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Prepared for
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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:
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September 2015

LA14-2690

FEHR PEERS
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Table of Contents

Appendices

Appendix A: INTERSECTION LANE CONFIGURATION

Appendix B: INTERSECTION TRAFFIC COUNTS

Appendix C: LOS ANALYSIS

Appendix D: SIGNAL WARRANT ANALYSIS

Appendix E: QUEUING ANALYSIS

List of Figures

List of Tables

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

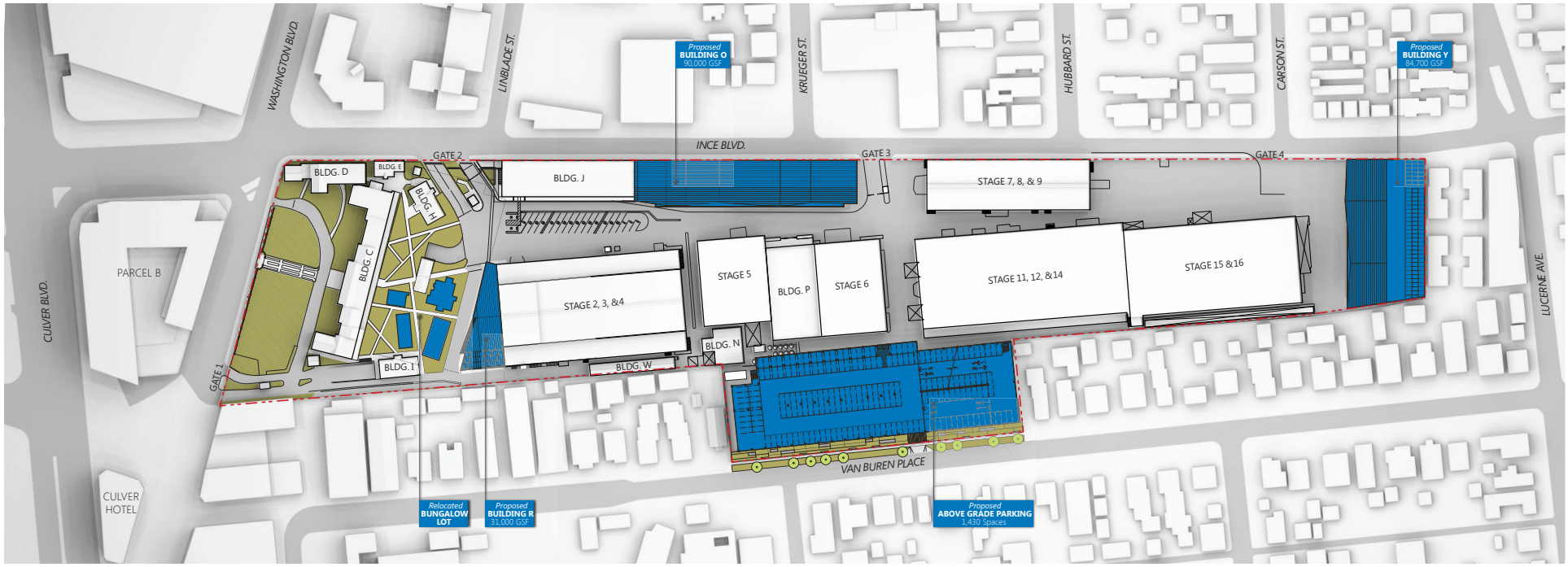
TABLE 1
PROPOSED PROGRAM DEVELOPMENT

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

[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 2[2]
24. Ince Boulevard & Culver Studios Gate 3[2]

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 Street[2]
2. Higuera Street between Krueger Street and Hubbard Street[2]
3. Lucerne Avenue between Higuera Street and Ince Boulevard[2]
4. Lucerne Avenue between Duquesne Avenue and Lafayette Place[2]
5. Krueger Street between Ince Boulevard and Higuera Street[2]
6. Hubbard Street between Ince Boulevard and Higuera Street[2]
7. Carson Street between Ince Boulevard and Higuera Street[2]

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

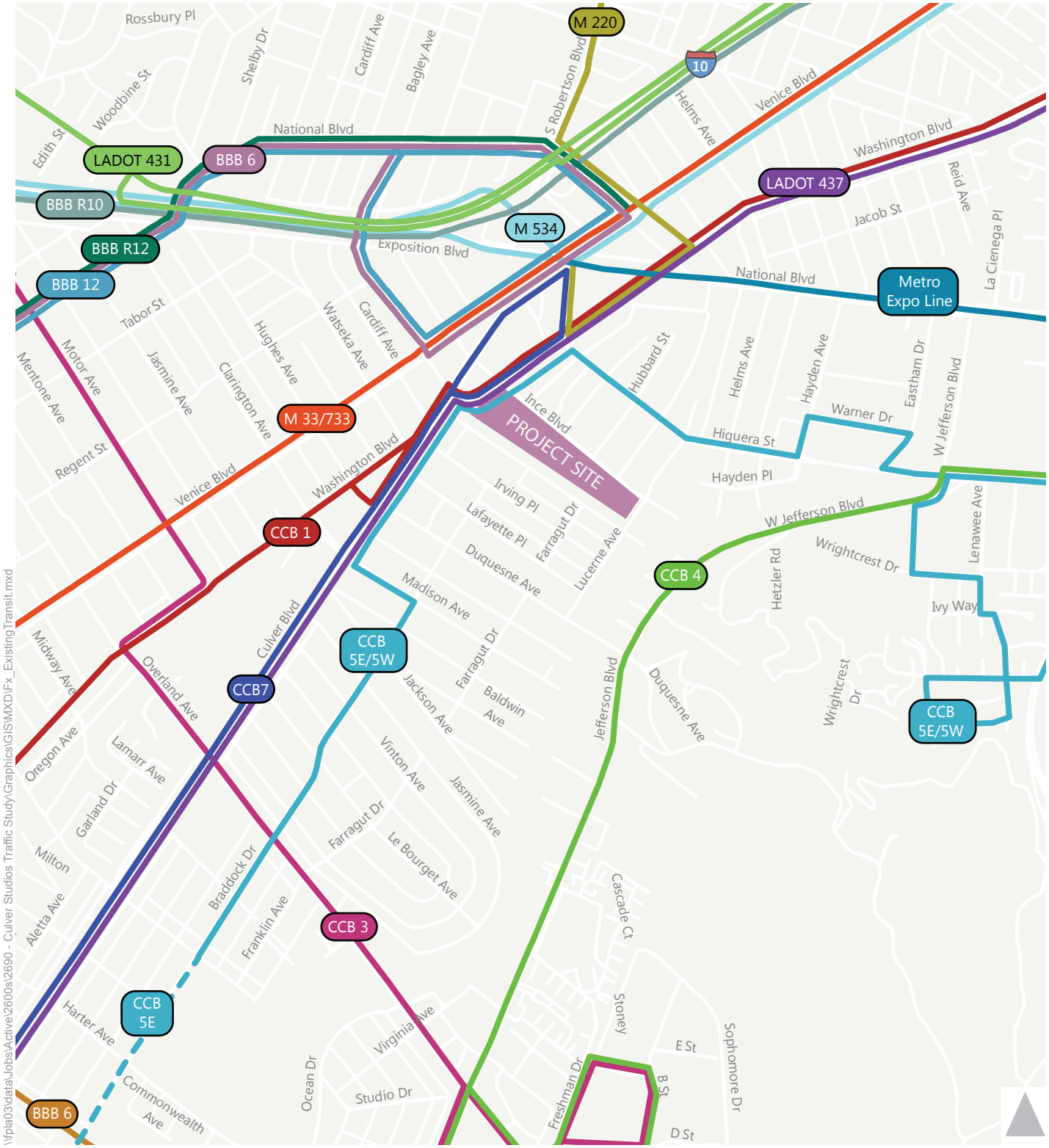
SEGMENT	FROM	TO	LANE		MEDIAN	PARKING RESTRICTIONS		SPEED
			NB/EB	SB/WB	TYPE	NB/EB	SB/WB	LIMIT
National Bl	Robertson Bl	I-10 EB On Ramp	2	2	RM	NSAT	NSAT	35
	I-10 EB On Ramp	Venice Bl	2	2	2LT	NSAT	NSAT	35
	Venice Bl	Washington Bl	2	2	2LT	PA/NSAT	PA/RZ	35
	Washington Bl	Wesley St	2	2	2LT	NSAT	NSAT	40
	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	Venice Bl	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

LANES:
= Number of 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 CityBus
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.

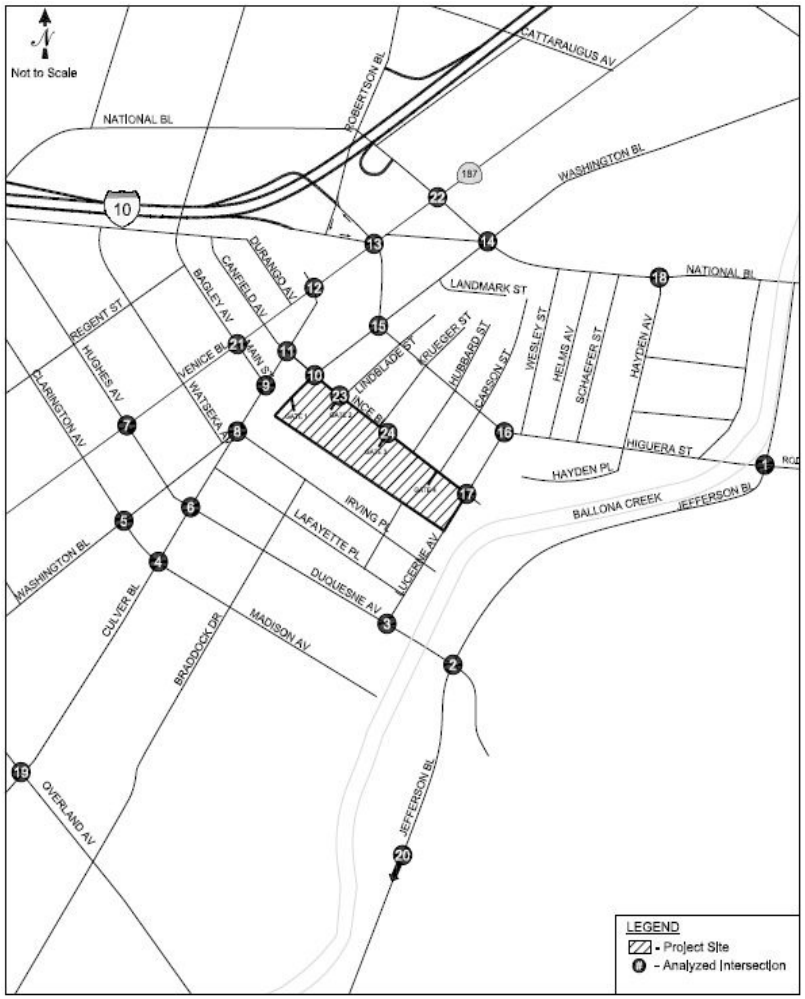
EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

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.



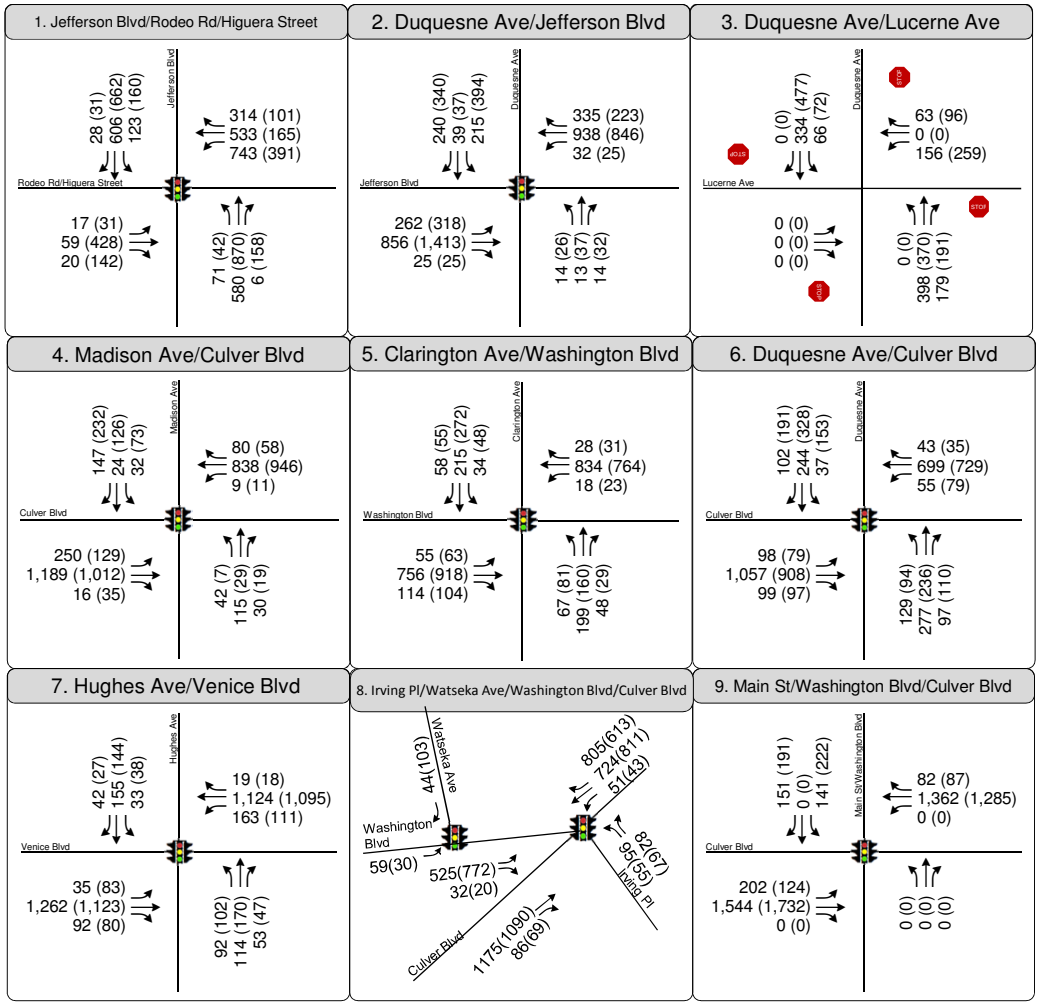
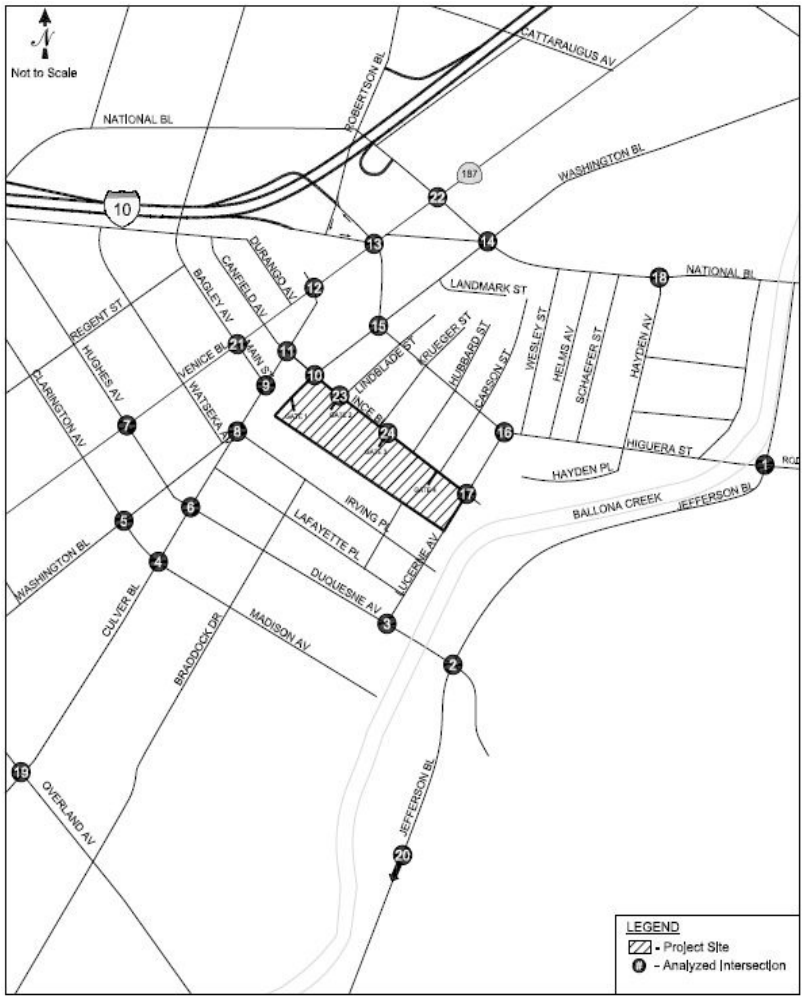


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES



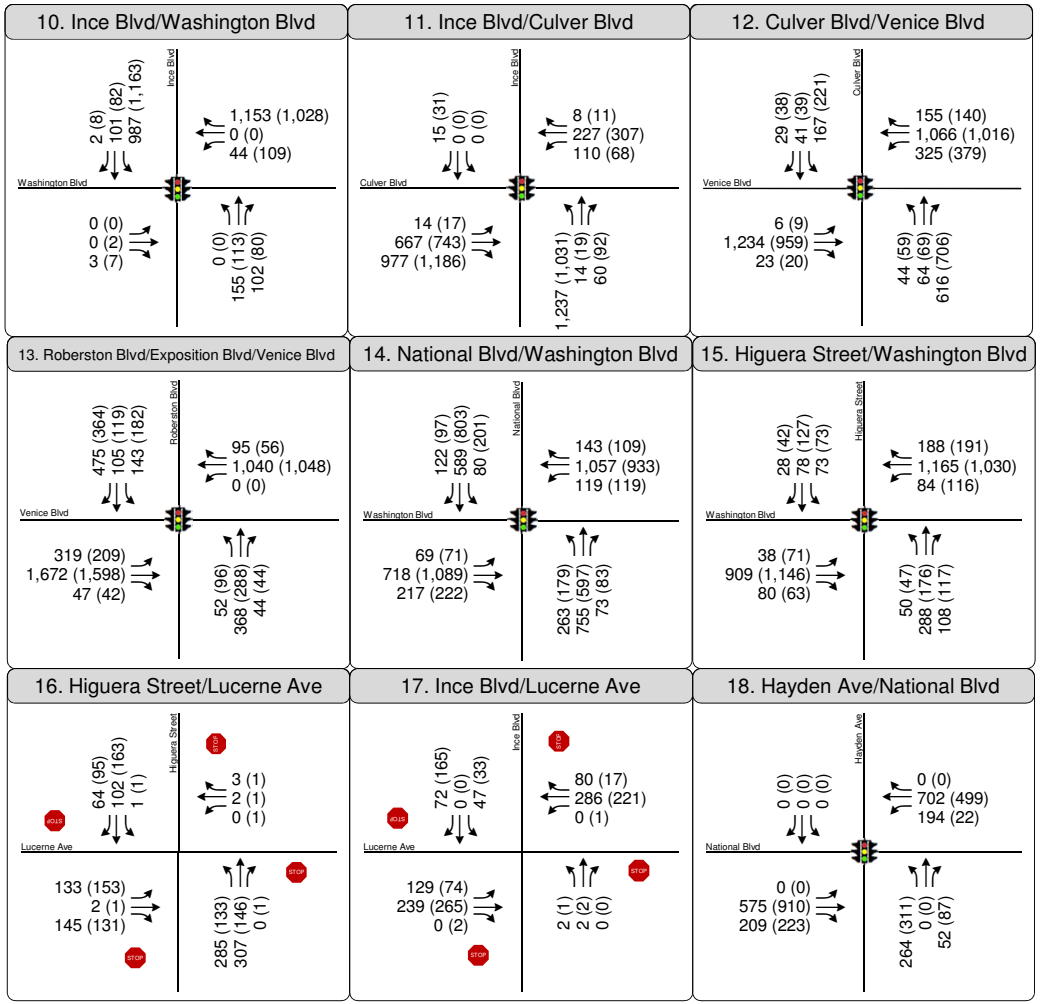
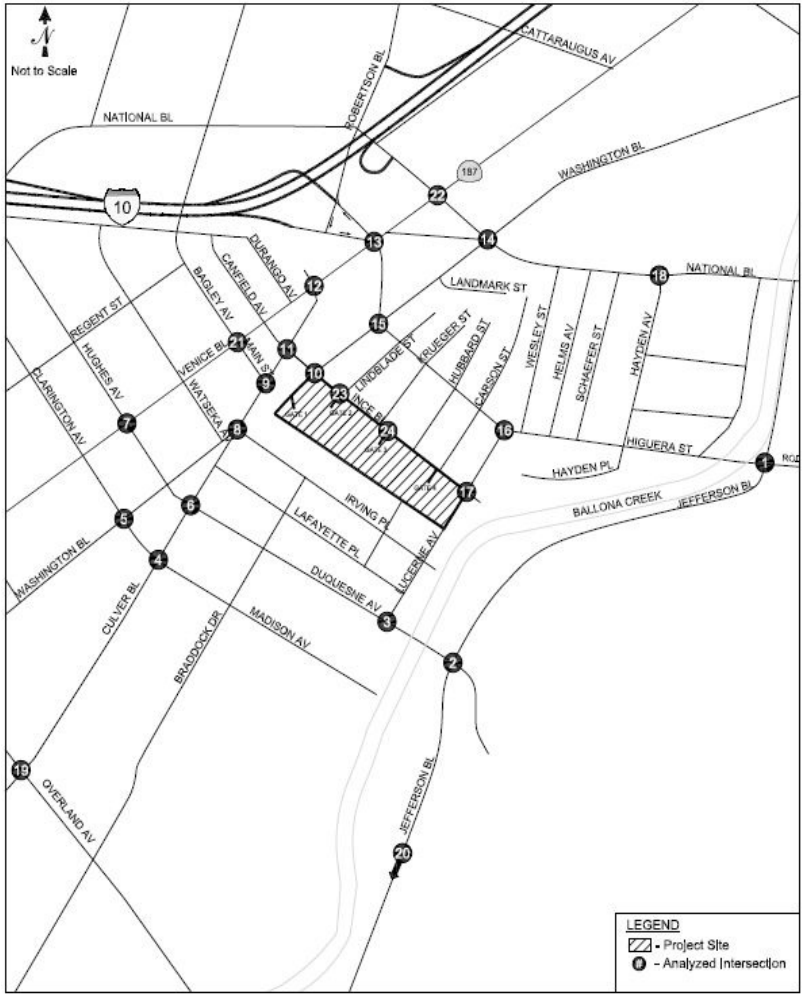
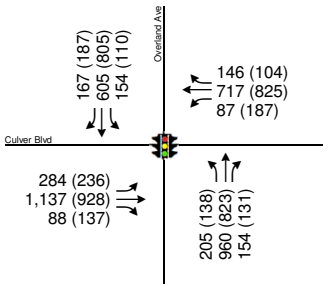


