘ Right	55	0	0	49	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
SOUTHBOUND	↵ Left	34	0	34	40	0	40
	↵↔ Left-Through		0			0	
	→ Through	179	0	257	165	0	233
	↗ Through-Right		0			0	
	↘ Right	44	0	0	28	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
EASTBOUND	↵ Left	36	1	36	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	1437	2	511	1310	2	464
	↗ Through-Right		1			1	
	↘ Right	96	0	96	83	0	83
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↵ Left	170	1	170	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	1276	2	432	1297	2	439
	↗ Through-Right		1			1	
	↘ Right	20	0	20	19	0	19
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 353			<i>North-South:</i> 385
				<i>East-West:</i> 681			<i>East-West:</i> 579
				<i>SUM:</i> 1034			<i>SUM:</i> 964
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.643
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.543
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Culver Studios

North-South Street: Culver Blvd

East-West Street: Venice Blvd

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	21	1	21	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	49	1	49	66	1	66
	↗ Through-Right		0			0	
	↘ Right	652	2	115	961	2	191
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
SOUTHBOUND	↖ Left	213	1	146	305	1	207
	↖↔ Left-Through		0			0	
	← Through	42	0	146	50	0	207
	↙ Through-Right		0			0	
	↘ Right	37	0	0	58	0	0
	↙↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
EASTBOUND	↖ Left	25	1	25	40	1	40
	↖↔ Left-Through		0			0	
	→ Through	1930	2	650	1907	2	647
	↗ Through-Right		1			1	
	↘ Right	21	0	21	34	0	34
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↖ Left	443	2	244	615	2	338
	↖↔ Left-Through		0			0	
	← Through	1908	2	691	1878	2	703
	↙ Through-Right		1			1	
	↘ Right	166	0	166	231	0	231
	↙↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 261			<i>North-South:</i> 398
				<i>East-West:</i> 894			<i>East-West:</i> 985
				<i>SUM:</i> 1155			<i>SUM:</i> 1383
VOLUME/CAPACITY (V/C) RATIO:				0.840			1.006
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.906
LEVEL OF SERVICE (LOS):				C			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios

North-South Street: Roberston Blvd

East-West Street: Venice Blvd

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	145	1	145	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	447	2	224	415	2	208
	↗ Through-Right		0			0	
	↘ Right	65	1	0	94	1	13
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	268	0	268	253	0	253
	↵↔ Left-Through		1			1	
	→ Through	498	1	383	344	1	299
	↗ Through-Right		0			0	
	↘ Right	341	1	218	455	1	336
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	447	2	246	434	2	239
	↵↔ Left-Through		0			0	
	→ Through	2144	2	765	2440	2	887
	↗ Through-Right		1			1	
	↘ Right	151	0	151	220	0	220
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	147	1	147	81	1	81
	↵↔ Left-Through		0			0	
	→ Through	1964	2	742	2076	2	736
	↗ Through-Right		1			1	
	↘ Right	263	0	263	131	0	131
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 607 <i>East-West:</i> 988 <i>SUM:</i> 1595			<i>North-South:</i> 507 <i>East-West:</i> 975 <i>SUM:</i> 1482
VOLUME/CAPACITY (V/C) RATIO:				1.160			1.078
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.978
LEVEL OF SERVICE (LOS):				F			E

Version: Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Culver Studios

North-South Street: Main St/Bagley Ave

East-West Street: Venice Blvd

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	70	1	70	80	1	80
	↵↘ Left-Through		0			0	
	→ Through	188	0	212	134	0	153
	↘ Through-Right		1			1	
	↘ Right	24	0	0	19	0	0
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
SOUTHBOUND	↘ Left	51	0	51	34	0	34
	↘↗ Left-Through		0			0	
	→ Through	174	0	327	278	0	423
	↘ Through-Right		0			0	
	↘ Right	102	0	0	111	0	0
	↘↗ Left-Through-Right		1			1	
↗ Left-Right		0			0		
EASTBOUND	↘ Left	75	1	75	151	1	151
	↘↗ Left-Through		0			0	
	→ Through	1390	2	502	1145	2	430
	↘ Through-Right		1			1	
	↘ Right	116	0	116	145	0	145
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
WESTBOUND	↘ Left	52	1	52	56	1	56
	↘↗ Left-Through		0			0	
	→ Through	1284	2	440	1246	2	425
	↘ Through-Right		1			1	
	↘ Right	36	0	36	29	0	29
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 397			<i>North-South:</i> 503
				<i>East-West:</i> 554			<i>East-West:</i> 576
				SUM: 951			SUM: 1079
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.657
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Culver Studios

North-South Street: National Blvd

East-West Street: Venice Blvd

Scenario: Future (2018) Baseline Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	230	1	230	227	1	227
	↵↵ Left-Through		0			0	
	→ Through	810	1	417	718	1	395
	→↵ Through-Right		1			1	
	↵ Right	24	0	24	71	0	71
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	123	1	123	171	1	171
	↵↵ Left-Through		0			0	
	→ Through	600	1	349	843	1	475
	→↵ Through-Right		1			1	
	↵ Right	97	0	97	107	0	107
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	156	1	156	168	1	168
	↵↵ Left-Through		0			0	
	→ Through	2040	2	796	2286	2	865
	→↵ Through-Right		1			1	
	↵ Right	347	0	347	310	0	310
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	60	1	60	42	1	42
	↵↵ Left-Through		0			0	
	→ Through	2143	2	760	1897	2	670
	→↵ Through-Right		1			1	
	↵ Right	137	0	137	113	0	113
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 579 <i>East-West:</i> 916 <i>SUM:</i> 1495			<i>North-South:</i> 702 <i>East-West:</i> 907 <i>SUM:</i> 1609
VOLUME/CAPACITY (V/C) RATIO:				1.087			1.170
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			1.070
LEVEL OF SERVICE (LOS):				E			F

Project Title: Culver Studios Intersection: 2 Duquesne Ave & Jefferson Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	288	0	0.000	N-S(1): 0.150
	TH	1.00	41	1,600	0.206 *	N-S(2): 0.215 *
	LT	1.00	225	1,600	0.141	E-W(1): 0.339
Westbound	RT	1.00	354	1,600	0.151	E-W(2): 0.577 *
	TH	2.00	1,269	3,200	0.397 *	
	LT	1.00	33	1,600	0.021	V/C: 0.792
Northbound	RT	1.00	15	1,600	0.000	Lost Time: 0.100
	TH	1.00	14	1,600	0.009	ITS: -0.070
	LT	1.00	15	1,600	0.009 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.822
	TH	2.00	993	3,200	0.318	
	LT	1.00	288	1,600	0.180 *	LOS: D
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	389	0	0.000	N-S(1): 0.285 *
	TH	1.00	38	1,600	0.267	N-S(2): 0.284
	LT	1.00	418	1,600	0.261 *	E-W(1): 0.533
Westbound	RT	1.00	237	1,600	0.018	E-W(2): 0.558 *
	TH	2.00	1,078	3,200	0.337 *	
	LT	1.00	26	1,600	0.016	V/C: 0.843
Northbound	RT	1.00	33	1,600	0.004	Lost Time: 0.100
	TH	1.00	38	1,600	0.024 *	ITS: -0.070
	LT	1.00	27	1,600	0.017	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.873
	TH	2.00	1,628	3,200	0.517	
	LT	1.00	354	1,600	0.221 *	LOS: D