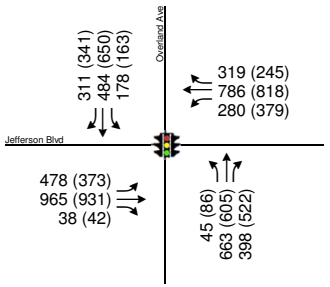
FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES



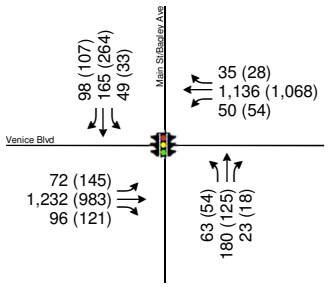
19. Overland Ave/Culver Blvd



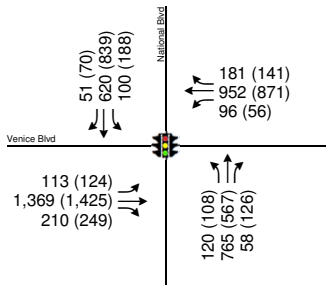
20. Overland Ave/Jefferson Blvd



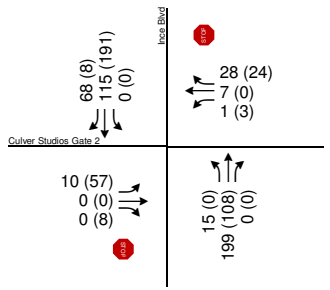
21. Main St/Bagley Ave/Venice Blvd



22. National Blvd/Venice Blvd



23. Ince Blvd/Culver Studios Gate 2



24. Ince Blvd/Culver Studios Gate 3

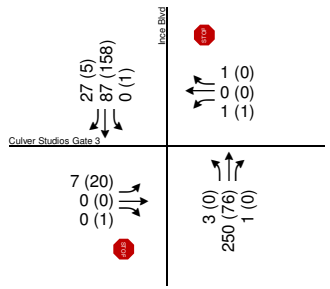
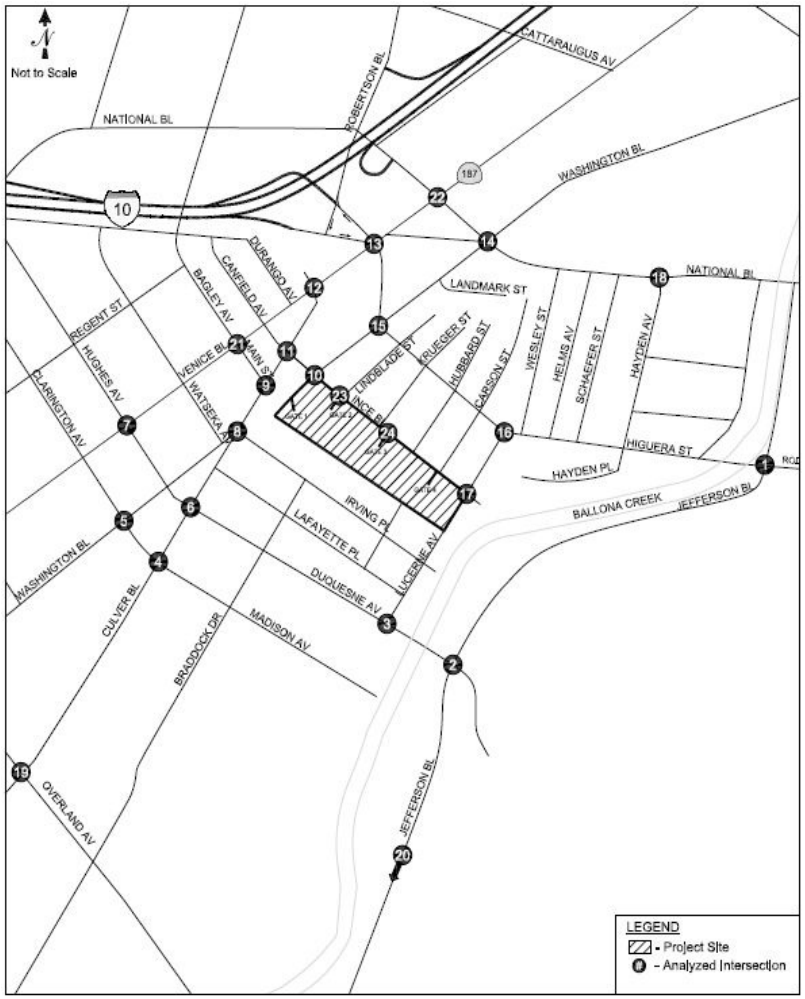


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES



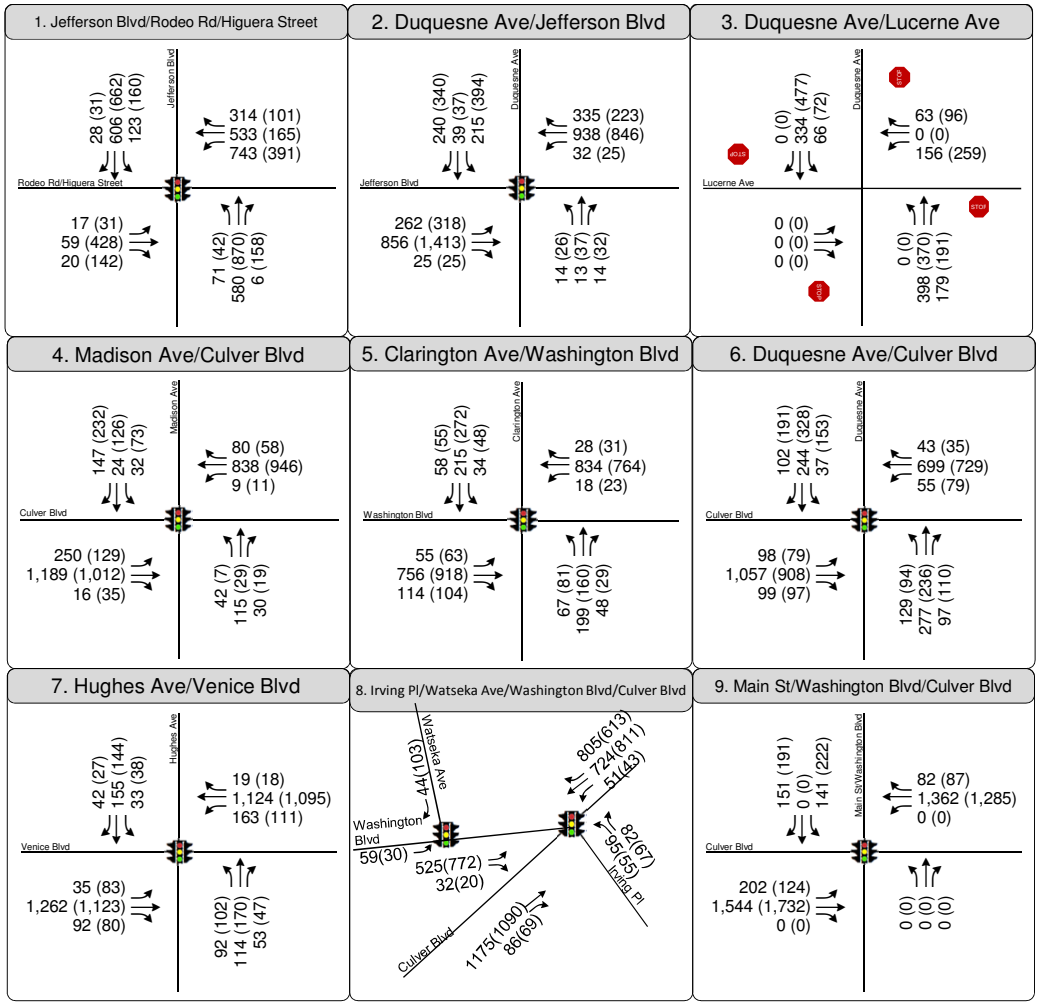
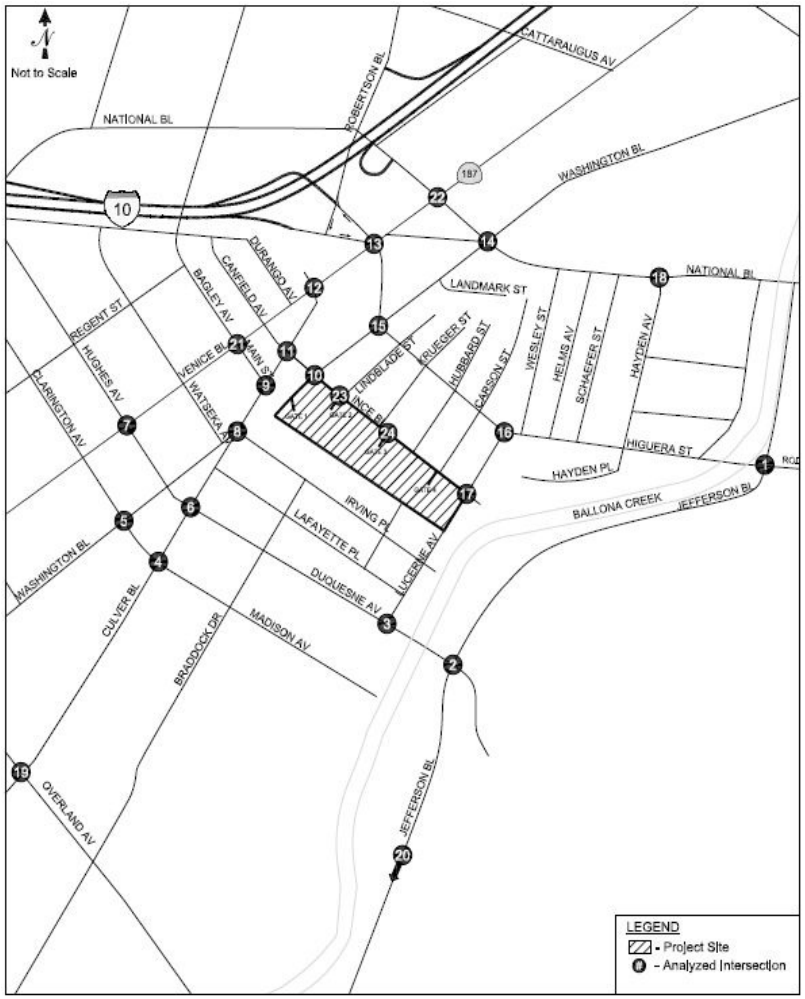


FIGURE 5
EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES



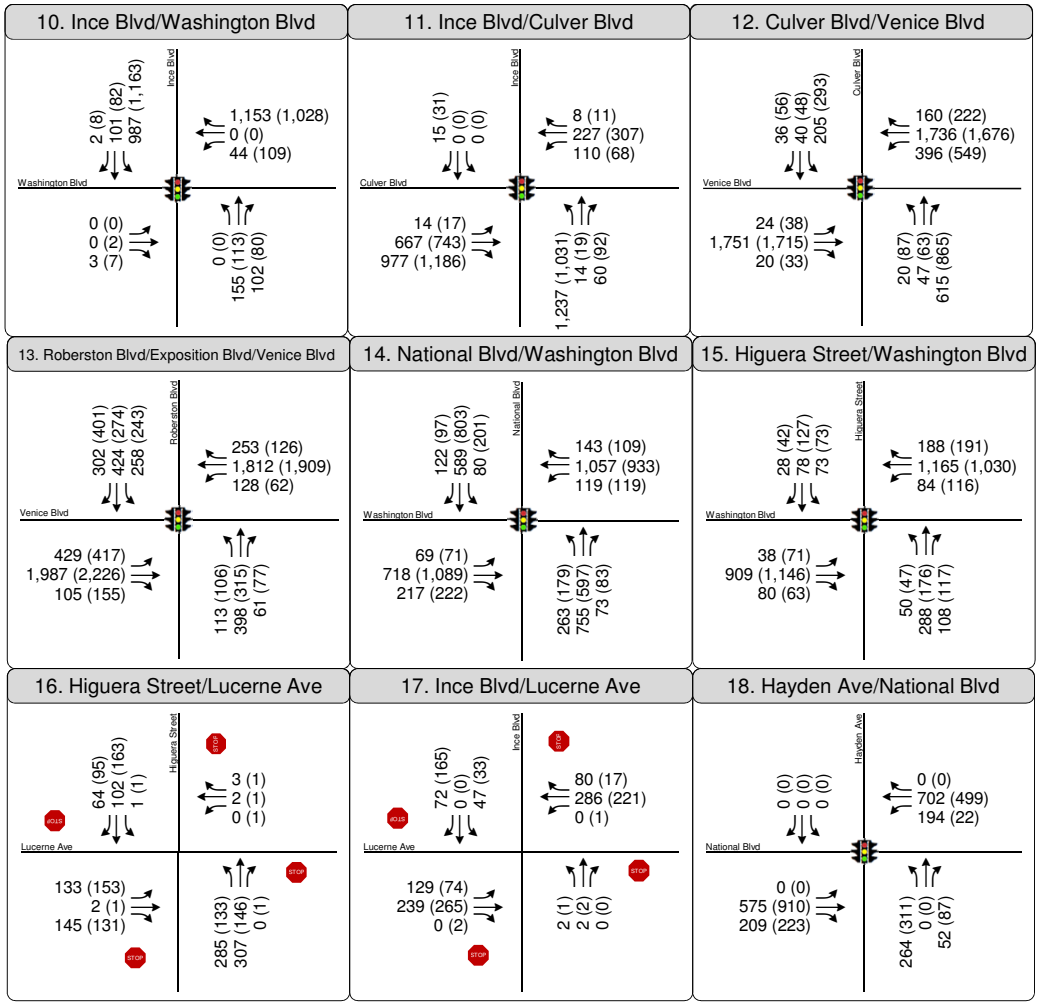
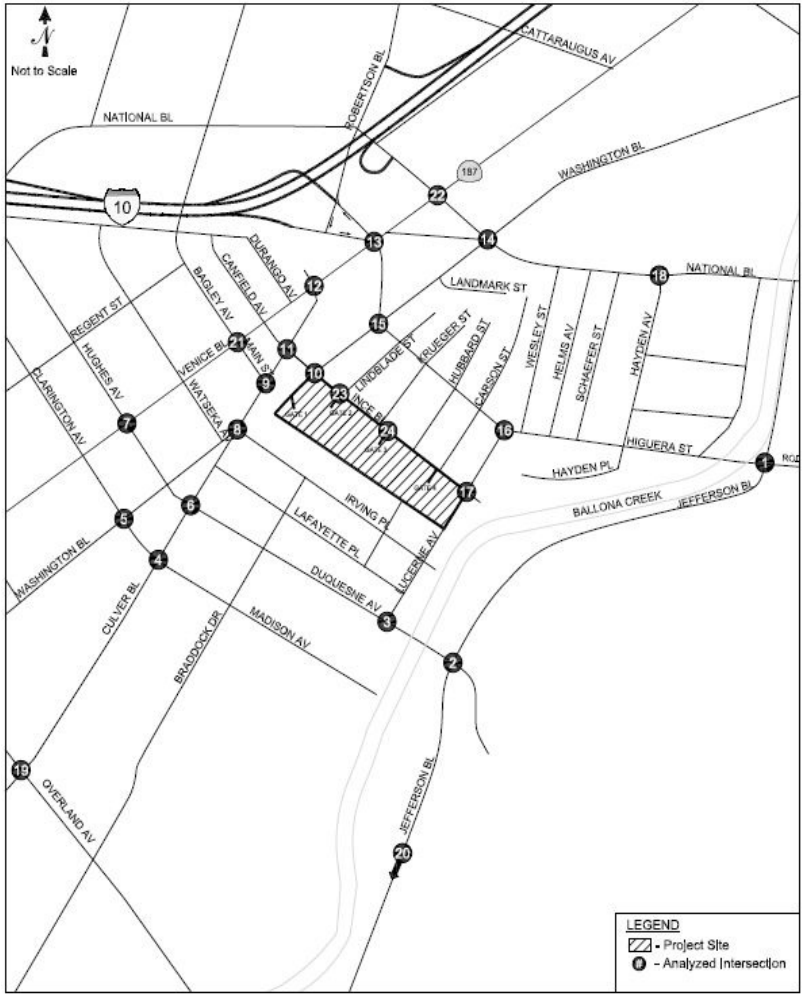


FIGURE 5
EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES



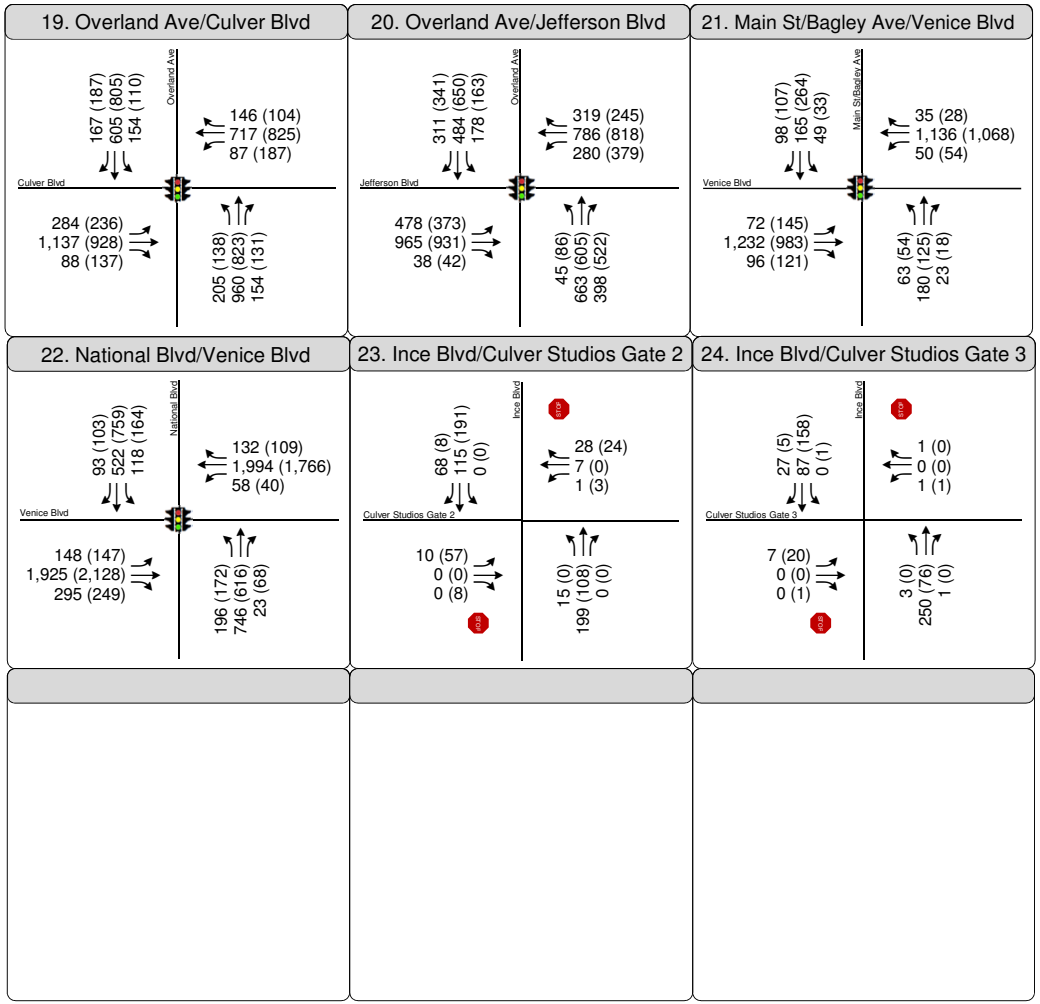


FIGURE 5
EXISTING BASELINE PEAK HOUR TRAFFIC VOLUMES

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 re 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 somewha restricted within groups of vehicles
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups ma 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 line 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	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 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	Existing 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
ITE Trips Rates [a]											
General Office (ITE #710) [a]				per KSF	11.03	88%	12%	1.56	17%	83%	1.49
Warehousing (ITE #150) [a]				per KSF	3.56	79%	21%	0.30	25%	75%	0.32
Site Specific Trips Rates	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, 201*
[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	2269	212	29	241	64	166	230
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	429	36	6	42	11	31	42
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*