* - Denotes critical movement

Project Title: Culver Studios Intersection: 4 Madison Ave & Culver Blvd Description: Future (2018) Baseline Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	181	1,600	0.031	N-S(1):	0.144 *
	TH	1.00	25	1,600	0.016	N-S(2):	0.059
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.404
Westbound	RT	1.00	83	1,600	0.042	E-W(2):	0.439 *
	TH	2.00	878	3,200	0.274 *	V/C:	0.583
	LT	1.00	9	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	32	0	0.000	ITS:	-0.070
	TH	1.00	120	1,600	0.123 *	ICU:	0.613
	LT	0.00	45	1,600	0.028	LOS:	B
Eastbound	RT	0.00	17	0	0.000		
	TH	2.00	1,256	3,200	0.398		
	LT	1.00	264	1,600	0.165 *		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	245	1,600	0.106 *	N-S(1):	0.084
	TH	1.00	131	1,600	0.082	N-S(2):	0.111 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.356
Westbound	RT	1.00	60	1,600	0.014	E-W(2):	0.411 *
	TH	2.00	1,013	3,200	0.317 *	V/C:	0.522
	LT	1.00	11	1,600	0.007	Lost Time:	0.100
Northbound	RT	0.00	20	0	0.000	ITS:	-0.070
	TH	1.00	30	1,600	0.036	ICU:	0.552
	LT	0.00	8	1,600	0.005 *	LOS:	A
Eastbound	RT	0.00	37	0	0.000		
	TH	2.00	1,079	3,200	0.349		
	LT	1.00	151	1,600	0.094 *		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 5 Clarington Ave & Washington Blvd Description: Future (2018) Baseline Conditions Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.154
	TH	1.00	252	1,600	0.195 *	N-S(2): 0.239 *
	LT	1.00	35	1,600	0.022	E-W(1): 0.298
Westbound	RT	1.00	29	1,600	0.007	E-W(2): 0.308 *
	TH	2.00	869	3,200	0.272 *	V/C: 0.547
	LT	1.00	19	1,600	0.012	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.025	ITS: -0.070
	TH	1.00	211	1,600	0.132	ICU: 0.577
	LT	1.00	70	1,600	0.044 *	LOS: A
Eastbound	RT	0.00	119	0	0.000	
	TH	2.00	795	3,200	0.286	
	LT	1.00	57	1,600	0.036 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	57	0	0.000	N-S(1): 0.145
	TH	1.00	287	1,600	0.215 *	N-S(2): 0.268 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.351 *
Westbound	RT	1.00	32	1,600	0.004	E-W(2): 0.294
	TH	2.00	808	3,200	0.253	V/C: 0.619
	LT	1.00	24	1,600	0.015 *	Lost Time: 0.100
Northbound	RT	1.00	30	1,600	0.011	ITS: -0.070
	TH	1.00	183	1,600	0.114	ICU: 0.649
	LT	1.00	84	1,600	0.053 *	LOS: B
Eastbound	RT	0.00	108	0	0.000	
	TH	2.00	967	3,200	0.336 *	
	LT	1.00	66	1,600	0.041	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		6 Duquesne Ave & Culver Blvd				
Description:		Future (2018) Baseline Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	106	1,600	0.034	N-S(1): 0.214
	TH	1.00	269	1,600	0.168 *	N-S(2): 0.252 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.420 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.308
	TH	2.00	732	3,200	0.244	
	LT	1.00	60	1,600	0.038 *	V/C: 0.672
Northbound	RT	1.00	112	1,600	0.051	Lost Time: 0.100
	TH	1.00	293	1,600	0.183	ITS: -0.070
	LT	1.00	134	1,600	0.084 *	
Eastbound	RT	0.00	103	0	0.000	ICU: 0.702
	TH	2.00	1,118	3,200	0.382 *	
	LT	1.00	102	1,600	0.064	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.099	N-S(1): 0.268
	TH	1.00	351	1,600	0.219 *	N-S(2): 0.280 *
	LT	1.00	176	1,600	0.110	E-W(1): 0.396 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.314
	TH	2.00	787	3,200	0.263	
	LT	1.00	99	1,600	0.062 *	V/C: 0.676
Northbound	RT	1.00	128	1,600	0.049	Lost Time: 0.100
	TH	1.00	252	1,600	0.158	ITS: -0.070
	LT	1.00	98	1,600	0.061 *	
Eastbound	RT	0.00	101	0	0.000	ICU: 0.706
	TH	2.00	969	3,200	0.334 *	
	LT	1.00	82	1,600	0.051	LOS: C

* - Denotes critical movement

Project Title: Culver Studios Intersection: 9 Main St/Washington Blvd & Culver Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	157	1,600	0.033	N-S(1): 0.103 * N-S(2): 0.033 E-W(1): 0.344 E-W(2): 0.577 *
	TH	0.00	0	0	0.000	
	LT	1.00	165	1,600	0.103 *	
Westbound	RT	1.00	90	1,600	0.056	V/C: 0.680 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,427	3,200	0.446 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.710
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	3.00	1,649	4,800	0.344	
	LT	1.00	210	1,600	0.131 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.084	N-S(1): 0.158 * N-S(2): 0.084 E-W(1): 0.387 E-W(2): 0.519 *
	TH	0.00	0	0	0.000	
	LT	1.00	253	1,600	0.158 *	
Westbound	RT	1.00	118	1,600	0.074	V/C: 0.677 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,400	3,200	0.438 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.707
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	3.00	1,857	4,800	0.387	
	LT	1.00	129	1,600	0.081 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 10 Ince Blvd & Washington Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	63	1,600	0.039	N-S(1): 0.496 * N-S(2): 0.000 E-W(1): 0.055 * E-W(2): 0.000
	TH	0.18	105	296	0.355	
	LT	1.82	1,032	2,614	0.395 *	
Westbound	RT	2.00	1,214	3,200	0.000	V/C: 0.551 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	46	1,600	0.029 *	
Northbound	RT	1.00	106	1,600	0.066	ICU: 0.581
	TH	1.00	161	1,600	0.101 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: A
	TH	1.00	38	1,600	0.026 *	
	LT	0.00	0	0	0.000	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050	N-S(1): 0.525 * N-S(2): 0.000 E-W(1): 0.125 * E-W(2): 0.000
	TH	0.13	85	209	0.406	
	LT	1.87	1,215	2,692	0.451 *	
Westbound	RT	2.00	1,159	3,200	0.000	V/C: 0.650 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	113	1,600	0.071 *	
Northbound	RT	1.00	83	1,600	0.052	ICU: 0.680
	TH	1.00	118	1,600	0.074 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: B
	TH	1.00	79	1,600	0.054 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		11 Ince Blvd & Culver Blvd				
Description:		Future (2018) Baseline Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :	SBR, EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	16	1,600	0.010 *	N-S(1): 0.467 * N-S(2): 0.000 E-W(1): 0.325 * E-W(2): 0.085
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	8	0	0.000	V/C: 0.792 Lost Time: 0.100 ITS: -0.070
	TH	2.00	236	3,200	0.076	
	LT	1.00	145	1,600	0.091 *	
Northbound	RT	1.00	62	1,600	0.000	ICU: 0.822
	TH	0.02	15	36	0.411	
	LT	1.98	1,301	2,847	0.457 *	
Eastbound	RT	2.00	1,022	3,200	0.000	LOS: D
	TH	2.00	749	3,200	0.234 *	
	LT	1.00	15	1,600	0.009	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	32	1,600	0.020 *	N-S(1): 0.430 * N-S(2): 0.000 E-W(1): 0.335 * E-W(2): 0.115
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	11	0	0.000	V/C: 0.765 Lost Time: 0.100 ITS: -0.070
	TH	2.00	321	3,200	0.104	
	LT	1.00	113	1,600	0.071 *	
Northbound	RT	1.00	96	1,600	0.025	ICU: 0.795
	TH	0.03	20	54	0.369	
	LT	1.97	1,162	2,831	0.410 *	
Eastbound	RT	2.00	1,238	3,200	0.000	LOS: C
	TH	2.00	846	3,200	0.264 *	
	LT	1.00	18	1,600	0.011	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 14 National Blvd & Washington Blvd Description: Future (2018) Baseline Conditions Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	183	0	0.000	N-S(1): 0.311
	TH	2.00	626	3,200	0.253 *	N-S(2): 0.353 *
	LT	2.00	112	2,880	0.039	E-W(1): 0.328
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.345 *
	TH	3.00	1,192	4,800	0.286 *	V/C: 0.698
	LT	1.00	125	1,600	0.078	Lost Time: 0.100
Northbound	RT	0.00	77	0	0.000	ITS: -0.070
	TH	2.00	792	3,200	0.272	ICU: 0.728
	LT	2.00	287	2,880	0.100 *	LOS: C
Eastbound	RT	1.00	232	1,600	0.095	
	TH	2.00	800	3,200	0.250	
	LT	1.00	94	1,600	0.059 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	144	0	0.000	N-S(1): 0.311
	TH	2.00	862	3,200	0.314 *	N-S(2): 0.388 *
	LT	2.00	243	2,880	0.084	E-W(1): 0.470 *
Westbound	RT	0.00	146	0	0.000	E-W(2): 0.344
	TH	3.00	1,061	4,800	0.251	V/C: 0.858
	LT	1.00	127	1,600	0.079 *	Lost Time: 0.100
Northbound	RT	0.00	89	0	0.000	ITS: -0.070
	TH	2.00	638	3,200	0.227	ICU: 0.888
	LT	2.00	212	2,880	0.074 *	LOS: D
Eastbound	RT	1.00	244	1,600	0.116	
	TH	2.00	1,251	3,200	0.391 *	
	LT	1.00	148	1,600	0.093	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 15 Higuera Street & Washington Blvd Description: Future (2018) Baseline Conditions Date/Time: AM PEAK HOUR							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left Lane:	1600 vph					E-W Split Phase :	N
Double Lt Penalty:	10 %					Lost Time (% of cycle) :	10
ITS:	7 %					V/C Round Off (decs.) :	3
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.030	N-S(1):	0.287 *
	TH	1.00	93	1,600	0.058	N-S(2):	0.091
	LT	1.00	159	1,600	0.099 *	E-W(1):	0.384
Westbound	RT	0.00	251	0	0.000	E-W(2):	0.493 *
	TH	2.00	1,234	3,200	0.464 *	V/C:	0.780
	LT	1.00	98	1,600	0.061	Lost Time:	0.100
Northbound	RT	1.00	114	1,600	0.041	ITS:	-0.070
	TH	1.00	301	1,600	0.188 *		
	LT	1.00	53	1,600	0.033	ICU:	0.810
Eastbound	RT	0.00	87	0	0.000	LOS:	D
	TH	2.00	947	3,200	0.323		
	LT	1.00	47	1,600	0.029 *		
Date/Time: PM PEAK HOUR							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.043	N-S(1):	0.229 *
	TH	1.00	138	1,600	0.086	N-S(2):	0.119
	LT	1.00	179	1,600	0.112 *	E-W(1):	0.473
Westbound	RT	0.00	304	0	0.000	E-W(2):	0.513 *
	TH	2.00	1,104	3,200	0.440 *	V/C:	0.742
	LT	1.00	123	1,600	0.077	Lost Time:	0.100
Northbound	RT	1.00	132	1,600	0.044	ITS:	-0.070
	TH	1.00	187	1,600	0.117 *		
	LT	1.00	53	1,600	0.033	ICU:	0.772
Eastbound	RT	0.00	67	0	0.000	LOS:	C
	TH	2.00	1,200	3,200	0.396		
	LT	1.00	117	1,600	0.073 *		

* - Denotes critical movement

Project Title: Culver Studios Intersection: 18 Hayden Ave & National Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043
	TH	0.00	0	0	0.000 *	N-S(2): 0.118 *
	LT	0.00	0	0	0.000	E-W(1): 0.315 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.232
	TH	2.00	741	3,200	0.232	
	LT	1.00	203	1,600	0.127 *	V/C: 0.433
Northbound	RT	0.32	55	518	0.043	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.68	285	2,414	0.118 *	
Eastbound	RT	1.00	234	1,600	0.146	ICU: 0.463
	TH	2.00	600	3,200	0.188 *	
	LT	0.00	0	0	0.000	LOS: A
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.132
	TH	0.00	0	0	0.000 *	N-S(2): 0.155 *
	LT	0.00	0	0	0.000	E-W(1): 0.316 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.167
	TH	2.00	534	3,200	0.167	
	LT	1.00	26	1,600	0.016 *	V/C: 0.471
Northbound	RT	0.42	93	666	0.132	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.58	354	2,281	0.155 *	
Eastbound	RT	1.00	262	1,600	0.164	ICU: 0.501
	TH	2.00	959	3,200	0.300 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Project Title: Culver Studios Intersection: 19 Overland Ave & Culver Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	174	1,600	0.017	N-S(1): 0.484 * N-S(2): 0.321 E-W(1): 0.438 E-W(2): 0.470 *
	TH	2.00	760	3,200	0.238	
	LT	2.00	243	2,880	0.084 *	
Westbound	RT	0.00	164	0	0.000	V/C: 0.954 Lost Time: 0.100 ITS: -0.070
	TH	2.00	750	3,200	0.286 *	
	LT	1.00	104	1,600	0.065	
Northbound	RT	0.00	197	0	0.000	ICU: 0.984
	TH	2.00	1,084	3,200	0.400 *	
	LT	2.00	239	2,880	0.083	
Eastbound	RT	1.00	138	1,600	0.045	LOS: E
	TH	2.00	1,195	3,200	0.373	
	LT	1.00	295	1,600	0.184 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.045	N-S(1): 0.392 * N-S(2): 0.363 E-W(1): 0.448 E-W(2): 0.477 *
	TH	2.00	964	3,200	0.301	
	LT	2.00	126	2,880	0.044 *	
Westbound	RT	0.00	160	0	0.000	V/C: 0.869 Lost Time: 0.100 ITS: -0.070
	TH	2.00	877	3,200	0.324 *	
	LT	1.00	226	1,600	0.141	
Northbound	RT	0.00	153	0	0.000	ICU: 0.899
	TH	2.00	960	3,200	0.348 *	
	LT	2.00	178	2,880	0.062	
Eastbound	RT	1.00	183	1,600	0.083	LOS: D
	TH	2.00	983	3,200	0.307	
	LT	1.00	245	1,600	0.153 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 20 Overland Ave & Jefferson Blvd Description: Future (2018) Baseline Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	329	1,600	0.021	N-S(1): 0.397 *
	TH	2.00	612	3,200	0.191	N-S(2): 0.220
	LT	1.00	251	1,600	0.157 *	E-W(1): 0.496 *
Westbound	RT	1.00	355	1,600	0.143	E-W(2): 0.457
	TH	2.00	872	3,200	0.273	V/C: 0.893
	LT	2.00	335	2,880	0.116 *	Lost Time: 0.100
Northbound	RT	1.00	429	1,600	0.152	ITS: -0.070
	TH	2.00	768	3,200	0.240 *	ICU: 0.923
	LT	1.00	47	1,600	0.029	LOS: E
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	1,176	3,200	0.380 *	
	LT	2.00	531	2,880	0.184	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	382	1,600	0.100	N-S(1): 0.361 *
	TH	2.00	784	3,200	0.245	N-S(2): 0.301
	LT	1.00	216	1,600	0.135 *	E-W(1): 0.499 *
Westbound	RT	1.00	288	1,600	0.113	E-W(2): 0.437
	TH	2.00	955	3,200	0.298	V/C: 0.860
	LT	2.00	425	2,880	0.148 *	Lost Time: 0.100
Northbound	RT	1.00	565	1,600	0.206	ITS: -0.070
	TH	2.00	722	3,200	0.226 *	ICU: 0.890
	LT	1.00	89	1,600	0.056	LOS: D
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	1,080	3,200	0.351 *	
	LT	2.00	401	2,880	0.139	

* - Denotes critical movement

Intersection									
Intersection Delay, s/veh	22.8								
Intersection LOS	C								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	184	66	0	429	194	0	69	364
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	200	72	0	466	211	0	75	396
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	16	23.2	26.1
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	74%	16%
Vol Thru, %	100%	0%	0%	84%
Vol Right, %	0%	100%	26%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	429	194	250	433
LT Vol	429	0	0	364
Through Vol	0	194	66	0
RT Vol	0	0	184	69
Lane Flow Rate	466	211	272	471
Geometry Grp	7	7	2	5
Degree of Util (X)	0.796	0.318	0.497	0.77
Departure Headway (Hd)	6.146	5.434	6.58	5.89
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	588	658	546	612
Service Time	3.914	3.201	4.649	3.953
HCM Lane V/C Ratio	0.793	0.321	0.498	0.77
HCM Control Delay	28.8	10.7	16	26.1
HCM Lane LOS	D	B	C	D
HCM 95th-tile Q	7.7	1.4	2.7	7.1

Intersection												
Intersection Delay, s/veh	12.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	134	252	0	0	0	305	83	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	146	274	0	0	0	332	90	0	2	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.7	11.9	9.4
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	35%	0%	0%	40%
Vol Thru, %	50%	65%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	386	305	83	124
LT Vol	2	252	305	0	0
Through Vol	0	0	0	83	75
RT Vol	2	134	0	0	49
Lane Flow Rate	4	420	332	90	135
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.008	0.578	0.487	0.115	0.207
Departure Headway (Hd)	6.348	4.957	5.283	4.577	5.533
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	567	722	676	775	642
Service Time	4.348	3.029	3.06	2.353	3.631
HCM Lane V/C Ratio	0.007	0.582	0.491	0.116	0.21
HCM Control Delay	9.4	14.7	13	8	10.1
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	3.7	2.7	0.4	0.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	49	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	53	0	82
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 10.1

HCM LOS B

Lane

Intersection												
Intersection Delay, s/veh	38.5											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	138	2	154	0	0	2	3	0	296	322	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	150	2	167	0	0	2	3	0	322	350	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	15.9	9.9	58.2
HCM LOS	C	A	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	47%	0%	0%
Vol Thru, %	52%	1%	40%	63%
Vol Right, %	0%	52%	60%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	618	294	5	201
LT Vol	322	2	2	126
Through Vol	0	154	3	74
RT Vol	296	138	0	1
Lane Flow Rate	672	320	5	218
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.54	0.01	0.352
Departure Headway (Hd)	5.429	6.08	6.816	5.796
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	601	529	625
Service Time	3.485	4.045	4.807	3.782
HCM Lane V/C Ratio	1.011	0.532	0.009	0.349
HCM Control Delay	58.2	15.9	9.9	11.9
HCM Lane LOS	F	C	A	B
HCM 95th-tile Q	15.7	3.2	0	1.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	126	74
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	137	80
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.9
HCM LOS	B

Lane

Intersection									
Intersection Delay, s/veh	44.2								
Intersection LOS	E								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	287	100	0	406	207	0	75	521
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	312	109	0	441	225	0	82	566
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	32	31.8	64.8
HCM LOS	D	D	F