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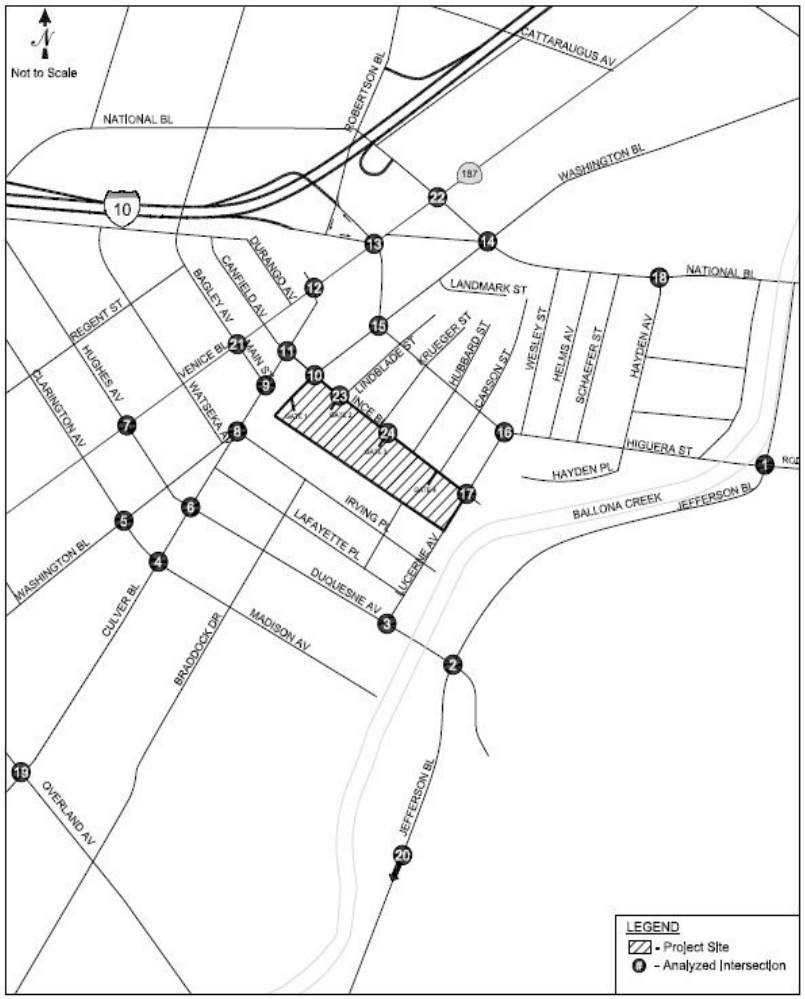
LEGEND

- Project Site
- Project Trip Distribution

Figure 6
Project Trip Distribution



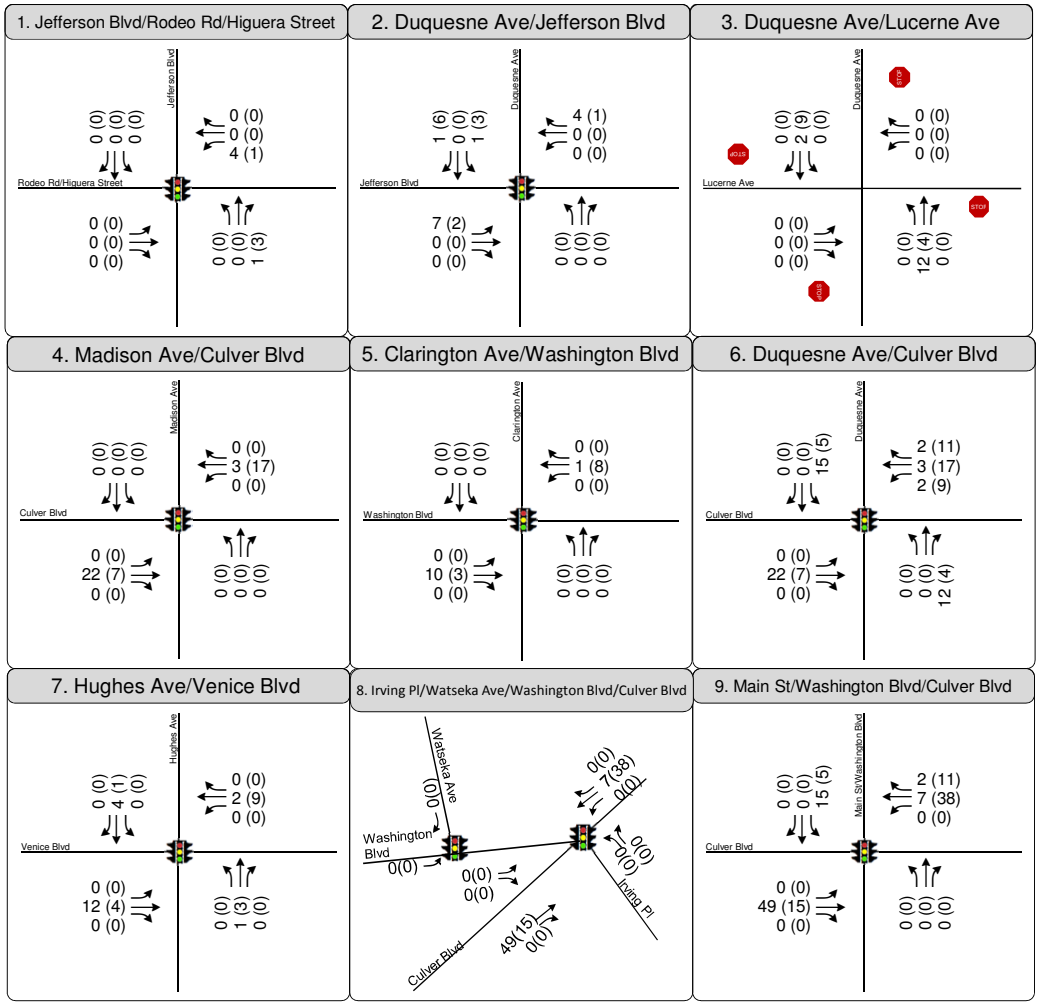
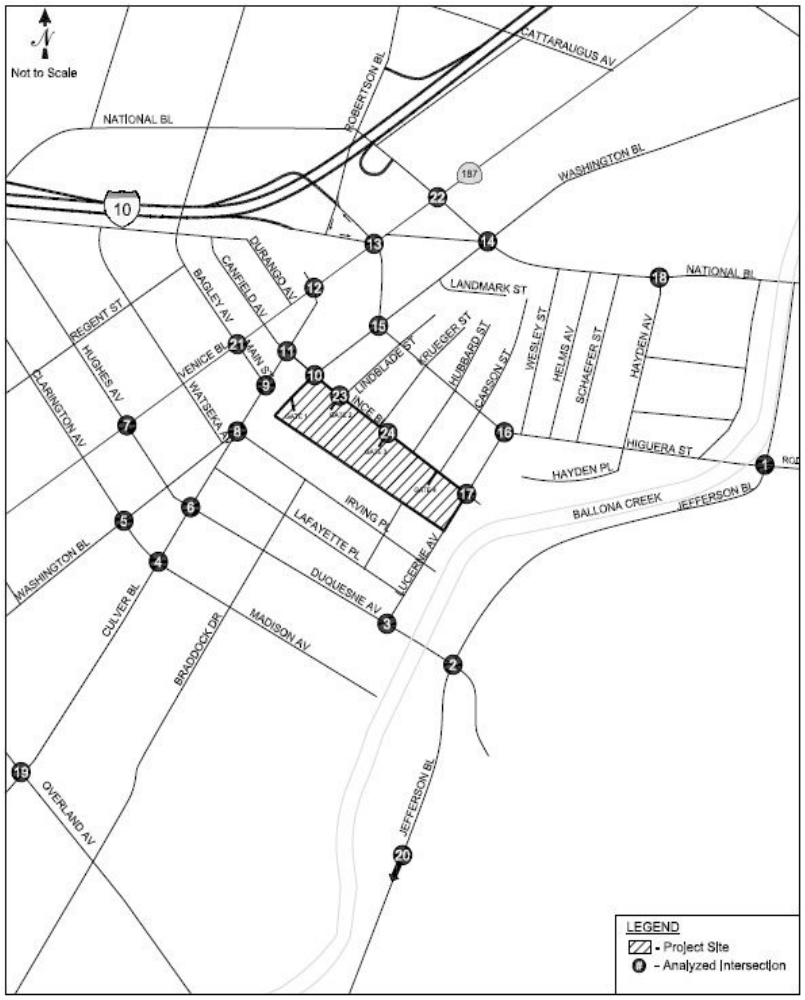


FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



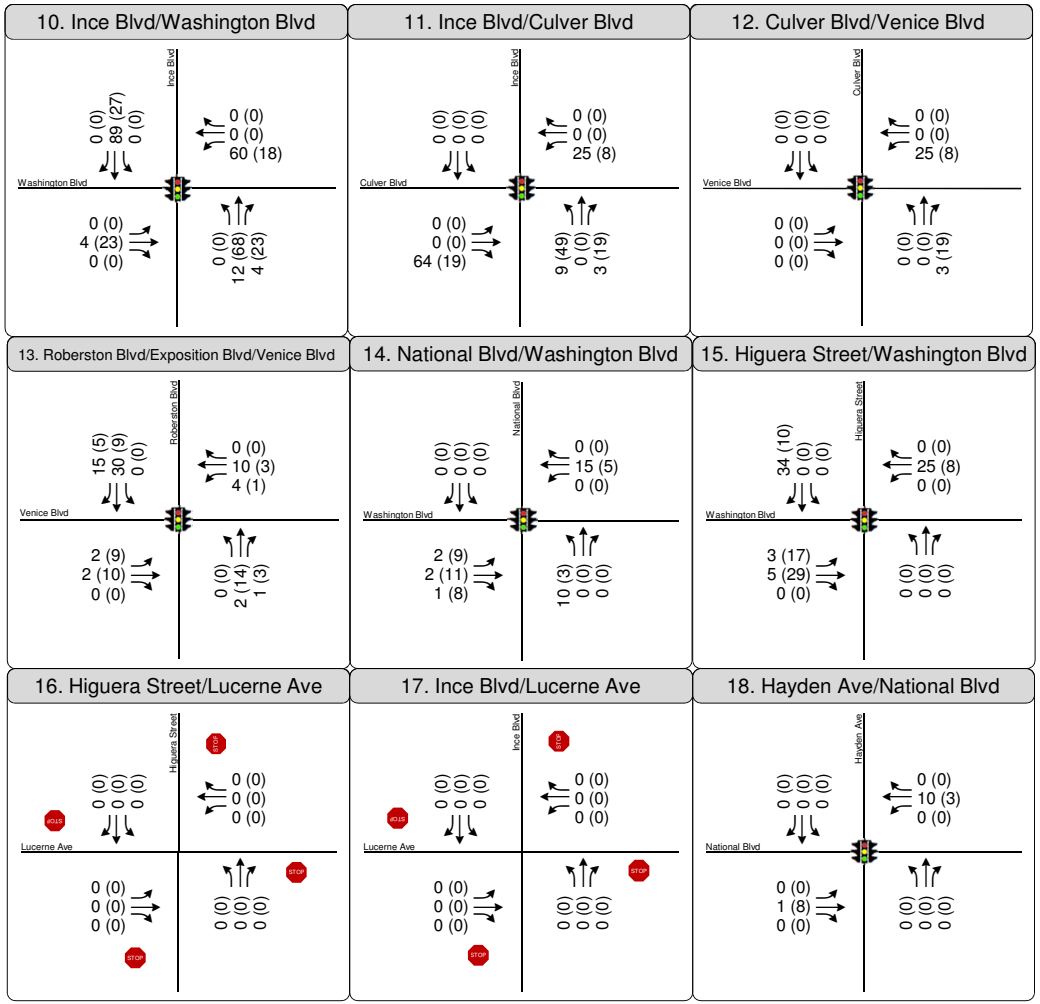
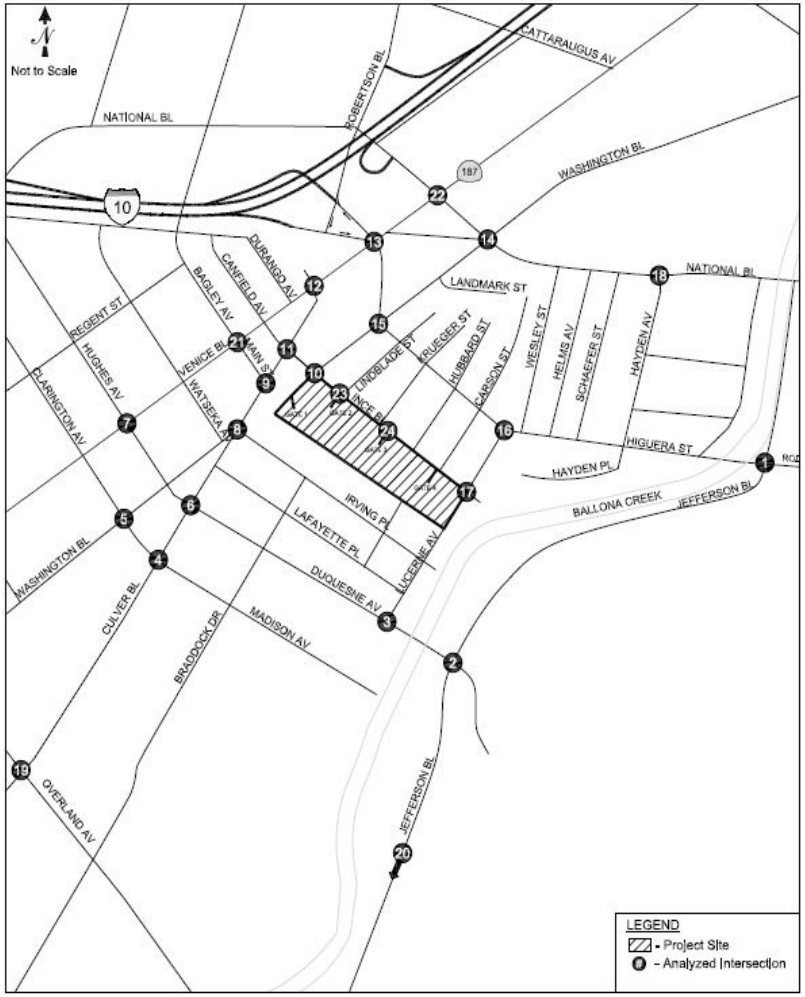


FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



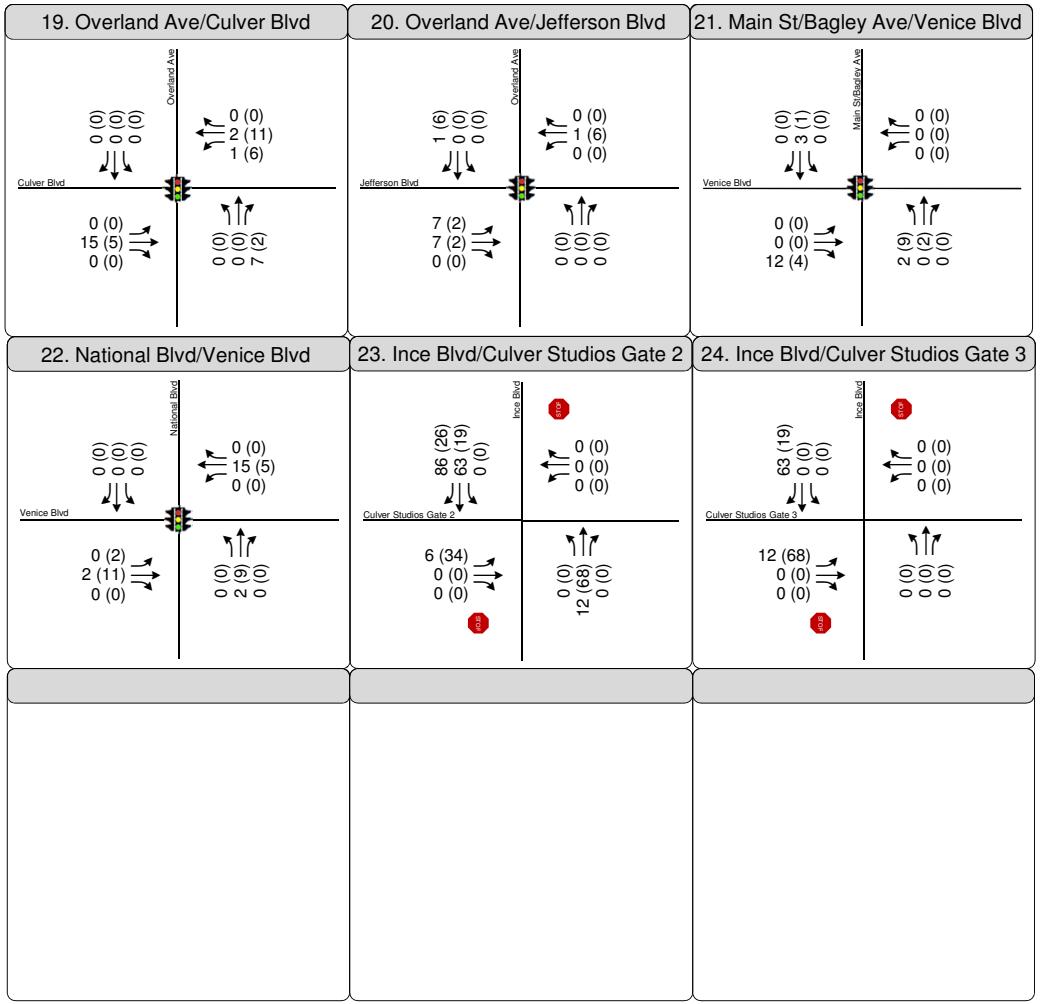


FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

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.

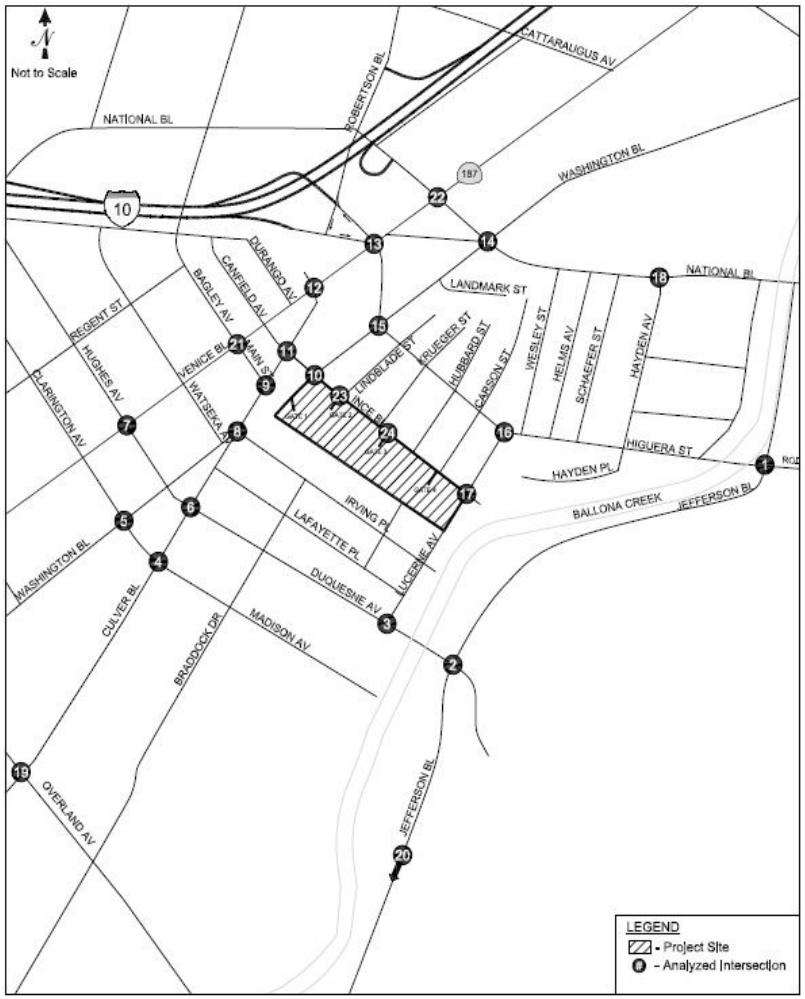
FUTURE BASE TRAFFIC CONDITIONS

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.