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	74%	13%
Vol Thru, %	100%	0%	0%	87%
Vol Right, %	0%	100%	26%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	207	387	596
LT Vol	406	0	0	521
Through Vol	0	207	100	0
RT Vol	0	0	287	75
Lane Flow Rate	441	225	421	648
Geometry Grp	7	7	2	5
Degree of Util (X)	0.872	0.401	0.798	1
Departure Headway (Hd)	7.116	6.415	6.93	6.712
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	512	565	526	544
Service Time	4.816	4.115	4.93	4.735
HCM Lane V/C Ratio	0.861	0.398	0.8	1.191
HCM Control Delay	41.2	13.3	32	64.8
HCM Lane LOS	E	B	D	F
HCM 95th-tile Q	9.4	1.9	7.5	14.2

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	77	276	2	0	1	237	18	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	84	300	2	0	1	258	20	0	1	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.9	11.7	9.2
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	33%	22%	0%	0%	17%
Vol Thru, %	67%	78%	100%	0%	0%
Vol Right, %	0%	1%	0%	100%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	355	238	18	206
LT Vol	2	276	237	0	0
Through Vol	0	2	0	18	172
RT Vol	1	77	1	0	34
Lane Flow Rate	3	386	259	20	224
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.006	0.537	0.401	0.026	0.315
Departure Headway (Hd)	6.156	5.011	5.582	4.874	5.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	584	710	649	739	699
Service Time	4.169	3.11	3.284	2.574	3.17
HCM Lane V/C Ratio	0.005	0.544	0.399	0.027	0.32
HCM Control Delay	9.2	13.9	12	7.7	10.5
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	3.2	1.9	0.1	1.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	34	0	172
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	0	187
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	13.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	159	1	136	0	1	1	1	0	140	170	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	1	148	0	1	1	1	0	152	185	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.5	9.2	13.9
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	54%	33%	0%
Vol Thru, %	55%	0%	33%	62%
Vol Right, %	0%	46%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	311	296	3	279
LT Vol	170	1	1	174
Through Vol	1	136	1	104
RT Vol	140	159	1	1
Lane Flow Rate	338	322	3	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.507	0.485	0.006	0.435
Departure Headway (Hd)	5.402	5.427	6.134	5.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	663	581	698
Service Time	3.441	3.466	4.198	3.201
HCM Lane V/C Ratio	0.508	0.486	0.005	0.434
HCM Control Delay	13.9	13.5	9.2	12.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.9	2.7	0	2.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	174	104
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	189	113
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.1
HCM LOS	B

Lane

FUTURE PLUS PROJECT



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Culver Studios

North-South Street: Jefferson Blvd

East-West Street: Rodeo Rd/Higuera Street

Scenario: Future (2018) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	77	1	77	48	1	48
	↵↔ Left-Through		0			0	
	→ Through	622	1	356	937	1	617
	↗ Through-Right		1			1	
	↘ Right	90	0	90	297	0	297
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	129	1	129	169	1	169
	↵↔ Left-Through		0			0	
	→ Through	666	2	333	710	2	355
	↗ Through-Right		0			0	
	↘ Right	29	1	20	32	1	16
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	18	1	18	32	1	32
	↵↔ Left-Through		0			0	
	→ Through	64	2	32	449	2	225
	↗ Through-Right		0			0	
	↘ Right	28	1	0	153	1	129
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	1033	2	568	585	2	322
	↵↔ Left-Through		0			0	
	→ Through	557	1	557	176	1	176
	↗ Through-Right		0			0	
	↘ Right	328	1	264	108	1	24
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 485			<i>North-South:</i> 786
				<i>East-West:</i> 600			<i>East-West:</i> 547
				SUM: 1085			SUM: 1333
VOLUME/CAPACITY (V/C) RATIO:				0.761			0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.835
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Culver Studios

North-South Street: Hughes Ave

East-West Street: Venice Blvd

Scenario: Future (2018) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	96	0	96	106	0	106
	↵↔ Left-Through		0			0	
	→ Through	126	0	277	193	0	348
	↗ Through-Right		0			0	
	↘ Right	55	0	0	49	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
SOUTHBOUND	↖ Left	34	0	34	40	0	40
	↖↔ Left-Through		0			0	
	← Through	183	0	261	166	0	234
	↙ Through-Right		0			0	
	↘ Right	44	0	0	28	0	0
	↙↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
EASTBOUND	↖ Left	36	1	36	86	1	86
	↖↔ Left-Through		0			0	
	→ Through	1449	2	515	1314	2	466
	↗ Through-Right		1			1	
	↘ Right	96	0	96	83	0	83
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↖ Left	170	1	170	115	1	115
	↖↔ Left-Through		0			0	
	← Through	1278	2	433	1306	2	442
	↙ Through-Right		1			1	
	↘ Right	20	0	20	19	0	19
	↙↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 357			<i>North-South:</i> 388
				<i>East-West:</i> 685			<i>East-West:</i> 581
				<i>SUM:</i> 1042			<i>SUM:</i> 969
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.546
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Culver Studios

North-South Street: Culver Blvd

East-West Street: Venice Blvd

Scenario: Future (2018) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	21	1	21	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	49	1	49	66	1	66
	↗ Through-Right		0			0	
	↘ Right	655	2	103	980	2	196
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	213	1	146	305	1	207
	↵↔ Left-Through		0			0	
	→ Through	42	0	146	50	0	207
	↗ Through-Right		0			0	
	↘ Right	37	0	0	58	0	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	25	1	25	40	1	40
	↵↔ Left-Through		0			0	
	→ Through	1930	2	650	1907	2	647
	↗ Through-Right		1			1	
	↘ Right	21	0	21	34	0	34
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	468	2	257	623	2	343
	↵↔ Left-Through		0			0	
	→ Through	1908	2	691	1878	2	703
	↗ Through-Right		1			1	
	↘ Right	166	0	166	231	0	231
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 249 <i>East-West:</i> 907 <i>SUM:</i> 1156			<i>North-South:</i> 403 <i>East-West:</i> 990 <i>SUM:</i> 1393
VOLUME/CAPACITY (V/C) RATIO:				0.841			1.013
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.741			0.913
LEVEL OF SERVICE (LOS):				C			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd
Scenario: Future (2018) Plus Project Conditions
Count Date: May-14

East-West Street: Venice Blvd
Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	145	1	145	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	449	2	225	429	2	215
	↗ Through-Right		0			0	
	↘ Right	66	1	0	97	1	15
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	268	0	268	253	0	253
	↵↔ Left-Through		1			1	
	→ Through	528	1	398	353	1	303
	↗ Through-Right		0			0	
	↘ Right	356	1	233	460	1	338
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	449	2	247	443	2	244
	↵↔ Left-Through		0			0	
	→ Through	2146	2	766	2450	2	890
	↗ Through-Right		1			1	
	↘ Right	151	0	151	220	0	220
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	151	1	151	82	1	82
	↵↔ Left-Through		0			0	
	→ Through	1974	2	746	2079	2	737
	↗ Through-Right		1			1	
	↘ Right	263	0	263	131	0	131
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 623			<i>North-South:</i> 518
				<i>East-West:</i> 993			<i>East-West:</i> 981
				<i>SUM:</i> 1616			<i>SUM:</i> 1499
VOLUME/CAPACITY (V/C) RATIO:				1.175			1.090
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.075			0.990
LEVEL OF SERVICE (LOS):				F			E

Version: Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Culver Studios

North-South Street: Main St/Bagley Ave

East-West Street: Venice Blvd

Scenario: Future (2018) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	89	1	89
	Left-Through		0			0	
	Through	188	0	212	136	0	155
	Through-Right		1			1	
	Right	24	0	0	19	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	0	51	34	0	34
	Left-Through		0			0	
	Through	177	0	330	279	0	424
	Through-Right		0			0	
	Right	102	0	0	111	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	151	1	151
	Left-Through		0			0	
	Through	1390	2	506	1145	2	431
	Through-Right		1			1	
	Right	128	0	128	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	56	1	56
	Left-Through		0			0	
	Through	1284	2	440	1246	2	425
	Through-Right		1			1	
	Right	36	0	36	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 402			<i>North-South:</i> 513
				<i>East-West:</i> 558			<i>East-West:</i> 576
				<i>SUM:</i> 960			<i>SUM:</i> 1089
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.764
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.664
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Culver Studios

North-South Street: National Blvd

East-West Street: Venice Blvd

Scenario: Future (2018) Plus Project Conditions

Count Date: May-14

Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
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				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	230	227	1	227
	Left-Through		0			0	
	Through	812	1	418	727	1	399
	Through-Right		1			1	
	Right	24	0	24	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	123	1	123	171	1	171
	Left-Through		0			0	
	Through	600	1	349	843	1	475
	Through-Right		1			1	
	Right	97	0	97	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	170	1	170
	Left-Through		0			0	
	Through	2042	2	796	2297	2	869
	Through-Right		1			1	
	Right	347	0	347	310	0	310
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	42	1	42
	Left-Through		0			0	
	Through	2158	2	765	1902	2	672
	Through-Right		1			1	
	Right	137	0	137	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 579 <i>East-West:</i> 921 <i>SUM:</i> 1500			<i>North-South:</i> 702 <i>East-West:</i> 911 <i>SUM:</i> 1613
VOLUME/CAPACITY (V/C) RATIO:				1.091			1.173
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			1.073
LEVEL OF SERVICE (LOS):				E			F

Project Title: Culver Studios Intersection: 2 Duquesne Ave & Jefferson Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	289	0	0.000	N-S(1): 0.150
	TH	1.00	41	1,600	0.206 *	N-S(2): 0.215 *
	LT	1.00	226	1,600	0.141	E-W(1): 0.339
Westbound	RT	1.00	358	1,600	0.153	E-W(2): 0.581 *
	TH	2.00	1,269	3,200	0.397 *	
	LT	1.00	33	1,600	0.021	V/C: 0.796
Northbound	RT	1.00	15	1,600	0.000	Lost Time: 0.100
	TH	1.00	14	1,600	0.009	ITS: -0.070
	LT	1.00	15	1,600	0.009 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.826
	TH	2.00	993	3,200	0.318	
	LT	1.00	295	1,600	0.184 *	LOS: D
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	395	0	0.000	N-S(1): 0.287
	TH	1.00	38	1,600	0.271 *	N-S(2): 0.288 *
	LT	1.00	421	1,600	0.263	E-W(1): 0.533
Westbound	RT	1.00	238	1,600	0.017	E-W(2): 0.560 *
	TH	2.00	1,078	3,200	0.337 *	
	LT	1.00	26	1,600	0.016	V/C: 0.848
Northbound	RT	1.00	33	1,600	0.004	Lost Time: 0.100
	TH	1.00	38	1,600	0.024	ITS: -0.070
	LT	1.00	27	1,600	0.017 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.878
	TH	2.00	1,628	3,200	0.517	
	LT	1.00	356	1,600	0.223 *	LOS: D

* - Denotes critical movement

Project Title:	Culver Studios		
Intersection:	4 Madison Ave & Culver Blvd		
Description:	Future (2018) Plus Project Conditions		
Date/Time:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	7 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	181	1,600	0.031	N-S(1): 0.144 * N-S(2): 0.059 E-W(1): 0.411 E-W(2): 0.440 *
	TH	1.00	25	1,600	0.016	
	LT	1.00	33	1,600	0.021 *	
Westbound	RT	1.00	83	1,600	0.042	V/C: 0.584 Lost Time: 0.100 ITS: -0.070
	TH	2.00	881	3,200	0.275 *	
	LT	1.00	9	1,600	0.006	
Northbound	RT	0.00	32	0	0.000	ICU: 0.614
	TH	1.00	120	1,600	0.123 *	
	LT	0.00	45	1,600	0.028	
Eastbound	RT	0.00	17	0	0.000	LOS: B
	TH	2.00	1,278	3,200	0.405	
	LT	1.00	264	1,600	0.165 *	

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	245	1,600	0.106 *	N-S(1): 0.084 N-S(2): 0.111 * E-W(1): 0.358 E-W(2): 0.416 *
	TH	1.00	131	1,600	0.082	
	LT	1.00	76	1,600	0.048	
Westbound	RT	1.00	60	1,600	0.014	V/C: 0.527 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,030	3,200	0.322 *	
	LT	1.00	11	1,600	0.007	
Northbound	RT	0.00	20	0	0.000	ICU: 0.557
	TH	1.00	30	1,600	0.036	
	LT	0.00	8	1,600	0.005 *	
Eastbound	RT	0.00	37	0	0.000	LOS: A
	TH	2.00	1,086	3,200	0.351	
	LT	1.00	151	1,600	0.094 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 5 Clarington Ave & Washington Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.154
	TH	1.00	252	1,600	0.195 *	N-S(2): 0.239 *
	LT	1.00	35	1,600	0.022	E-W(1): 0.301
Westbound	RT	1.00	29	1,600	0.007	E-W(2): 0.308 *
	TH	2.00	870	3,200	0.272 *	V/C: 0.547
	LT	1.00	19	1,600	0.012	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.025	ITS: -0.070
	TH	1.00	211	1,600	0.132	ICU: 0.577
	LT	1.00	70	1,600	0.044 *	LOS: A
Eastbound	RT	0.00	119	0	0.000	
	TH	2.00	805	3,200	0.289	
	LT	1.00	57	1,600	0.036 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	57	0	0.000	N-S(1): 0.145
	TH	1.00	287	1,600	0.215 *	N-S(2): 0.268 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.352 *
Westbound	RT	1.00	32	1,600	0.004	E-W(2): 0.296
	TH	2.00	816	3,200	0.255	V/C: 0.620
	LT	1.00	24	1,600	0.015 *	Lost Time: 0.100
Northbound	RT	1.00	30	1,600	0.011	ITS: -0.070
	TH	1.00	183	1,600	0.114	ICU: 0.650
	LT	1.00	84	1,600	0.053 *	LOS: B
Eastbound	RT	0.00	108	0	0.000	
	TH	2.00	970	3,200	0.337 *	
	LT	1.00	66	1,600	0.041	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		6 Duquesne Ave & Culver Blvd				
Description:		Future (2018) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	106	1,600	0.034	N-S(1): 0.224 N-S(2): 0.252 * E-W(1): 0.427 * E-W(2): 0.309
	TH	1.00	269	1,600	0.168 *	
	LT	1.00	65	1,600	0.041	
Westbound	RT	0.00	50	0	0.000	V/C: 0.679 Lost Time: 0.100 ITS: -0.070
	TH	2.00	735	3,200	0.245	
	LT	1.00	62	1,600	0.039 *	
Northbound	RT	1.00	124	1,600	0.058	ICU: 0.709
	TH	1.00	293	1,600	0.183	
	LT	1.00	134	1,600	0.084 *	
Eastbound	RT	0.00	103	0	0.000	LOS: C
	TH	2.00	1,140	3,200	0.388 *	
	LT	1.00	102	1,600	0.064	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.099	N-S(1): 0.271 N-S(2): 0.280 * E-W(1): 0.405 * E-W(2): 0.323
	TH	1.00	351	1,600	0.219 *	
	LT	1.00	181	1,600	0.113	
Westbound	RT	0.00	66	0	0.000	V/C: 0.685 Lost Time: 0.100 ITS: -0.070
	TH	2.00	804	3,200	0.272	
	LT	1.00	108	1,600	0.068 *	
Northbound	RT	1.00	132	1,600	0.049	ICU: 0.715
	TH	1.00	252	1,600	0.158	
	LT	1.00	98	1,600	0.061 *	
Eastbound	RT	0.00	101	0	0.000	LOS: C
	TH	2.00	976	3,200	0.337 *	
	LT	1.00	82	1,600	0.051	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 9 Main St/Washington Blvd & Culver Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	157	1,600	0.033	N-S(1): 0.113 * N-S(2): 0.033 E-W(1): 0.354 E-W(2): 0.579 *
	TH	0.00	0	0	0.000	
	LT	1.00	180	1,600	0.113 *	
Westbound	RT	1.00	92	1,600	0.058	V/C: 0.692 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,434	3,200	0.448 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.722
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	3.00	1,698	4,800	0.354	
	LT	1.00	210	1,600	0.131 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.084	N-S(1): 0.161 * N-S(2): 0.084 E-W(1): 0.390 E-W(2): 0.530 *
	TH	0.00	0	0	0.000	
	LT	1.00	258	1,600	0.161 *	
Westbound	RT	1.00	129	1,600	0.081	V/C: 0.691 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,438	3,200	0.449 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.721
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	3.00	1,872	4,800	0.390	
	LT	1.00	129	1,600	0.081 *	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		10 Ince Blvd & Washington Blvd				
Description:		Future (2018) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	Y
Left Lane:	1600 vph				E-W Split Phase :	Y
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	7 %				V/C Round Off (decs.) :	3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	63	1,600	0.039	N-S(1): 0.534 * N-S(2): 0.000 E-W(1): 0.094 * E-W(2): 0.000
	TH	0.32	194	506	0.383	
	LT	1.68	1,032	2,424	0.426 *	
Westbound	RT	2.00	1,214	3,200	0.000	V/C: 0.628 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	106	1,600	0.066 *	
Northbound	RT	1.00	110	1,600	0.069	ICU: 0.658
	TH	1.00	173	1,600	0.108 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	1.00	42	1,600	0.028 *	
	LT	0.00	0	0	0.000	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050	N-S(1): 0.577 * N-S(2): 0.000 E-W(1): 0.150 * E-W(2): 0.000
	TH	0.17	112	270	0.415	
	LT	1.83	1,215	2,637	0.461 *	
Westbound	RT	2.00	1,159	3,200	0.000	V/C: 0.727 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	131	1,600	0.082 *	
Northbound	RT	1.00	106	1,600	0.066	ICU: 0.757
	TH	1.00	186	1,600	0.116 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: C
	TH	1.00	102	1,600	0.068 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		11 Ince Blvd & Culver Blvd				
Description:		Future (2018) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	Y
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	7 %				V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	16	1,600	0.010 *	N-S(1): 0.470 * N-S(2): 0.000 E-W(1): 0.340 * E-W(2): 0.085
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	8	0	0.000	V/C: 0.810 Lost Time: 0.100 ITS: -0.070
	TH	2.00	236	3,200	0.076	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	1.00	65	1,600	0.000	ICU: 0.840
	TH	0.02	15	36	0.414	
	LT	1.98	1,310	2,847	0.460 *	
Eastbound	RT	2.00	1,086	3,200	0.000	LOS: D
	TH	2.00	749	3,200	0.234 *	
	LT	1.00	15	1,600	0.009	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	32	1,600	0.020 *	N-S(1): 0.447 * N-S(2): 0.000 E-W(1): 0.340 * E-W(2): 0.115
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	11	0	0.000	V/C: 0.787 Lost Time: 0.100 ITS: -0.070
	TH	2.00	321	3,200	0.104	
	LT	1.00	121	1,600	0.076 *	
Northbound	RT	1.00	115	1,600	0.034	ICU: 0.817
	TH	0.03	20	52	0.385	
	LT	1.97	1,211	2,833	0.427 *	
Eastbound	RT	2.00	1,257	3,200	0.000	LOS: D
	TH	2.00	846	3,200	0.264 *	
	LT	1.00	18	1,600	0.011	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 14 National Blvd & Washington Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	183	0	0.000	N-S(1): 0.311
	TH	2.00	626	3,200	0.253 *	N-S(2): 0.356 *
	LT	2.00	112	2,880	0.039	E-W(1): 0.329
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.349 *
	TH	3.00	1,207	4,800	0.289 *	V/C: 0.705
	LT	1.00	125	1,600	0.078	Lost Time: 0.100
Northbound	RT	0.00	77	0	0.000	ITS: -0.070
	TH	2.00	792	3,200	0.272	ICU: 0.735
	LT	2.00	297	2,880	0.103 *	LOS: C
Eastbound	RT	1.00	233	1,600	0.094	
	TH	2.00	802	3,200	0.251	
	LT	1.00	96	1,600	0.060 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	144	0	0.000	N-S(1): 0.311
	TH	2.00	862	3,200	0.314 *	N-S(2): 0.389 *
	LT	2.00	243	2,880	0.084	E-W(1): 0.473 *
Westbound	RT	0.00	146	0	0.000	E-W(2): 0.351
	TH	3.00	1,066	4,800	0.253	V/C: 0.862
	LT	1.00	127	1,600	0.079 *	Lost Time: 0.100
Northbound	RT	0.00	89	0	0.000	ITS: -0.070
	TH	2.00	638	3,200	0.227	ICU: 0.892
	LT	2.00	215	2,880	0.075 *	LOS: D
Eastbound	RT	1.00	252	1,600	0.120	
	TH	2.00	1,262	3,200	0.394 *	
	LT	1.00	157	1,600	0.098	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 15 Higuera Street & Washington Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	82	1,600	0.051	N-S(1): 0.287 * N-S(2): 0.091 E-W(1): 0.386 E-W(2): 0.503 *
	TH	1.00	93	1,600	0.058	
	LT	1.00	159	1,600	0.099 *	
Westbound	RT	0.00	251	0	0.000	V/C: 0.790 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,259	3,200	0.472 *	
	LT	1.00	98	1,600	0.061	
Northbound	RT	1.00	114	1,600	0.041	ICU: 0.820
	TH	1.00	301	1,600	0.188 *	
	LT	1.00	53	1,600	0.033	
Eastbound	RT	0.00	87	0	0.000	LOS: D
	TH	2.00	952	3,200	0.325	
	LT	1.00	50	1,600	0.031 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	79	1,600	0.049	N-S(1): 0.229 * N-S(2): 0.119 E-W(1): 0.482 E-W(2): 0.527 *
	TH	1.00	138	1,600	0.086	
	LT	1.00	179	1,600	0.112 *	
Westbound	RT	0.00	304	0	0.000	V/C: 0.756 Lost Time: 0.100 ITS: -0.070
	TH	2.00	1,112	3,200	0.443 *	
	LT	1.00	123	1,600	0.077	
Northbound	RT	1.00	132	1,600	0.044	ICU: 0.786
	TH	1.00	187	1,600	0.117 *	
	LT	1.00	53	1,600	0.033	
Eastbound	RT	0.00	67	0	0.000	LOS: C
	TH	2.00	1,229	3,200	0.405	
	LT	1.00	134	1,600	0.084 *	