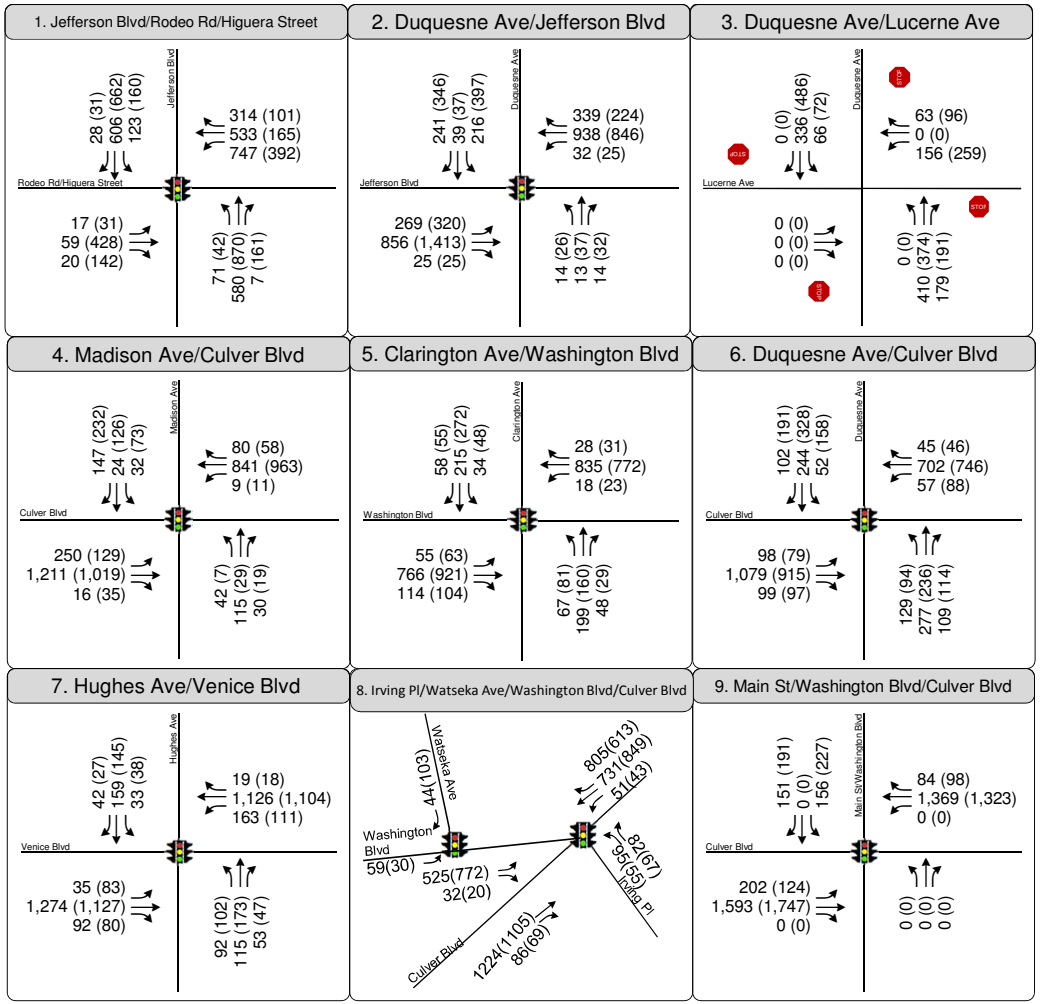
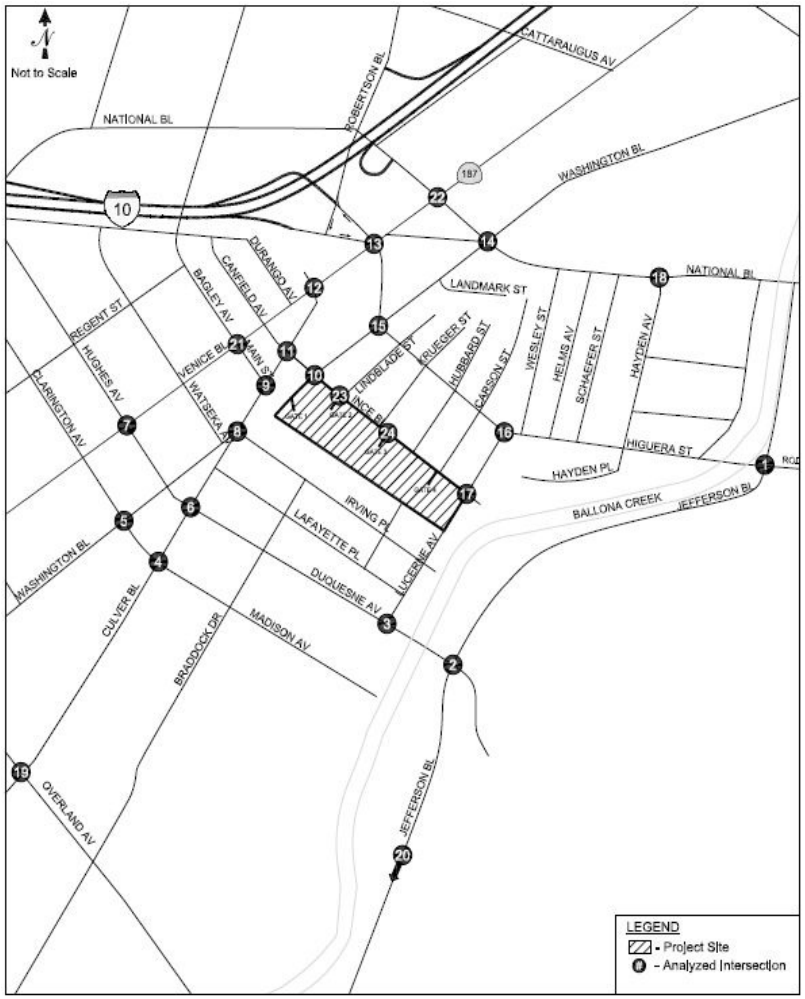


FIGURE 8
EXISTING BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



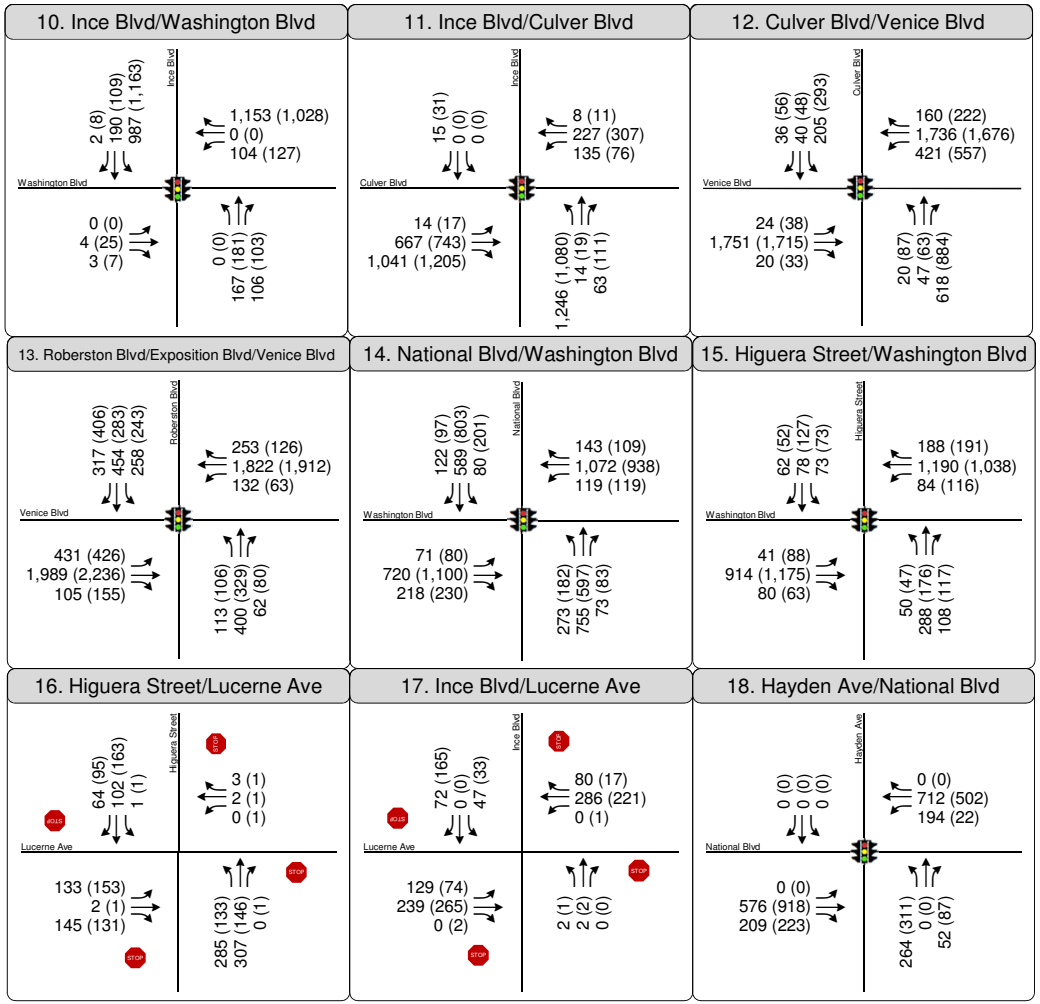
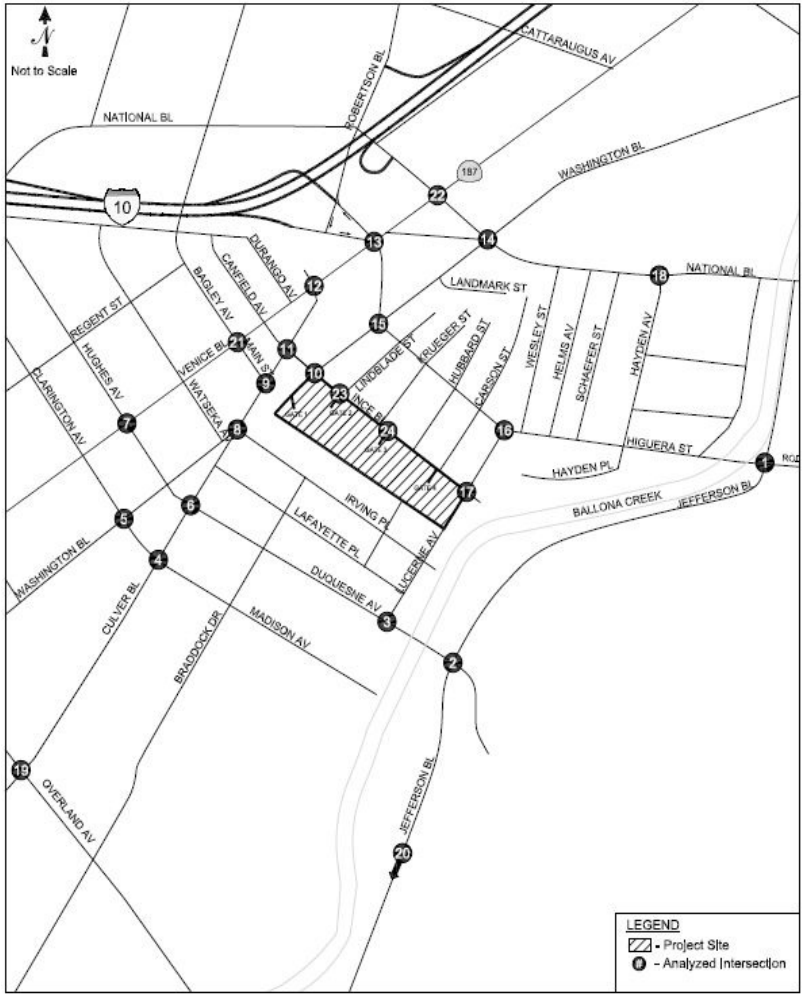
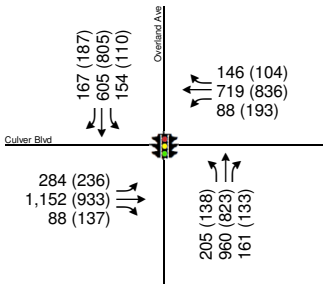


FIGURE 8

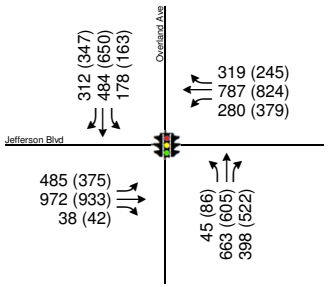
EXISTING BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



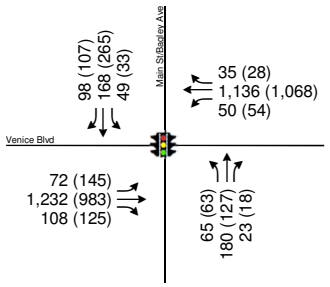
19. Overland Ave/Culver Blvd



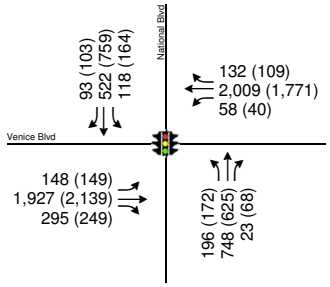
20. Overland Ave/Jefferson Blvd



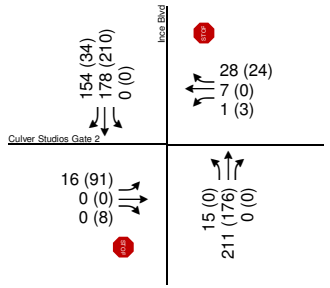
21. Main St/Bagley Ave/Venice Blvd



22. National Blvd/Venice Blvd



23. Ince Blvd/Culver Studios Gate 2



24. Ince Blvd/Culver Studios Gate 3

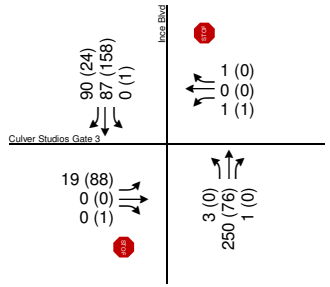


FIGURE 8

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	AM Peak Hour Trips			PM Peak Hour Trips		
					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
		38.7	ksf	Office							
4	4145 Duquesne Ave [a]	7.0	du	Condominium	41	1	2	3	3	1	4
5	8770 Washington Blvd [a]	115.0	du	Condominium	2411	290	308	598	343	327	670
		1.2	ksf	Café							
		16.0	ksf	Supermarket							
		11.5	ksf	Convenience Store							
		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
		21.7	ksf	Restaurant							
		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.

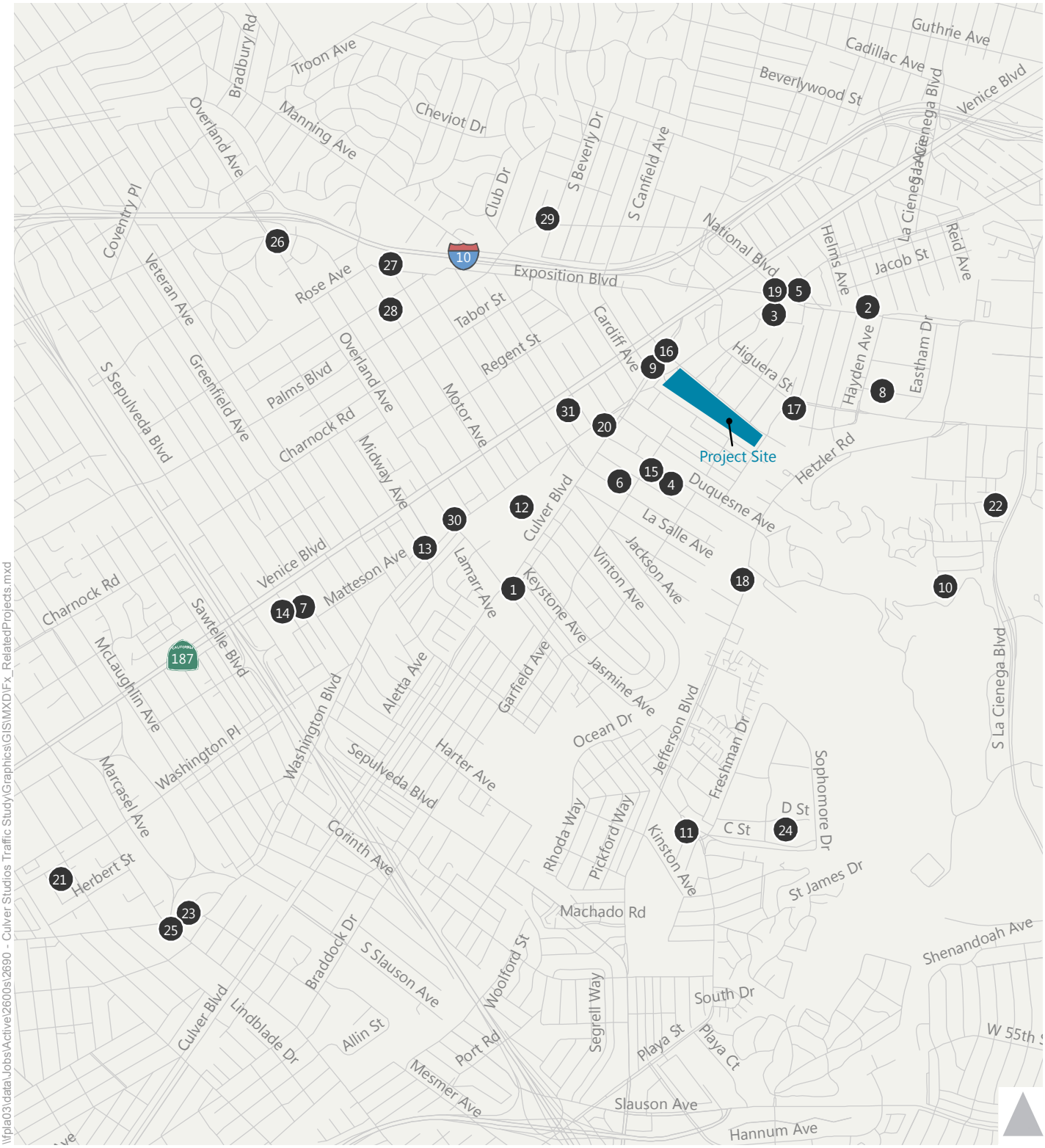
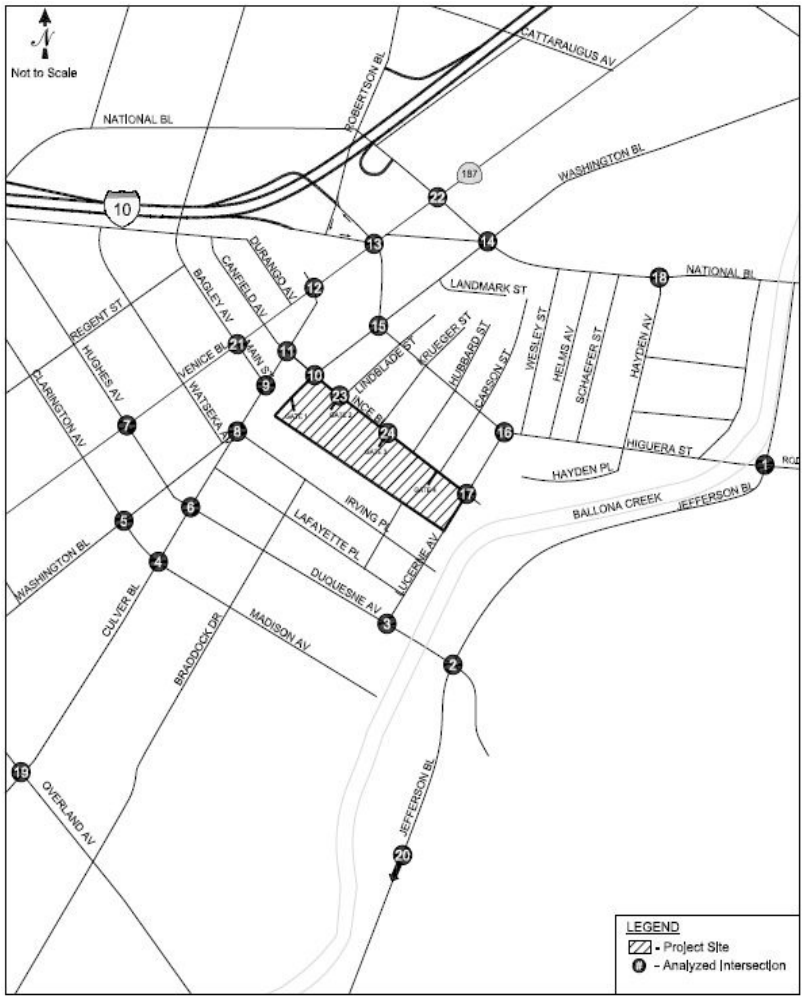