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		18 Hayden Ave & National Blvd				
Description:		Future (2018) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	7 %				V/C Round Off (decs.) :	3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043
	TH	0.00	0	0	0.000 *	N-S(2): 0.118 *
	LT	0.00	0	0	0.000	E-W(1): 0.315 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.235
	TH	2.00	751	3,200	0.235	
	LT	1.00	203	1,600	0.127 *	V/C: 0.433
Northbound	RT	0.32	55	518	0.043	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.68	285	2,414	0.118 *	
Eastbound	RT	1.00	234	1,600	0.146	ICU: 0.463
	TH	2.00	601	3,200	0.188 *	
	LT	0.00	0	0	0.000	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.132
	TH	0.00	0	0	0.000 *	N-S(2): 0.155 *
	LT	0.00	0	0	0.000	E-W(1): 0.318 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.168
	TH	2.00	537	3,200	0.168	
	LT	1.00	26	1,600	0.016 *	V/C: 0.473
Northbound	RT	0.42	93	666	0.132	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: -0.070
	LT	1.58	354	2,281	0.155 *	
Eastbound	RT	1.00	262	1,600	0.164	ICU: 0.503
	TH	2.00	967	3,200	0.302 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Project Title: Culver Studios Intersection: 19 Overland Ave & Culver Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	174	1,600	0.017	N-S(1): 0.487 * N-S(2): 0.321 E-W(1): 0.444 E-W(2): 0.470 *
	TH	2.00	760	3,200	0.238	
	LT	2.00	243	2,880	0.084 *	
Westbound	RT	0.00	164	0	0.000	V/C: 0.957 Lost Time: 0.100 ITS: -0.070
	TH	2.00	752	3,200	0.286 *	
	LT	1.00	105	1,600	0.066	
Northbound	RT	0.00	204	0	0.000	ICU: 0.987
	TH	2.00	1,084	3,200	0.403 *	
	LT	2.00	239	2,880	0.083	
Eastbound	RT	1.00	138	1,600	0.045	LOS: E
	TH	2.00	1,210	3,200	0.378	
	LT	1.00	295	1,600	0.184 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.045	N-S(1): 0.392 * N-S(2): 0.363 E-W(1): 0.454 E-W(2): 0.481 *
	TH	2.00	964	3,200	0.301	
	LT	2.00	126	2,880	0.044 *	
Westbound	RT	0.00	160	0	0.000	V/C: 0.873 Lost Time: 0.100 ITS: -0.070
	TH	2.00	888	3,200	0.328 *	
	LT	1.00	232	1,600	0.145	
Northbound	RT	0.00	155	0	0.000	ICU: 0.903
	TH	2.00	960	3,200	0.348 *	
	LT	2.00	178	2,880	0.062	
Eastbound	RT	1.00	183	1,600	0.083	LOS: E
	TH	2.00	988	3,200	0.309	
	LT	1.00	245	1,600	0.153 *	

* - Denotes critical movement

Project Title: Culver Studios Intersection: 20 Overland Ave & Jefferson Blvd Description: Future (2018) Plus Project Conditions						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	10 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :	NBR, SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	330	1,600	0.019	N-S(1): 0.397 * N-S(2): 0.220 E-W(1): 0.498 * E-W(2): 0.460
	TH	2.00	612	3,200	0.191	
	LT	1.00	251	1,600	0.157 *	
Westbound	RT	1.00	355	1,600	0.143	V/C: 0.895 Lost Time: 0.100 ITS: -0.070
	TH	2.00	873	3,200	0.273	
	LT	2.00	335	2,880	0.116 *	
Northbound	RT	1.00	429	1,600	0.152	ICU: 0.925
	TH	2.00	768	3,200	0.240 *	
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	40	0	0.000	LOS: E
	TH	2.00	1,183	3,200	0.382 *	
	LT	2.00	538	2,880	0.187	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	388	1,600	0.103	N-S(1): 0.361 * N-S(2): 0.301 E-W(1): 0.500 * E-W(2): 0.440
	TH	2.00	784	3,200	0.245	
	LT	1.00	216	1,600	0.135 *	
Westbound	RT	1.00	288	1,600	0.113	V/C: 0.861 Lost Time: 0.100 ITS: -0.070
	TH	2.00	961	3,200	0.300	
	LT	2.00	425	2,880	0.148 *	
Northbound	RT	1.00	565	1,600	0.206	ICU: 0.891
	TH	2.00	722	3,200	0.226 *	
	LT	1.00	89	1,600	0.056	
Eastbound	RT	0.00	44	0	0.000	LOS: D
	TH	2.00	1,082	3,200	0.352 *	
	LT	2.00	403	2,880	0.140	

* - Denotes critical movement

Intersection

Intersection Delay, s/veh	23.9
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	184	66	0	441	194	0	69	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	200	72	0	479	211	0	75	398
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach

	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	16.2	25	26.6
HCM LOS	C	C	D

Lane

	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	74%	16%
Vol Thru, %	100%	0%	0%	84%
Vol Right, %	0%	100%	26%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	441	194	250	435
LT Vol	441	0	0	366
Through Vol	0	194	66	0
RT Vol	0	0	184	69
Lane Flow Rate	479	211	272	473
Geometry Grp	7	7	2	5
Degree of Util (X)	0.82	0.319	0.499	0.776
Departure Headway (Hd)	6.157	5.444	6.611	5.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	656	543	610
Service Time	3.924	3.211	4.682	3.975
HCM Lane V/C Ratio	0.819	0.322	0.501	0.775
HCM Control Delay	31.2	10.8	16.2	26.6
HCM Lane LOS	D	B	C	D
HCM 95th-tile Q	8.3	1.4	2.8	7.3

Intersection												
Intersection Delay, s/veh	12.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	134	252	0	0	0	305	83	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	146	274	0	0	0	332	90	0	2	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.7	11.9	9.4
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	35%	0%	0%	40%
Vol Thru, %	50%	65%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	386	305	83	124
LT Vol	2	252	305	0	0
Through Vol	0	0	0	83	75
RT Vol	2	134	0	0	49
Lane Flow Rate	4	420	332	90	135
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.008	0.578	0.487	0.115	0.207
Departure Headway (Hd)	6.348	4.957	5.283	4.577	5.533
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	567	722	676	775	642
Service Time	4.348	3.029	3.06	2.353	3.631
HCM Lane V/C Ratio	0.007	0.582	0.491	0.116	0.21
HCM Control Delay	9.4	14.7	13	8	10.1
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	3.7	2.7	0.4	0.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	49	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	53	0	82
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 2

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 10.1

HCM LOS B

Lane

Intersection												
Intersection Delay, s/veh	38.5											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	138	2	154	0	0	2	3	0	296	322	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	150	2	167	0	0	2	3	0	322	350	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	15.9	9.9	58.2
HCM LOS	C	A	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	47%	0%	0%
Vol Thru, %	52%	1%	40%	63%
Vol Right, %	0%	52%	60%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	618	294	5	201
LT Vol	322	2	2	126
Through Vol	0	154	3	74
RT Vol	296	138	0	1
Lane Flow Rate	672	320	5	218
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.54	0.01	0.352
Departure Headway (Hd)	5.429	6.08	6.816	5.796
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	601	529	625
Service Time	3.485	4.045	4.807	3.782
HCM Lane V/C Ratio	1.011	0.532	0.009	0.349
HCM Control Delay	58.2	15.9	9.9	11.9
HCM Lane LOS	F	C	A	B
HCM 95th-tile Q	15.7	3.2	0	1.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	126	74
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	137	80
Number of Lanes	0	0	1	0

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.9
HCM LOS	B

Lane

Intersection									
Intersection Delay, s/veh	44.8								
Intersection LOS	E								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	287	100	0	410	207	0	75	530
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	312	109	0	446	225	0	82	576
Number of Lanes	0	1	0	0	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	32.3	32.9	64.9
HCM LOS	D	D	F

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	74%	12%
Vol Thru, %	100%	0%	0%	88%
Vol Right, %	0%	100%	26%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	207	387	605
LT Vol	410	0	0	530
Through Vol	0	207	100	0
RT Vol	0	0	287	75
Lane Flow Rate	446	225	421	658
Geometry Grp	7	7	2	5
Degree of Util (X)	0.882	0.401	0.801	1
Departure Headway (Hd)	7.124	6.423	6.856	6.727
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	513	565	526	546
Service Time	4.824	4.123	4.937	4.749
HCM Lane V/C Ratio	0.869	0.398	0.8	1.205
HCM Control Delay	42.7	13.4	32.3	64.9
HCM Lane LOS	E	B	D	F
HCM 95th-tile Q	9.7	1.9	7.6	14.1

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	77	276	2	0	1	237	18	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	84	300	2	0	1	258	20	0	1	2	0
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.9	11.7	9.2
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	33%	22%	0%	0%	17%
Vol Thru, %	67%	78%	100%	0%	0%
Vol Right, %	0%	1%	0%	100%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	355	238	18	206
LT Vol	2	276	237	0	0
Through Vol	0	2	0	18	172
RT Vol	1	77	1	0	34
Lane Flow Rate	3	386	259	20	224
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.006	0.537	0.401	0.026	0.315
Departure Headway (Hd)	6.156	5.011	5.582	4.874	5.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	584	710	649	739	699
Service Time	4.169	3.11	3.284	2.574	3.17
HCM Lane V/C Ratio	0.005	0.544	0.399	0.027	0.32
HCM Control Delay	9.2	13.9	12	7.7	10.5
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0	3.2	1.9	0.1	1.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	34	0	172
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	0	187
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	13.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	159	1	136	0	1	1	1	0	140	170	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	1	148	0	1	1	1	0	152	185	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.5	9.2	13.9
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	54%	33%	0%
Vol Thru, %	55%	0%	33%	62%
Vol Right, %	0%	46%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	311	296	3	279
LT Vol	170	1	1	174
Through Vol	1	136	1	104
RT Vol	140	159	1	1
Lane Flow Rate	338	322	3	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.507	0.485	0.006	0.435
Departure Headway (Hd)	5.402	5.427	6.134	5.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	663	581	698
Service Time	3.441	3.466	4.198	3.201
HCM Lane V/C Ratio	0.508	0.486	0.005	0.434
HCM Control Delay	13.9	13.5	9.2	12.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.9	2.7	0	2.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	1	174	104
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	189	113
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.1
HCM LOS	B

Lane

FUTURE PROJECT PLUS MITIGATION



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Culver Studios
North-South Street: Roberston Blvd
Scenario: Future (2018) Plus Project + Mitigation Conditions
Count Date: May-14

East-West Street: Venice Blvd
Analyst: Fehr & Peers **Date:** Dec-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	145	1	145	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	449	2	225	429	2	215
	↗ Through-Right		0			0	
	↘ Right	66	1	0	97	1	15
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	268	0	268	253	0	253
	↵↔ Left-Through		1			1	
	→ Through	528	1	398	353	1	303
	↗ Through-Right		0			0	
	↘ Right	356	1	233	460	1	338
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	449	2	247	443	2	244
	↵↔ Left-Through		0			0	
	→ Through	2146	2	766	2450	2	890
	↗ Through-Right		1			1	
	↘ Right	151	0	151	220	0	220
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	151	1	151	82	1	82
	↵↔ Left-Through		0			0	
	→ Through	1974	2	746	2079	2	737
	↗ Through-Right		1			1	
	↘ Right	263	0	263	131	0	131
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				North-South: 623 East-West: 993 SUM: 1616			North-South: 518 East-West: 981 SUM: 1499
VOLUME/CAPACITY (V/C) RATIO:				1.175			1.090
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.065			0.980
LEVEL OF SERVICE (LOS):				F			E

Version: Note: Critical volume for the southbound through and left turn movements were calculated by adding traffic volume for the two movements and dividing by the number of lanes (two lanes). The change was made to correct an issue with the LADOT's CMA worksheet which incorrectly calculates critical movement volume under such scenario of lane configuration, phasing and traffic volumes. The change was made to be consistent with Circular 212 (Transportation Research Board, 1980)

Project Title:		Culver Studios				
Intersection:		10 Ince Blvd & Washington Blvd				
Description:		Future (2018) Plus Project Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	63	1,600	0.039	N-S(1): 0.534 * N-S(2): 0.000 E-W(1): 0.080 * E-W(2): 0.000
	TH	0.32	194	506	0.383	
	LT	1.68	1,032	2,424	0.426 *	
Westbound	RT	2.00	1,214	3,200	0.000	V/C: 0.614 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	106	1,600	0.066 *	
Northbound	RT	1.00	110	1,600	0.069	ICU: 0.644
	TH	1.00	173	1,600	0.108 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	42	3,200	0.014 *	
	LT	0.00	0	0	0.000	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050	N-S(1): 0.577 * N-S(2): 0.000 E-W(1): 0.116 * E-W(2): 0.000
	TH	0.17	112	270	0.415	
	LT	1.83	1,215	2,637	0.461 *	
Westbound	RT	2.00	1,159	3,200	0.000	V/C: 0.693 Lost Time: 0.100 ITS: -0.070
	TH	0.00	0	0	0.000	
	LT	1.00	131	1,600	0.082 *	
Northbound	RT	1.00	106	1,600	0.066	ICU: 0.723
	TH	1.00	186	1,600	0.116 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	LOS: C
	TH	2.00	102	3,200	0.034 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