Figure 9

Related Projects



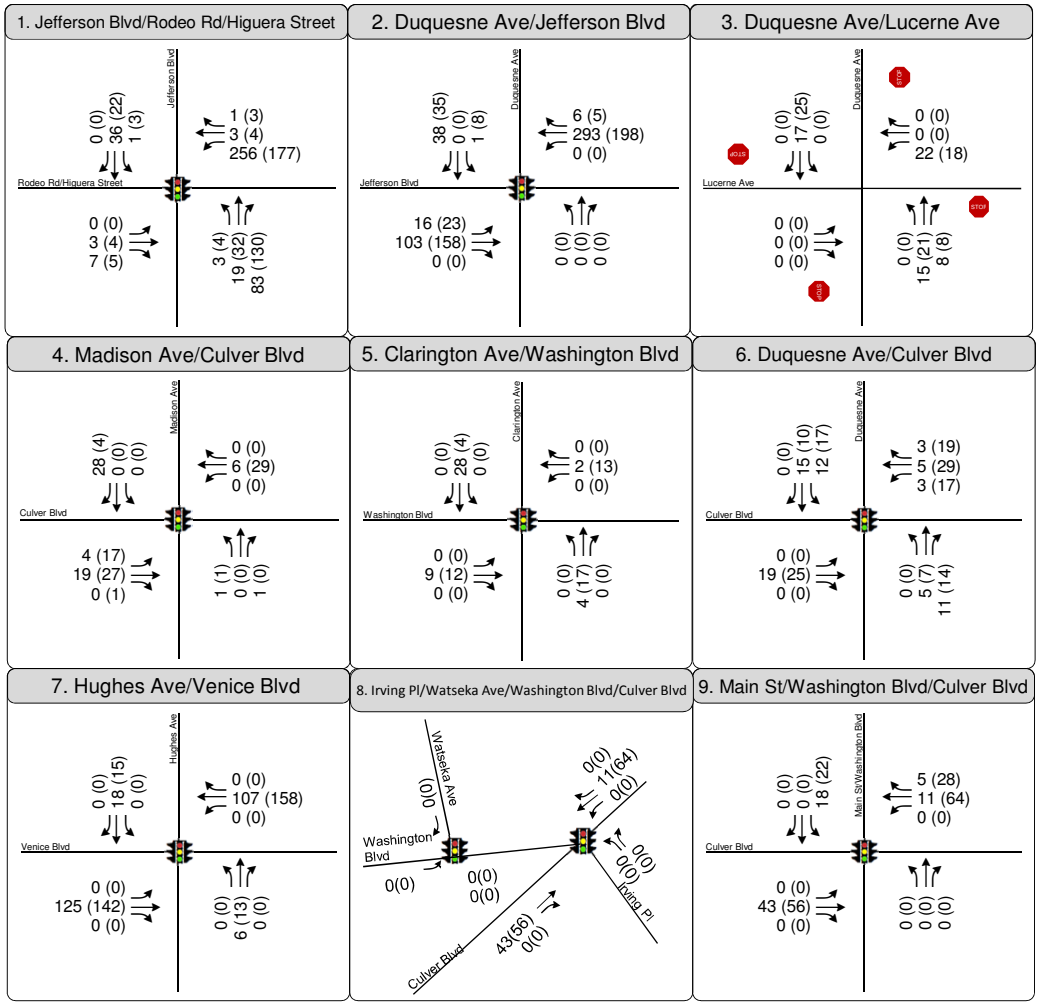
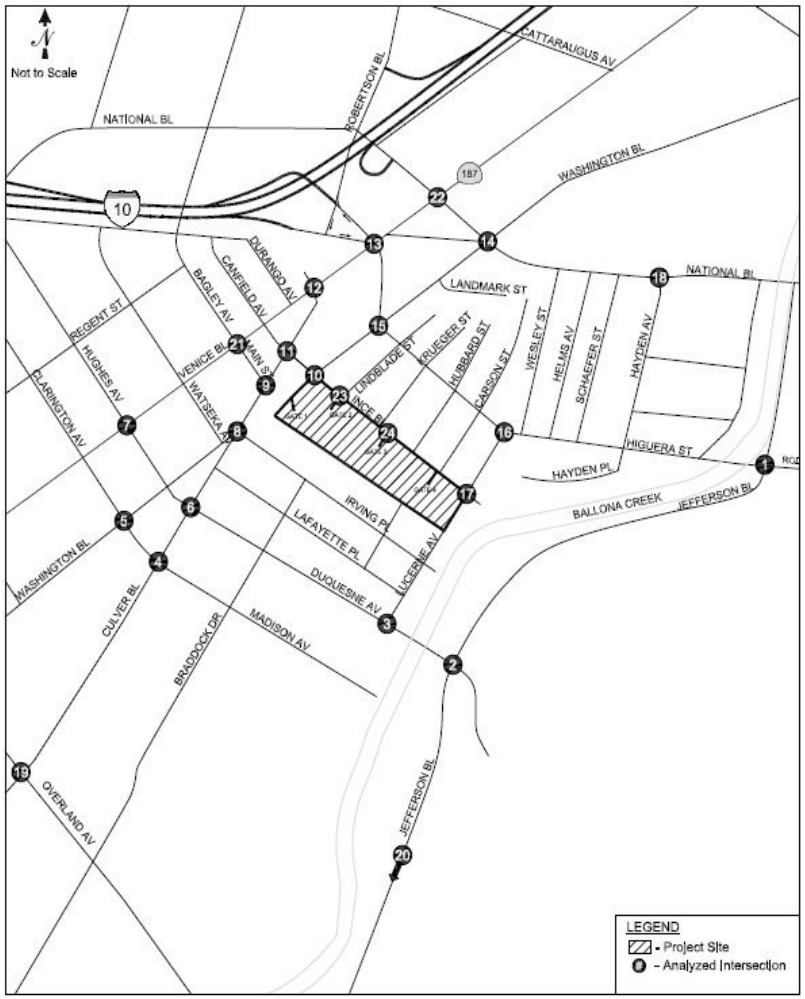
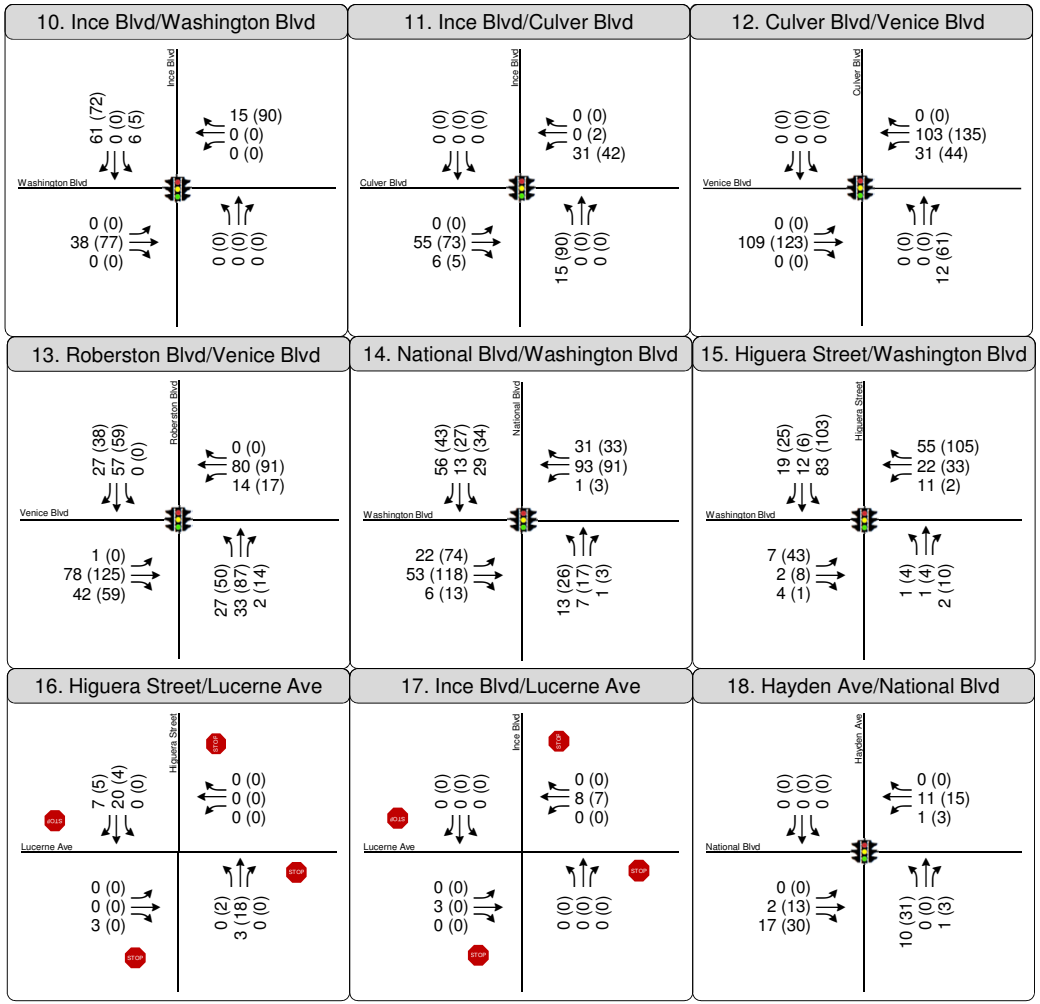


Figure 10
Cumulative Project Peak Hour Traffic Volumes





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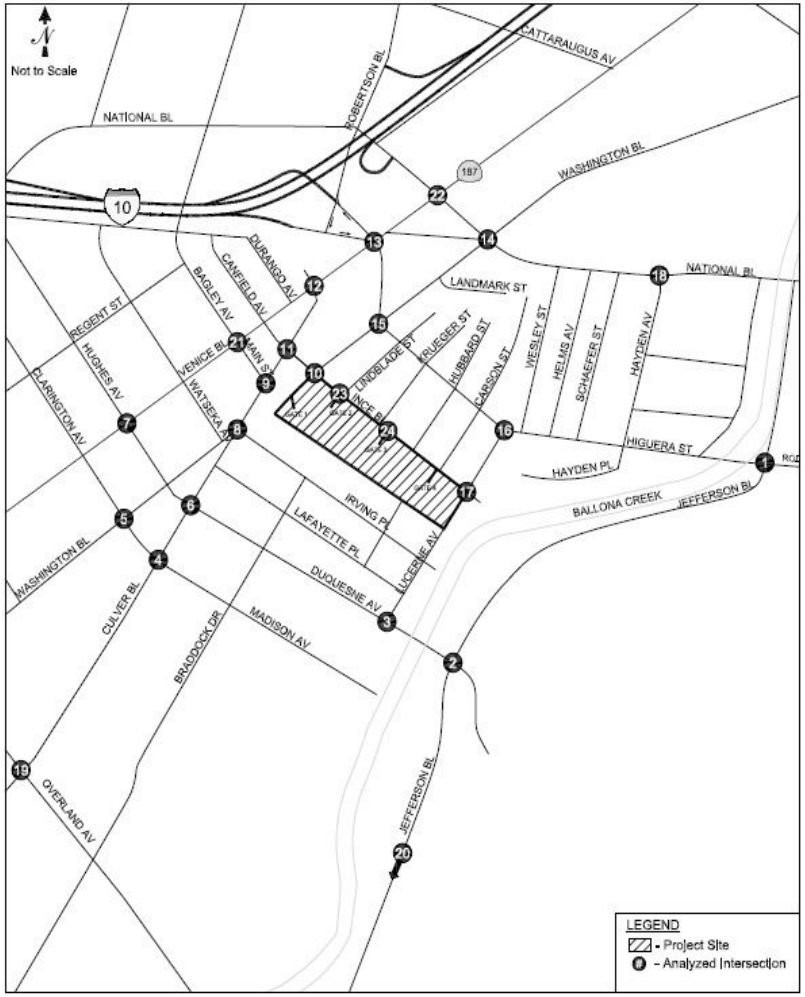
Cumulative Project Peak Hour Traffic Volumes



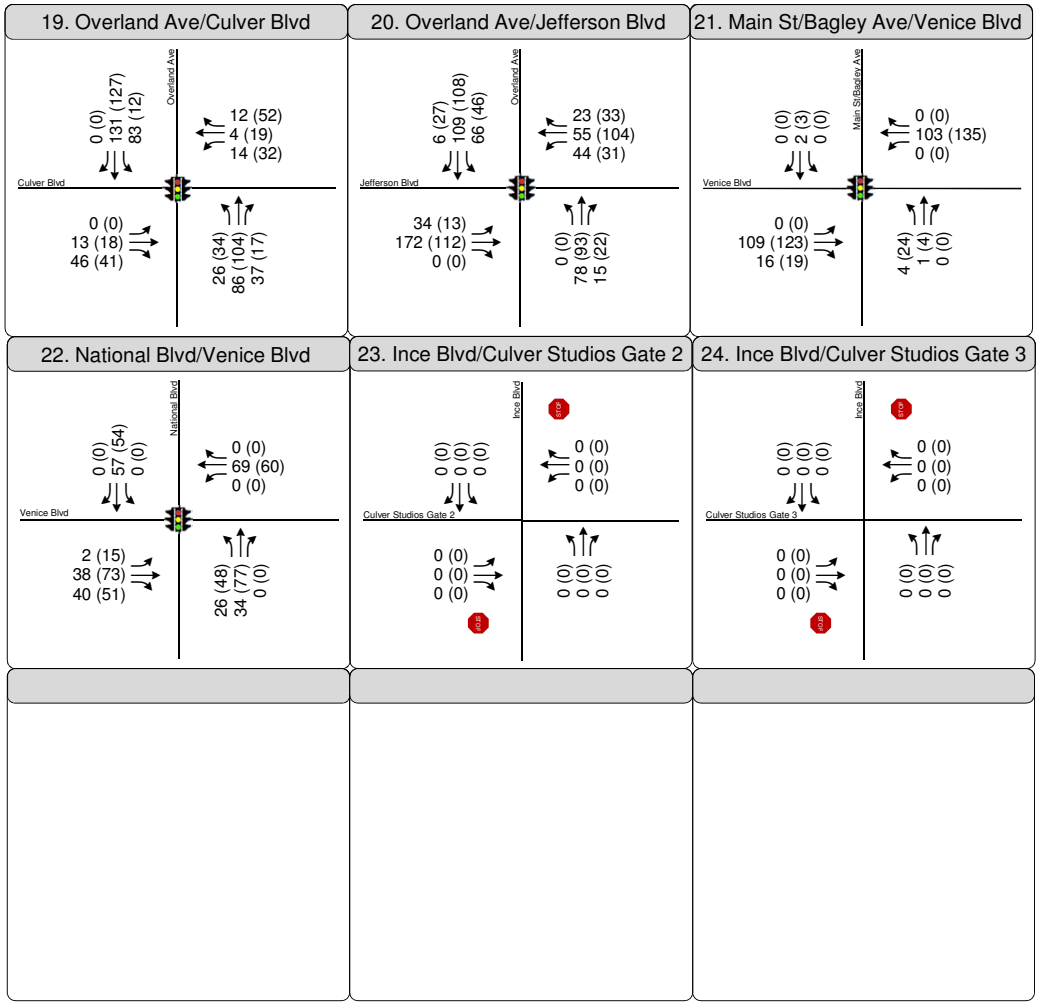
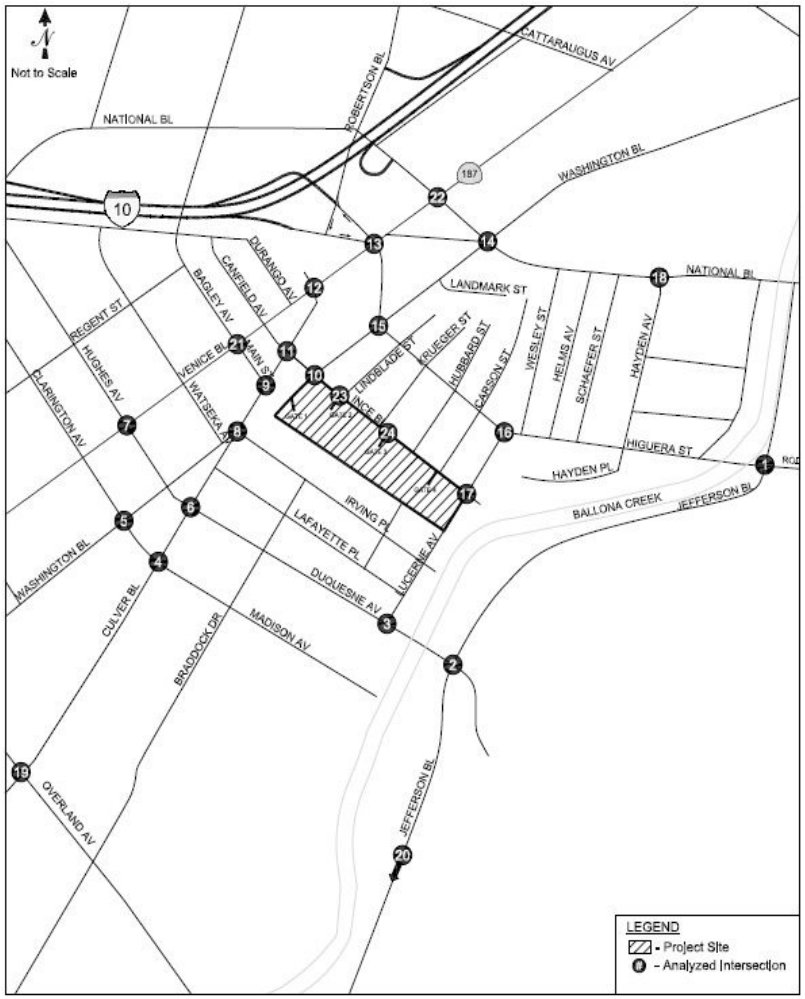


Figure 10
Cumulative Project Peak Hour Traffic Volumes



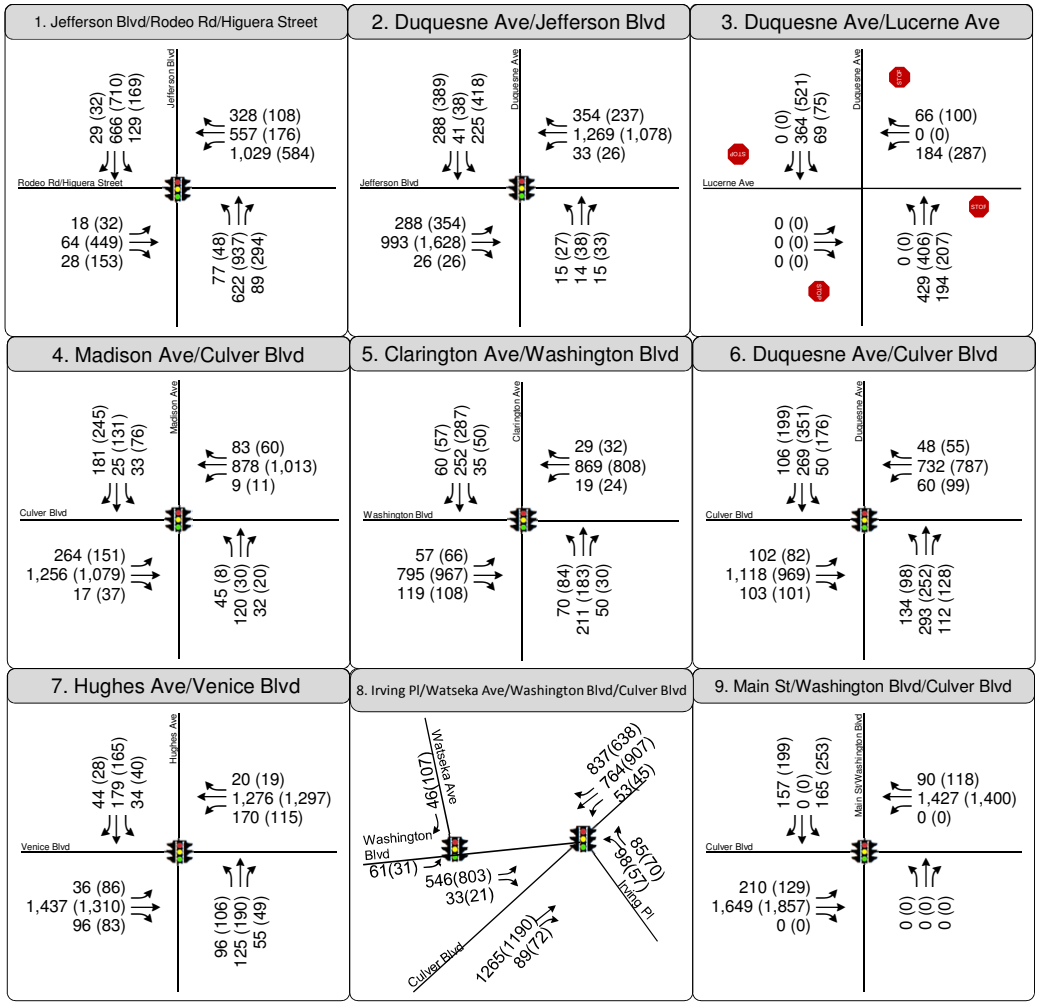
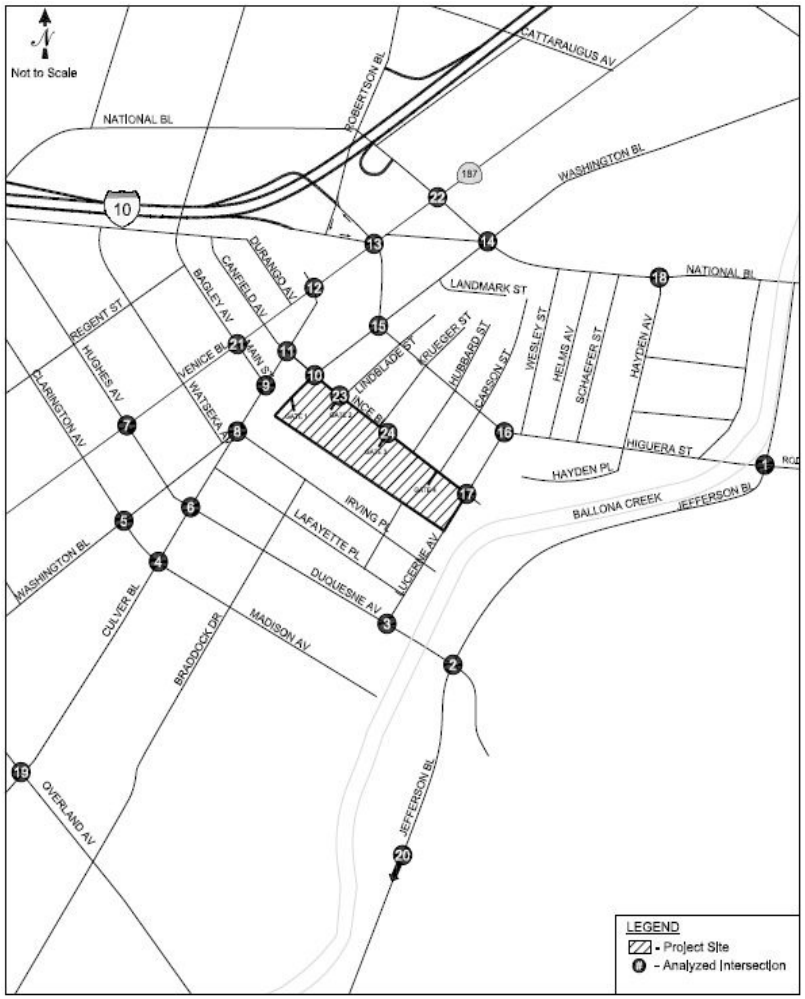


FIGURE 11
FUTURE BASE PEAK HOUR TRAFFIC VOLUMES



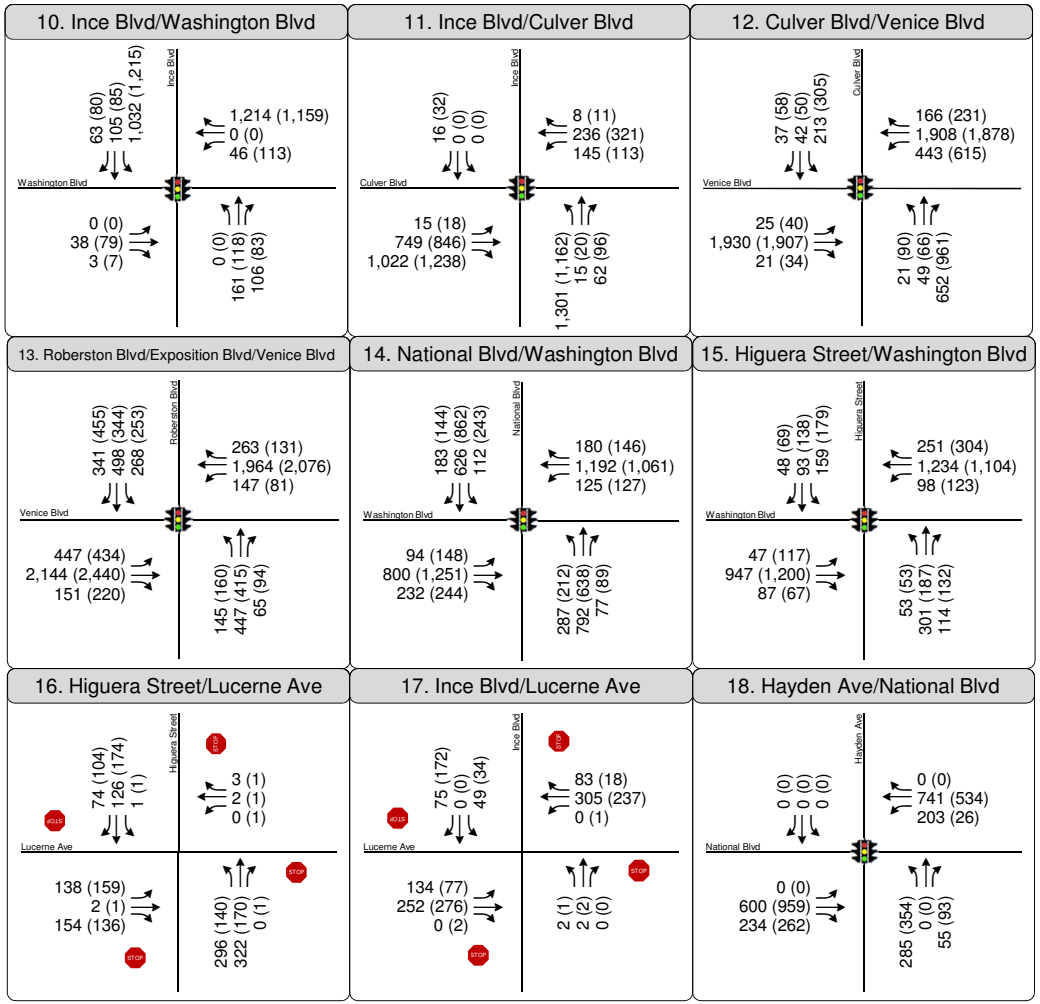
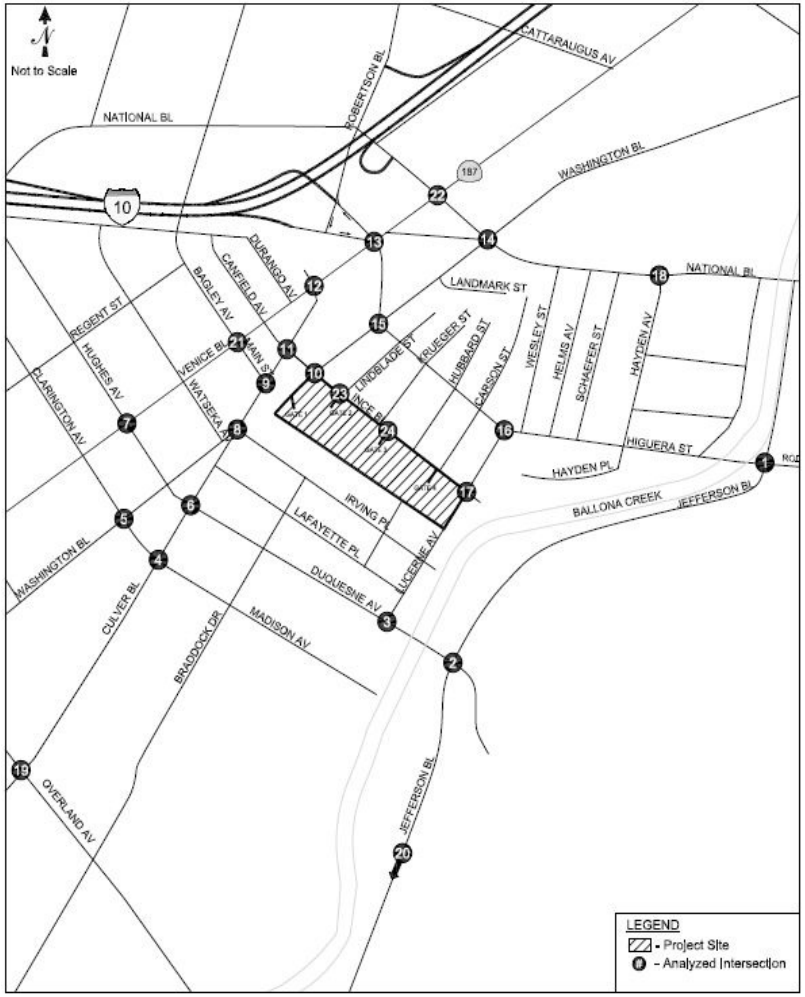


FIGURE 11
FUTURE BASE PEAK HOUR TRAFFIC VOLUMES



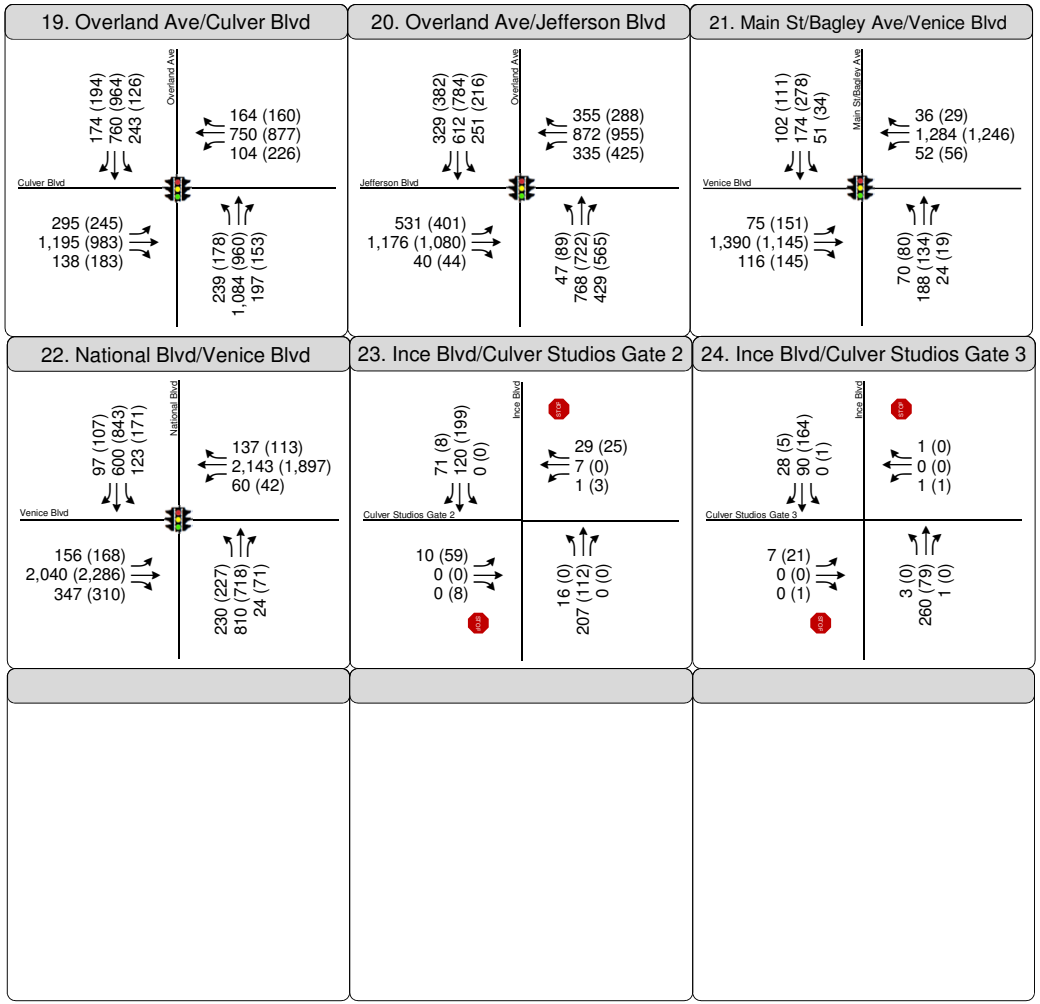


FIGURE 11
FUTURE BASE PEAK HOUR TRAFFIC VOLUMES

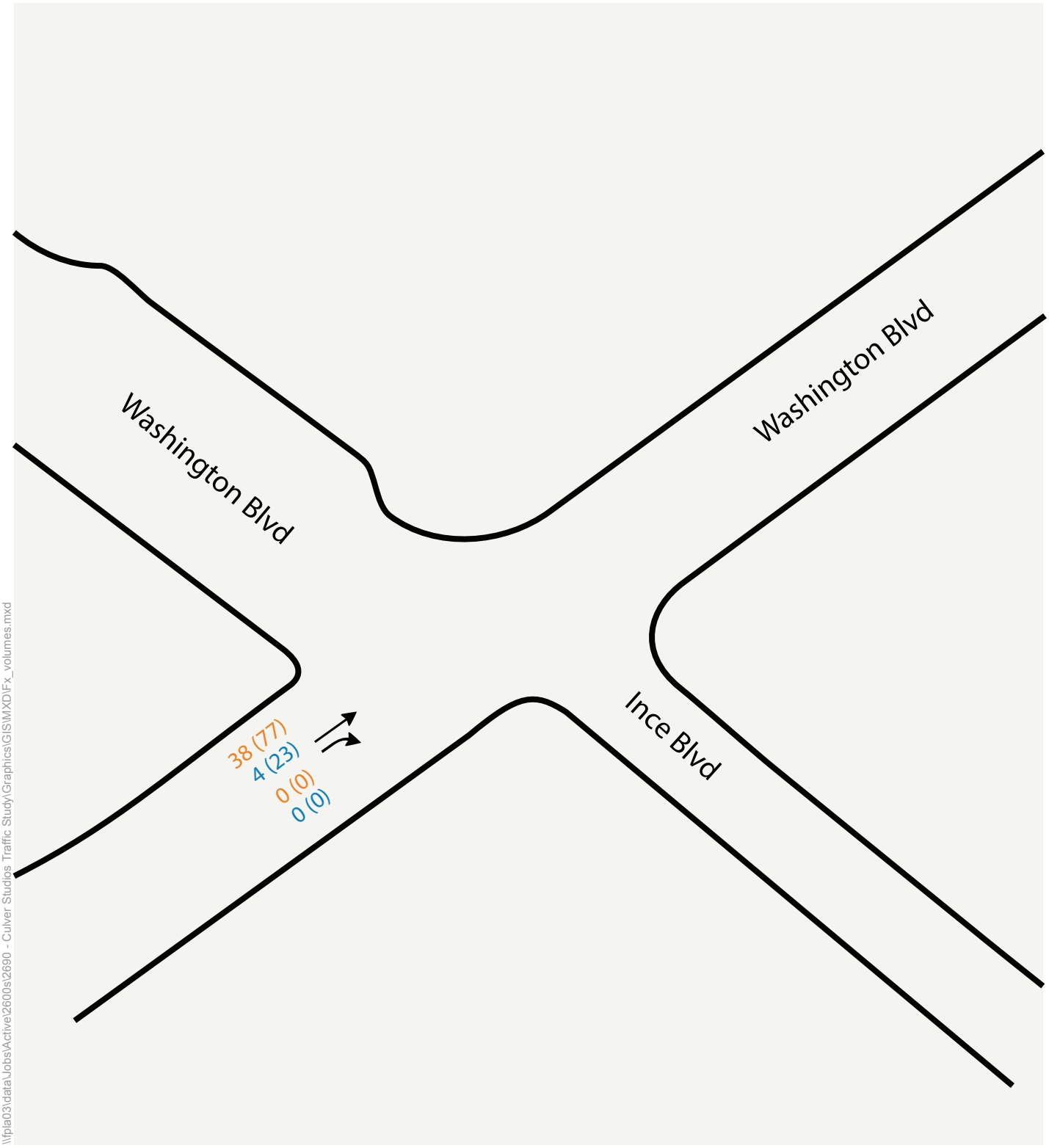
According to Culver City staff, the cumulative project located at 9300 Culver Boulevard (Parcel B) intends to incorporate 100 public parking spaces owned by the City of Culver City and 100 parking spaces for Parcel B underneath the Plaza. Additionally, Parcel B will utilize 317 parking spaces in the 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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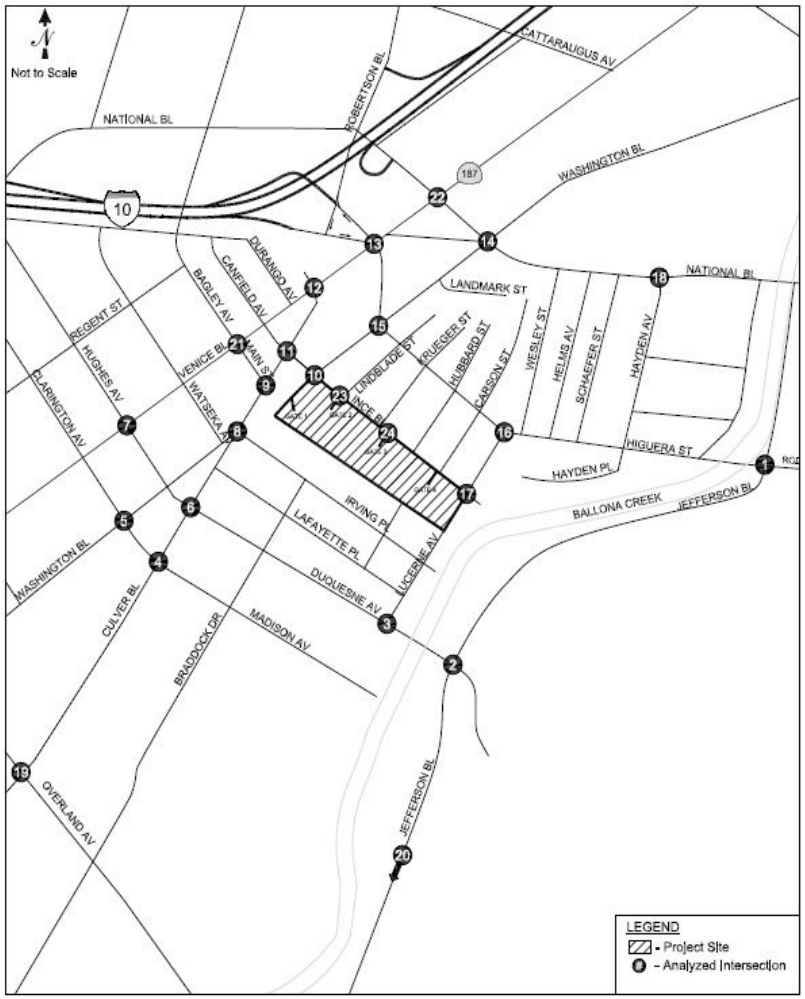
xx (yy) Parcel B Traffic

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



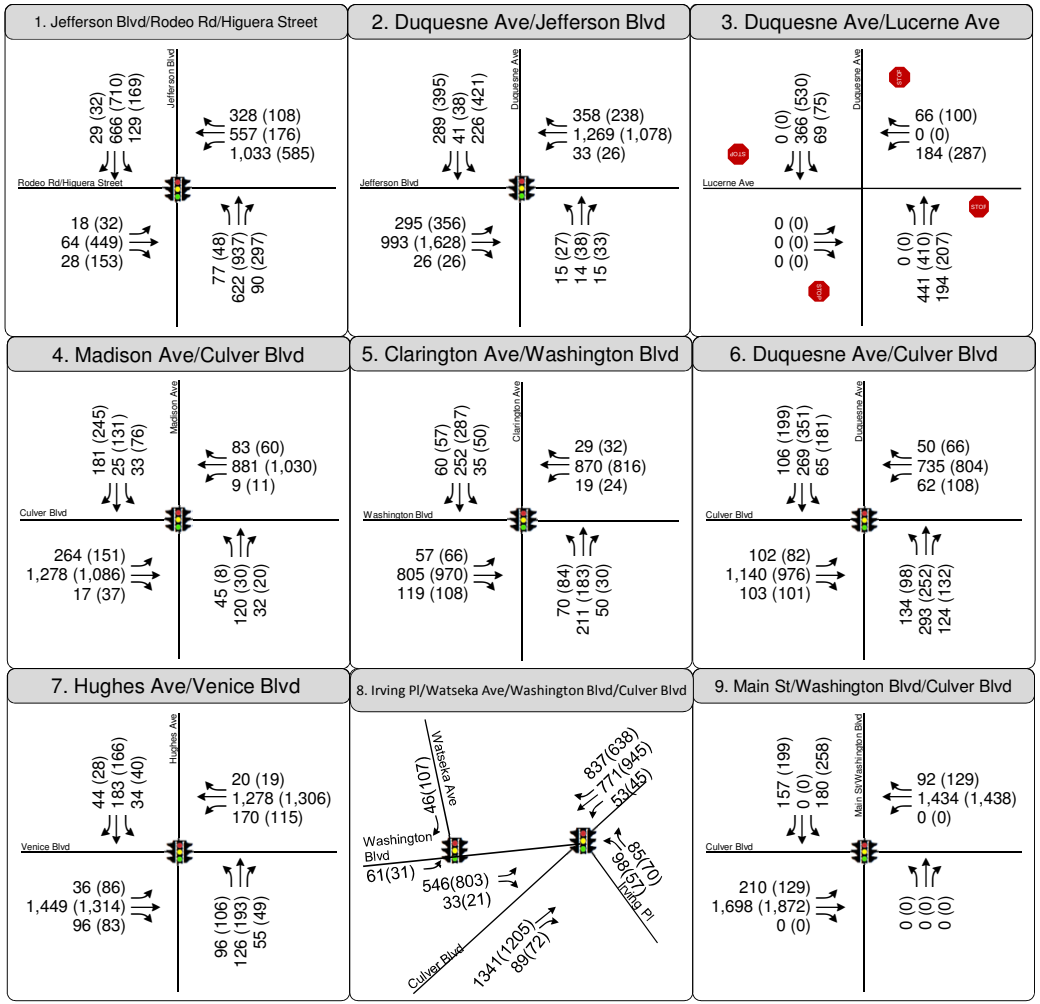
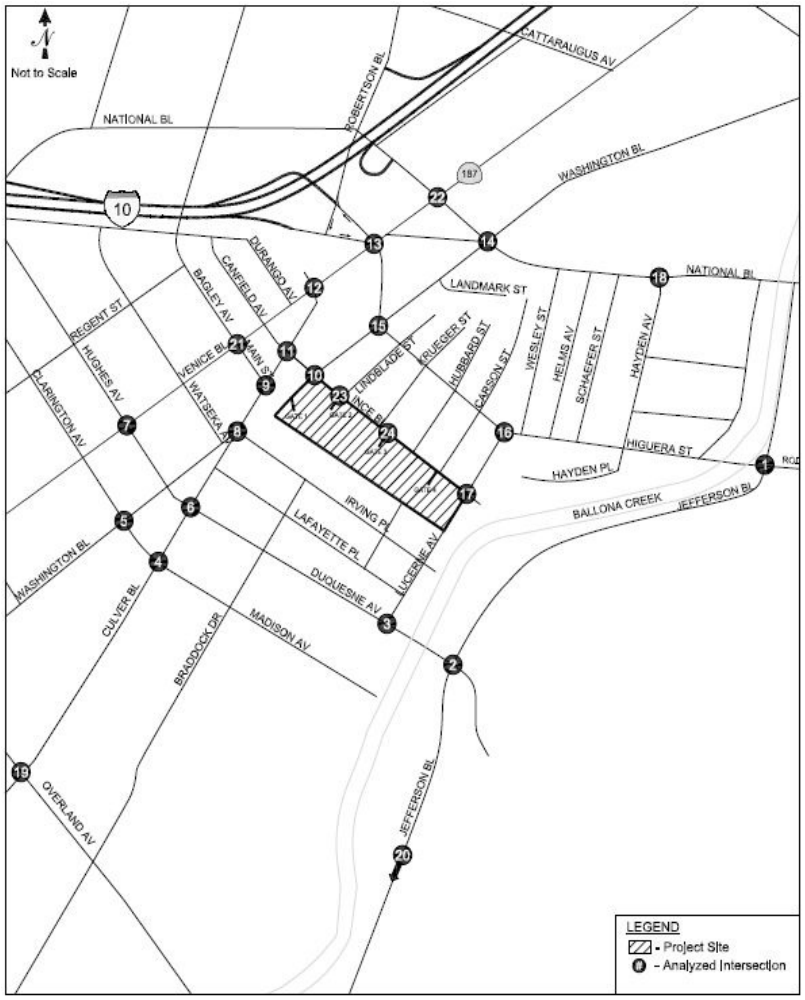