APPENDIX D: SIGNAL WARRANT ANALYSIS



EXISTING BASELINE

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	EX AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	214	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>183</u>	Minor Street (Higher Volume App.):	<u>36</u>
Major Street Total (Both Approaches):	397	Minor Street Total:	36
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	480
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	EX PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	108	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>199</u>	Minor Street (Higher Volume App.):	<u>65</u>
Major Street Total (Both Approaches):	307	Minor Street Total:	65
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	550
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	EX AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	254	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	114	Minor Street (Higher Volume App.):	7
Major Street Total (Both Approaches):	368	Minor Street Total:	7
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	620
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	EX PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	76	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>164</u>	Minor Street (Higher Volume App.):	<u>21</u>
Major Street Total (Both Approaches):	240	Minor Street Total:	21
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	720
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

EXISTING BASELINE PLUS PROJECT

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	EP AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	226	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>332</u>	Minor Street (Higher Volume App.):	<u>36</u>
Major Street Total (Both Approaches):	558	Minor Street Total:	36
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	380
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	EP PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	176	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>244</u>	Minor Street (Higher Volume App.):	<u>88</u>
Major Street Total (Both Approaches):	420	Minor Street Total:	88
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	470
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	EP AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	254	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>203</u>	Minor Street (Higher Volume App.):	<u>19</u>
Major Street Total (Both Approaches):	457	Minor Street Total:	19
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	550
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	EP PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	76	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>191</u>	Minor Street (Higher Volume App.):	<u>89</u>
Major Street Total (Both Approaches):	267	Minor Street Total:	89
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	700
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

FUTURE

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	CB AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	264	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>118</u>	Minor Street (Higher Volume App.):	<u>7</u>
Major Street Total (Both Approaches):	382	Minor Street Total:	7
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	610
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	CB PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	79	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>170</u>	Minor Street (Higher Volume App.):	<u>22</u>
Major Street Total (Both Approaches):	249	Minor Street Total:	22
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	720
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	CB AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	223	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>191</u>	Minor Street (Higher Volume App.):	<u>37</u>
Major Street Total (Both Approaches):	414	Minor Street Total:	37
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	470
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	CB PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	112	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>207</u>	Minor Street (Higher Volume App.):	<u>67</u>
Major Street Total (Both Approaches):	319	Minor Street Total:	67
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	540
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

FUTURE PLUS PROJECT

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	CP AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	235	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>340</u>	Minor Street (Higher Volume App.):	<u>37</u>
Major Street Total (Both Approaches):	575	Minor Street Total:	37
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	370
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	CP PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?		#N/A	
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	79	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>197</u>	Minor Street (Higher Volume App.):	<u>90</u>
Major Street Total (Both Approaches):	276	Minor Street Total:	90
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	690
PEAK HOUR VOLUME WARRANT SATISFIED?		NO	

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 2		
Scenario:	CP PM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	180	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>252</u>	Minor Street (Higher Volume App.):	<u>90</u>
Major Street Total (Both Approaches):	432	Minor Street Total:	90
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	460
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street:	Ince Blvd		
Minor Street:	Gate 3		
Scenario:	CP AM		
Urban/Rural:	u	(U=urban, R=rural [a])	
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A
FOUR HOUR VOLUME WARRANT SATISFIED?	#N/A		
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	264	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>207</u>	Minor Street (Higher Volume App.):	<u>19</u>
Major Street Total (Both Approaches):	471	Minor Street Total:	19
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	540
PEAK HOUR VOLUME WARRANT SATISFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

APPENDIX E: QUEUING ANALYSIS



EXISTING

Queuing and Blocking Report
EX AM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	18	124	718	717	195	104	258	365	341
Average Queue (ft)	1	51	488	488	94	42	201	335	281
95th Queue (ft)	9	130	838	843	171	82	228	356	416
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)			2	2	1		0	84	49
Queuing Penalty (veh)			13	14	1		0	316	182
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		1	54						
Queuing Penalty (veh)		3	24						

Queuing and Blocking Report

EX AM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	28	5	37
Average Queue (ft)	7	2	0	2
95th Queue (ft)	28	14	4	16
Link Distance (ft)	447	405	782	613
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
EX PM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	27	124	365	371	148	124	216	365	338
Average Queue (ft)	5	76	160	148	61	41	198	335	298
95th Queue (ft)	20	140	317	320	125	89	213	369	388
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)							0	84	45
Queuing Penalty (veh)							0	364	194
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		6	13						
Queuing Penalty (veh)		29	14						

Queuing and Blocking Report

EX PM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	21	31
Average Queue (ft)	15	1	2
95th Queue (ft)	40	10	16
Link Distance (ft)	447	405	613
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

FUTURE

Queuing and Blocking Report
 FUT AM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	78	124	723	724	199	122	256	365	340
Average Queue (ft)	23	52	580	584	98	44	201	336	305
95th Queue (ft)	60	131	933	937	181	88	225	355	367
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)			5	6	2		0	88	54
Queuing Penalty (veh)			33	38	3		0	365	221
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		1	59						
Queuing Penalty (veh)		6	27						

Queuing and Blocking Report

FUT AM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	28	3	29
Average Queue (ft)	5	2	0	3
95th Queue (ft)	24	14	3	16
Link Distance (ft)	447	405	782	613
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
 FUT PM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	147	120	399	389	164	96	239	365	342
Average Queue (ft)	54	61	163	151	64	42	201	336	311
95th Queue (ft)	115	130	349	346	129	79	221	355	344
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)					0		0	89	56
Queuing Penalty (veh)					0		1	423	266
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		7	14						
Queuing Penalty (veh)		41	16						

Queuing and Blocking Report

FUT PM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	35	18	24
Average Queue (ft)	17	1	1
95th Queue (ft)	41	11	10
Link Distance (ft)	447	405	613
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

FUTURE PLUS PROJECT

Queuing and Blocking Report
 FUT AM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	86	125	762	763	206	96	280	362	340
Average Queue (ft)	27	99	635	643	119	42	205	336	311
95th Queue (ft)	68	159	894	898	211	79	244	356	346
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)			5	6	6		0	93	61
Queuing Penalty (veh)			35	43	9		2	409	271
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		8	62						
Queuing Penalty (veh)		51	66						

Queuing and Blocking Report

FUT AM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	R
Maximum Queue (ft)	34	27	2	44
Average Queue (ft)	14	2	0	3
95th Queue (ft)	39	14	4	22
Link Distance (ft)	447	405	782	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

SimTraffic Performance Report

FUT PM

10: Ince BI & Washington BI Performance by movement

Movement	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.4	27.6	85.2	23.3	43.9	20.4	67.0	66.5	32.7	45.6
Vehicles Entered	105	7	96	956	179	111	906	88	58	2506
Vehicles Exited	104	7	95	949	180	109	900	88	58	2490
Hourly Exit Rate	104	7	95	949	180	109	900	88	58	2490
Input Volume	102	7	131	1159	186	106	1252	115	80	3138
% of Volume	102	100	73	82	97	103	72	77	72	79

SimTraffic Performance Report
FUT PM

24: Ince BI & Gate 3 Performance by movement

Movement	EBL	EBR	WBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.2		0.0	0.0	0.1
Total Del/Veh (s)	6.4	4.1	9.3	0.2		0.4	0.9	1.7
Vehicles Entered	87	1	1	121	0	152	26	388
Vehicles Exited	87	1	1	121	0	152	26	388
Hourly Exit Rate	87	1	1	121	0	152	26	388
Input Volume	89	1	1	121	1	202	32	447
% of Volume	97	100	100	100	0	75	81	87

Queuing and Blocking Report
 FUT PM

Intersection: 10: Ince BI & Washington BI

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	TR	L	R	R	T	R	L	LT	R
Maximum Queue (ft)	175	124	424	424	205	147	267	365	344
Average Queue (ft)	73	75	195	183	112	54	209	335	313
95th Queue (ft)	149	145	476	474	200	114	254	353	349
Link Distance (ft)	390		743	743	196	196	263	263	263
Upstream Blk Time (%)			0	0	4	1	5	92	64
Queuing Penalty (veh)			2	3	5	1	26	443	309
Storage Bay Dist (ft)		100							
Storage Blk Time (%)		14	14						
Queuing Penalty (veh)		81	19						

Queuing and Blocking Report

FUT PM

Intersection: 24: Ince Bl & Gate 3

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	75	24
Average Queue (ft)	34	2
95th Queue (ft)	59	13
Link Distance (ft)	447	405
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		