FIGURE 13
FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



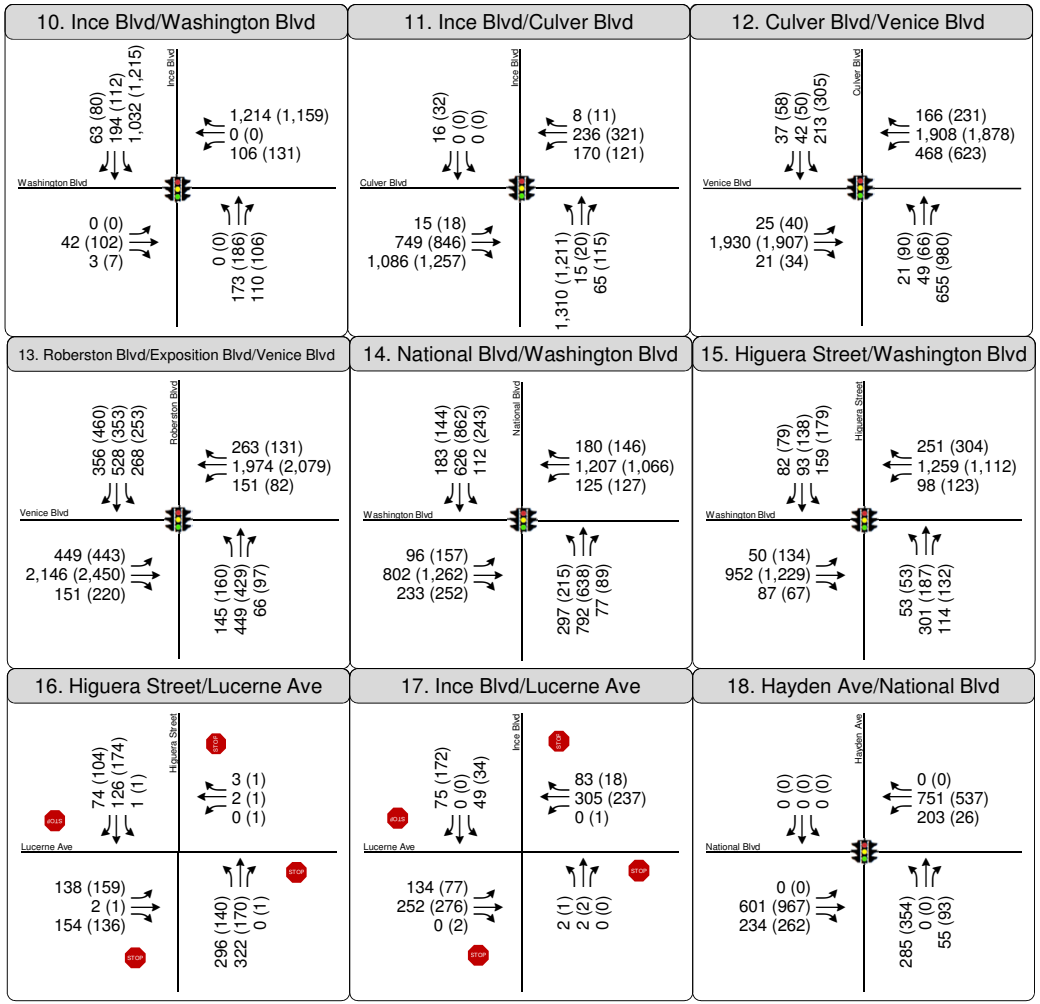
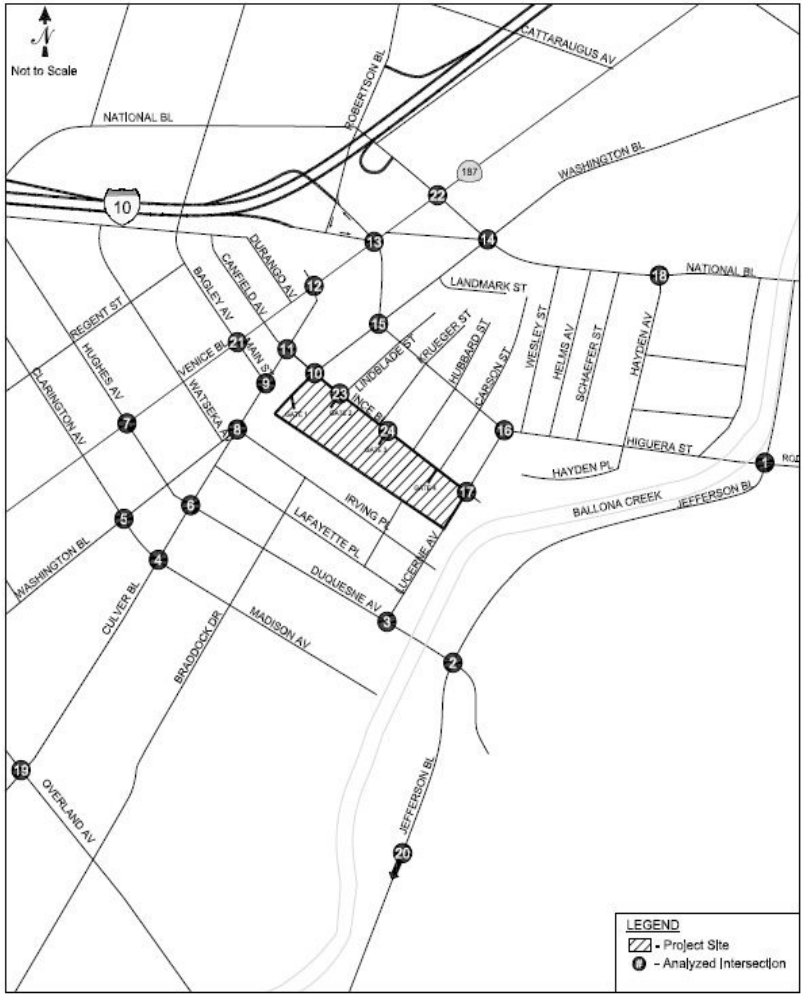
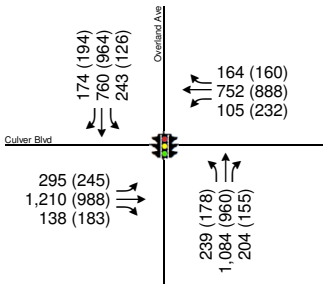


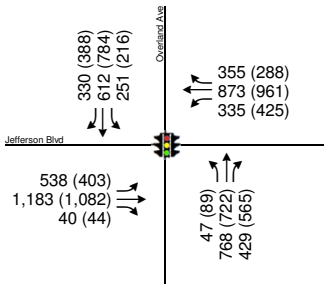
FIGURE 13
FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



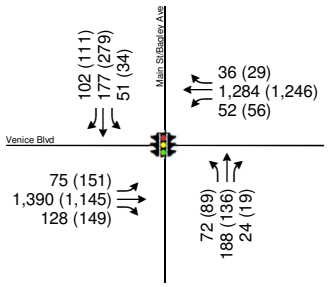
19. Overland Ave/Culver Blvd



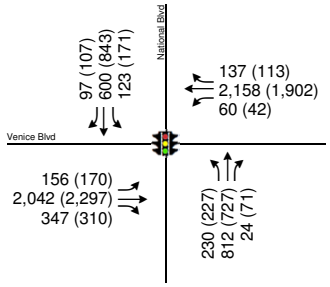
20. Overland Ave/Jefferson Blvd



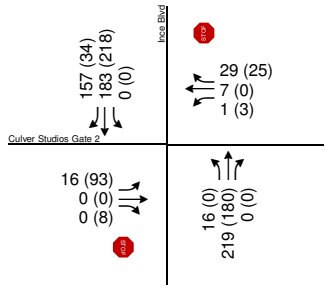
21. Main St/Bagley Ave/Venice Blvd



22. National Blvd/Venice Blvd



23. Ince Blvd/Culver Studios Gate 2



24. Ince Blvd/Culver Studios Gate 3

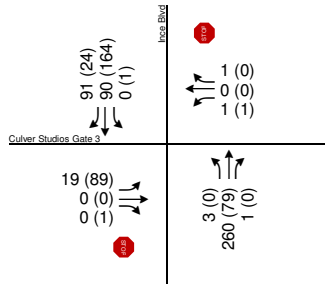


FIGURE 13
FUTURE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

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/	Venice Blvd [a]	AM	1.060	**F**	1.075	**F**	0.015	**YES**	1.065	F	0.005	NO
	Exposition Blvd		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 us 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)	*Project-Related % Increase in Max. Queue*
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)	*Project-Related % Increase in Max. Queue*
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 due 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 Bouelvard 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).

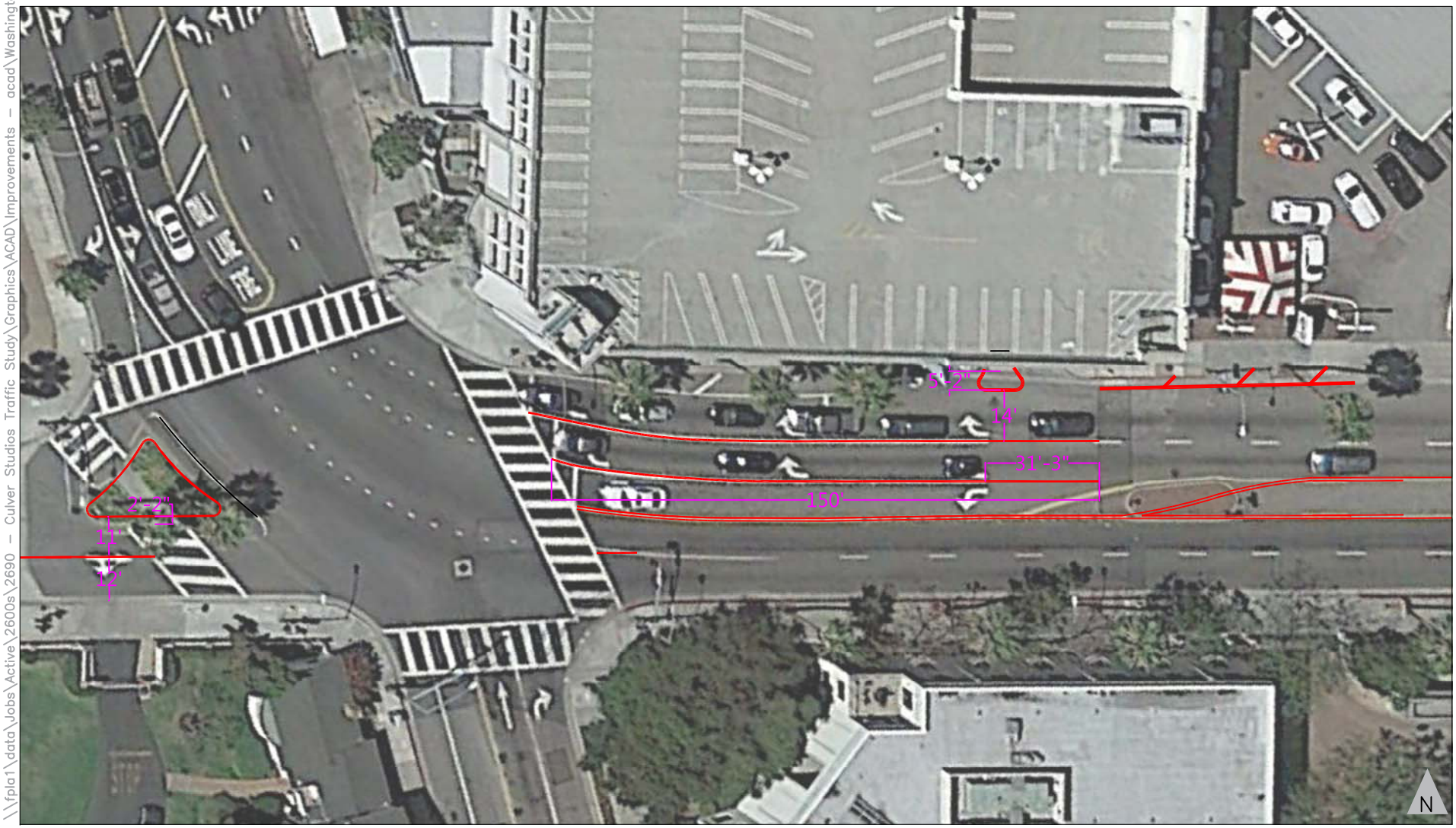
- With a dedicated southbound right-turn lane, the average and maximum southbound right-turn queue from Ince Boulevard to Gate 3 with the project traffic does not exceed the queue lengths of the existing baseline or future base average or maximum queue lengths in both the AM and PM peak hours (as shown 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

	Weekday Bidirectional Daily Volume			Impact Analysis		
Location	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 tips, 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:

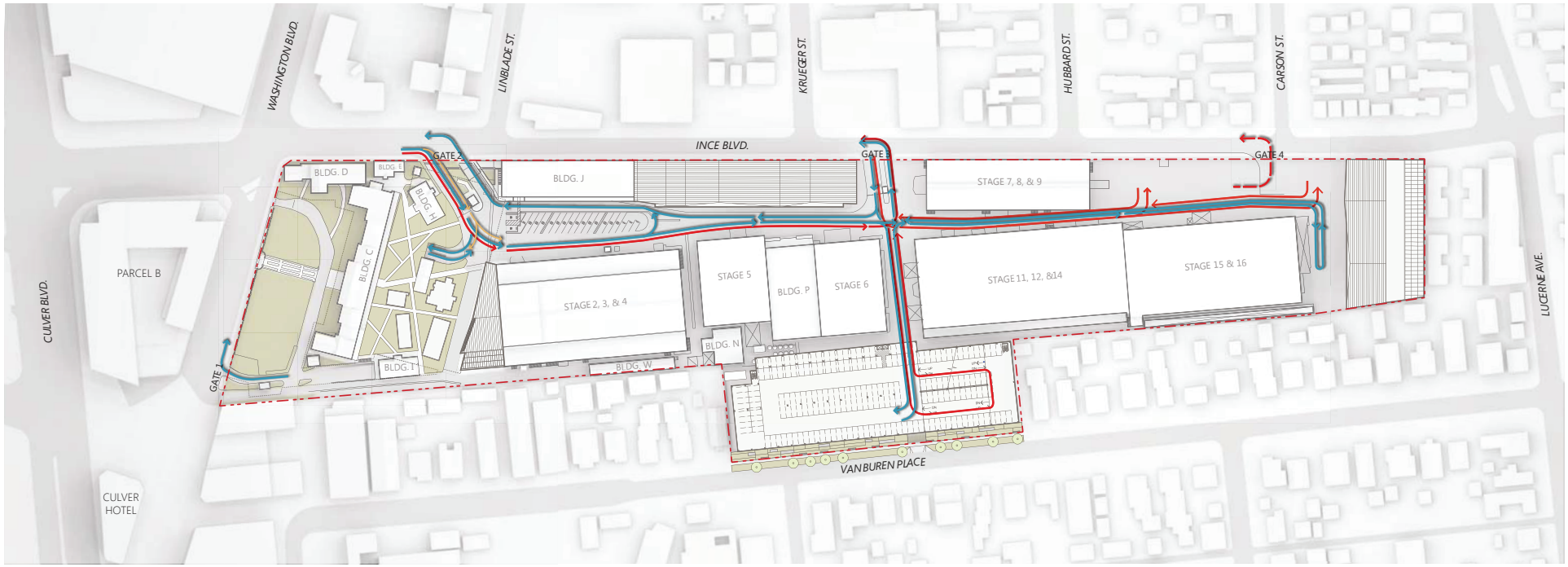
- Office uses – 2.86 spaces/1,000 sf
- Passive Support – 0.52 spaces/1,000 sf (Parking rates were applied to only 85% of the total Gross Leasable Floor Area)
- Stage use – 2.46 spaces/1,000 sf

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.

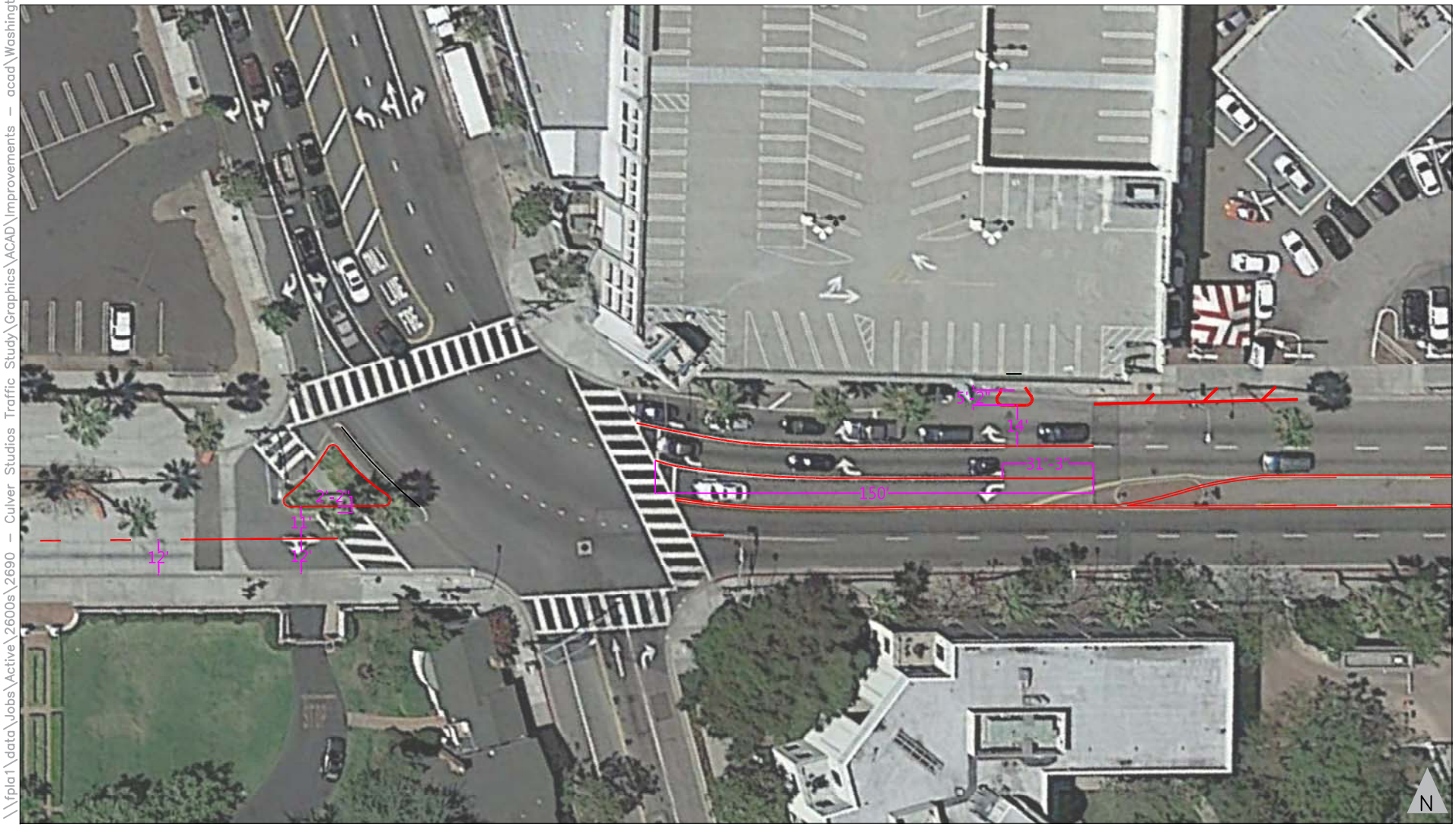


Source: Gensler

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

Figure 15

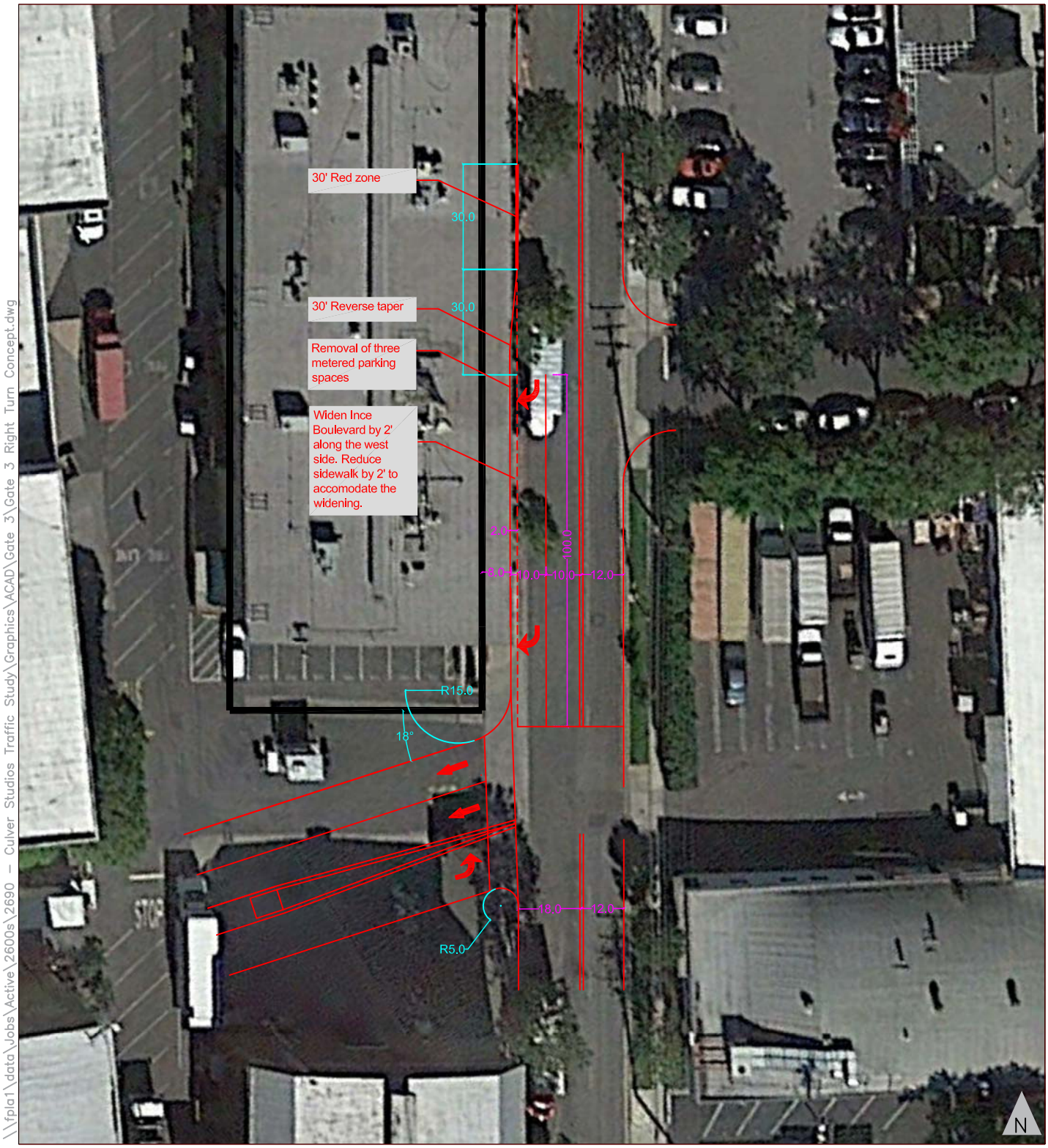
SITE ACCESS AND CIRCULATION



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

	Existing			Proposed				
Landuse Type	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 rouded 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. #II.H. 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:

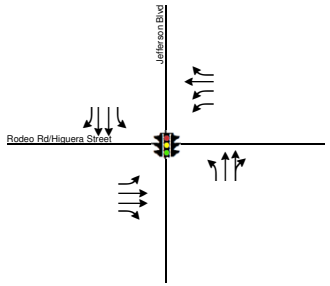
- The proposed project would involve the demolition of 66,703 sf of existing buildings and structures and replace it with the construction of 205,700 sf of new production office for a net addition of 138,997 sf.
- The study analyzed the proposed project with all employee and visitor vehicular traffic 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 propose 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 propose 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.

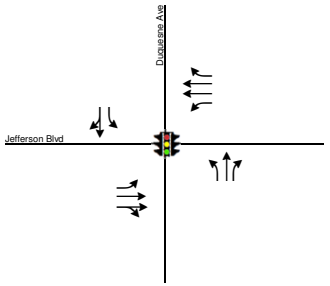
APPENDIX A: INTERSECTION LANE CONFIGURATION

EXISTING

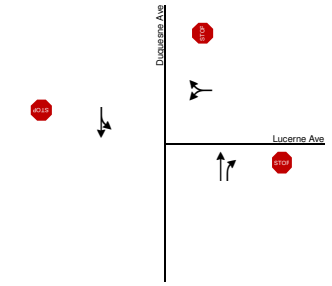
1. Jefferson Blvd/Rodeo Rd/Higuera Street



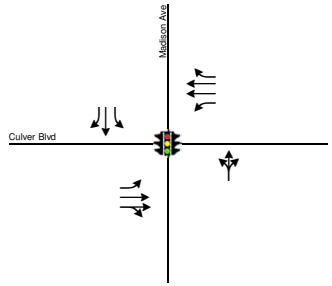
2. Duquesne Ave/Jefferson Blvd



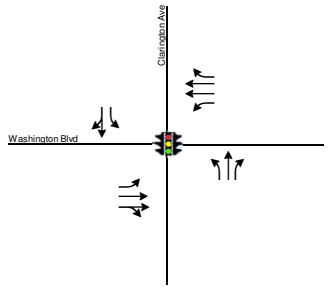
3. Duquesne Ave/Lucerne Ave



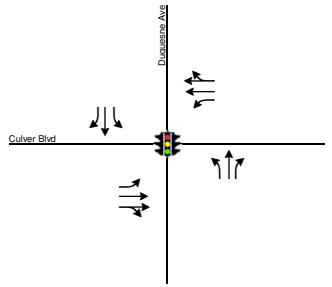
4. Madison Ave/Culver Blvd



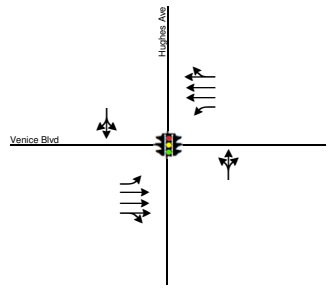
5. Clarington Ave/Washington Blvd



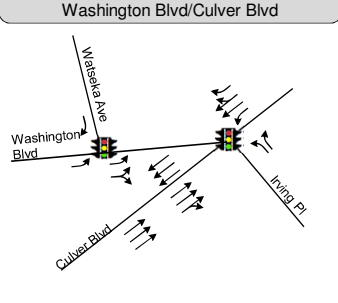
6. Duquesne Ave/Culver Blvd



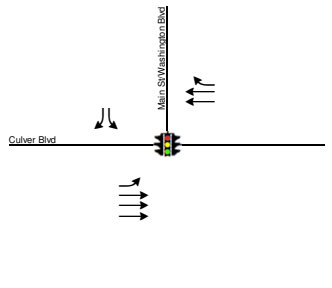
7. Hughes Ave/Venice Blvd



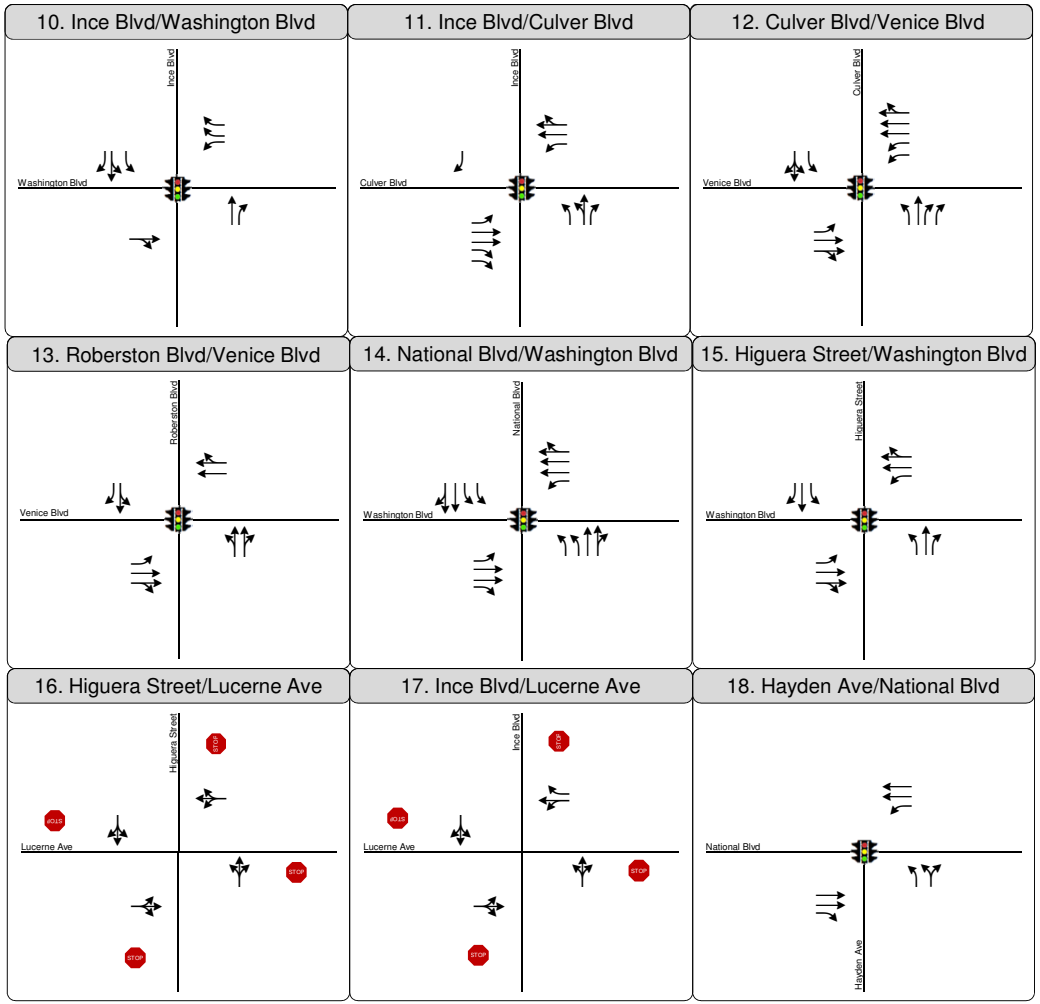
8. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



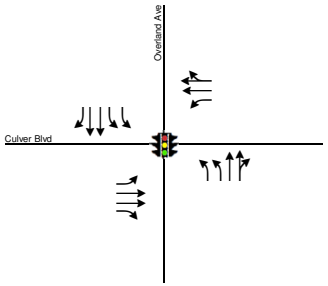
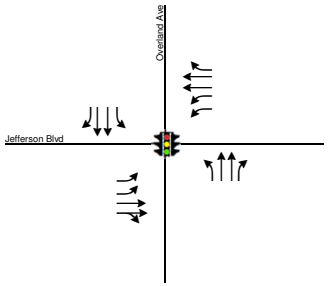
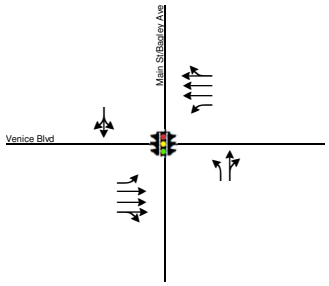
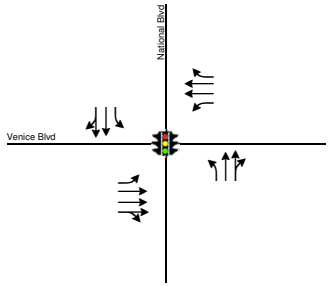
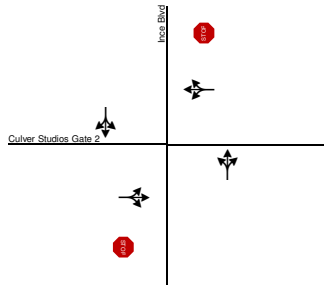
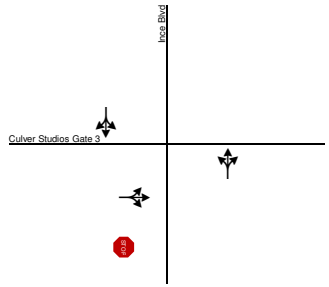
9. Main St/Washington Blvd/Culver Blvd



Lane Configurations
Existing (2014) Conditions



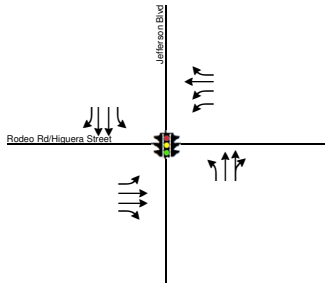
Lane Configurations
Existing (2014) Conditions

19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
		
22. National Blvd/Venice Blvd	**23. Ince Blvd/Culver Studios Gate 2**	**24. Ince Blvd/Culver Studios Gate 3**
		

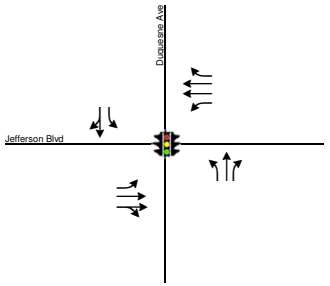
Lane Configurations
Existing (2014) Conditions

EXISTING BASELINE

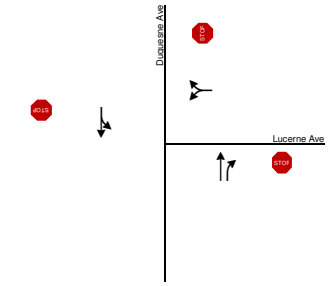
1. Jefferson Blvd/Rodeo Rd/Higuera Street



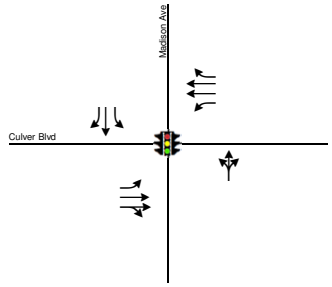
2. Duquesne Ave/Jefferson Blvd



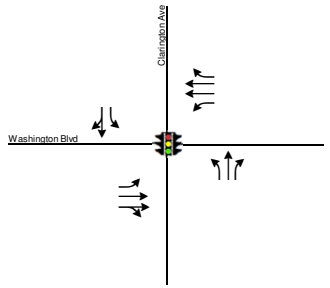
3. Duquesne Ave/Lucerne Ave



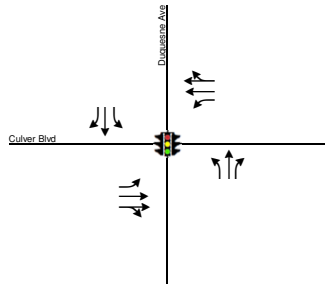
4. Madison Ave/Culver Blvd



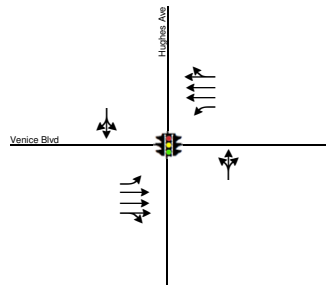
5. Clarington Ave/Washington Blvd



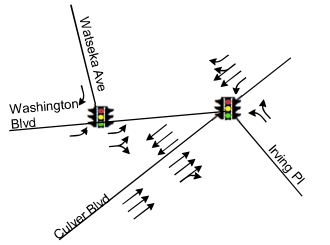
6. Duquesne Ave/Culver Blvd



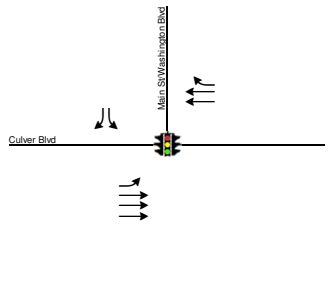
7. Hughes Ave/Venice Blvd



8. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd

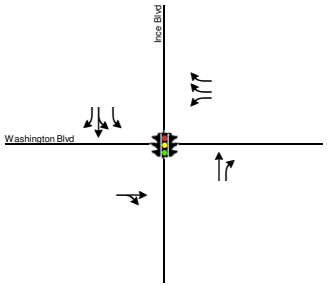


9. Main St/Washington Blvd/Culver Blvd



Lane Configurations
Existing (2014) Baseline Conditions

10. Ince Blvd/Washington Blvd



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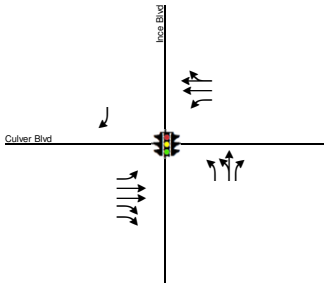
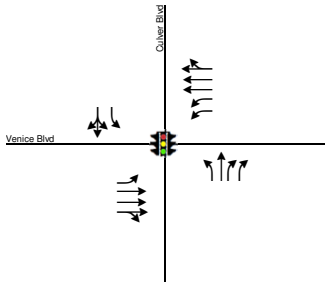
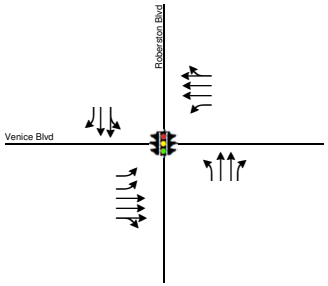


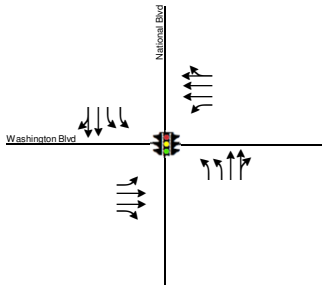
12. Culver Blvd/Venice Blvd



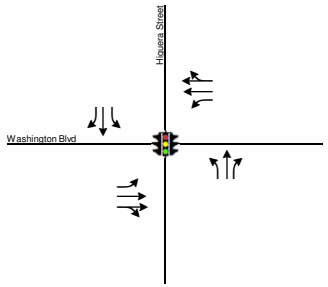
13. Roberston Blvd/Venice Blvd



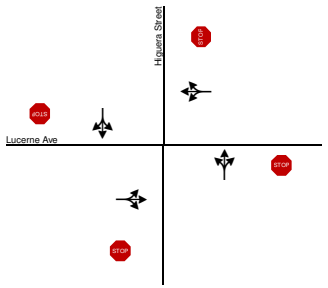
14. National Blvd/Washington Blvd



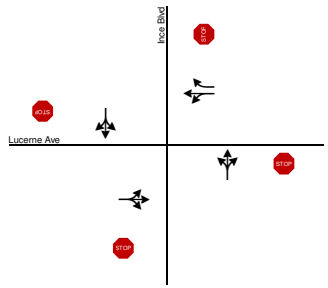
15. Higuera Street/Washington Blvd



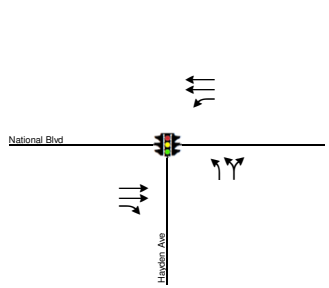
16. Higuera Street/Lucerne Ave



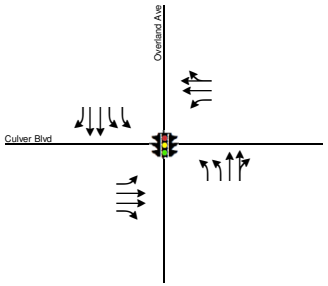
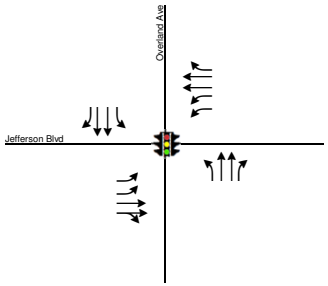
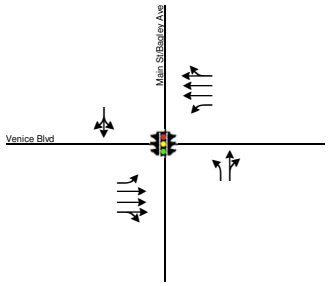
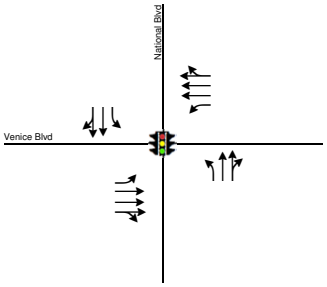
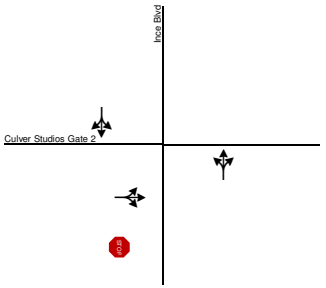
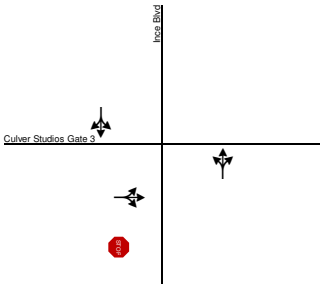
17. Ince Blvd/Lucerne Ave



18. Hayden Ave/National Blvd



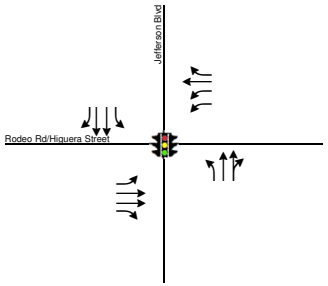
Lane Configurations
Existing (2014) Baseline Conditions

19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
		
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
		

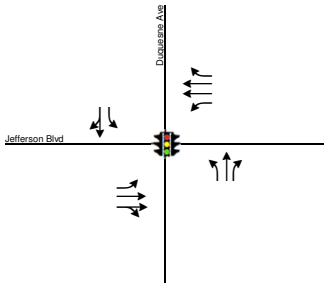
Lane Configurations
Existing (2014) Baseline Conditions

FUTURE

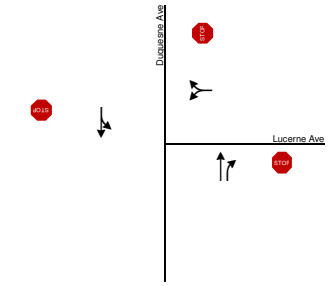
1. Jefferson Blvd/Rodeo Rd/Higuera Street



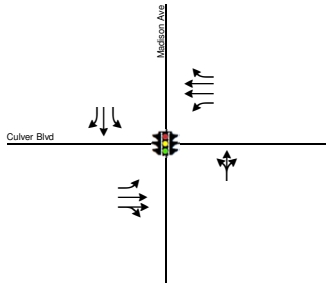
2. Duquesne Ave/Jefferson Blvd



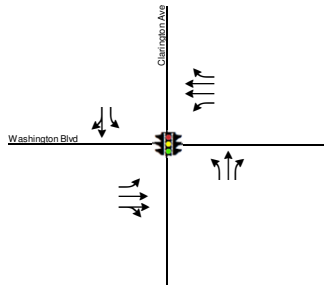
3. Duquesne Ave/Lucerne Ave



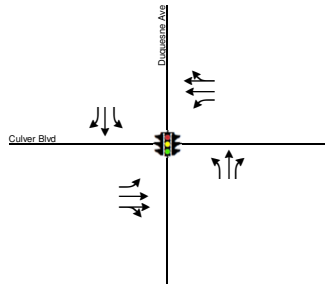
4. Madison Ave/Culver Blvd



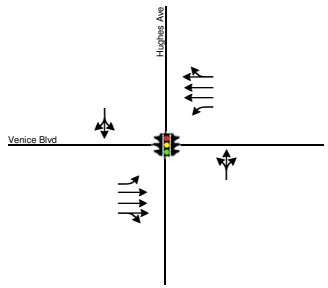
5. Clarington Ave/Washington Blvd



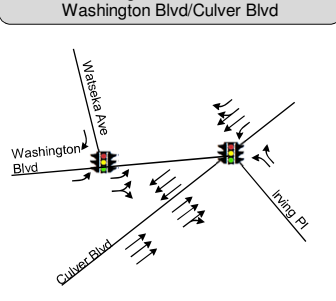
6. Duquesne Ave/Culver Blvd



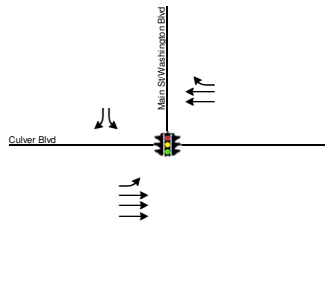
7. Hughes Ave/Venice Blvd



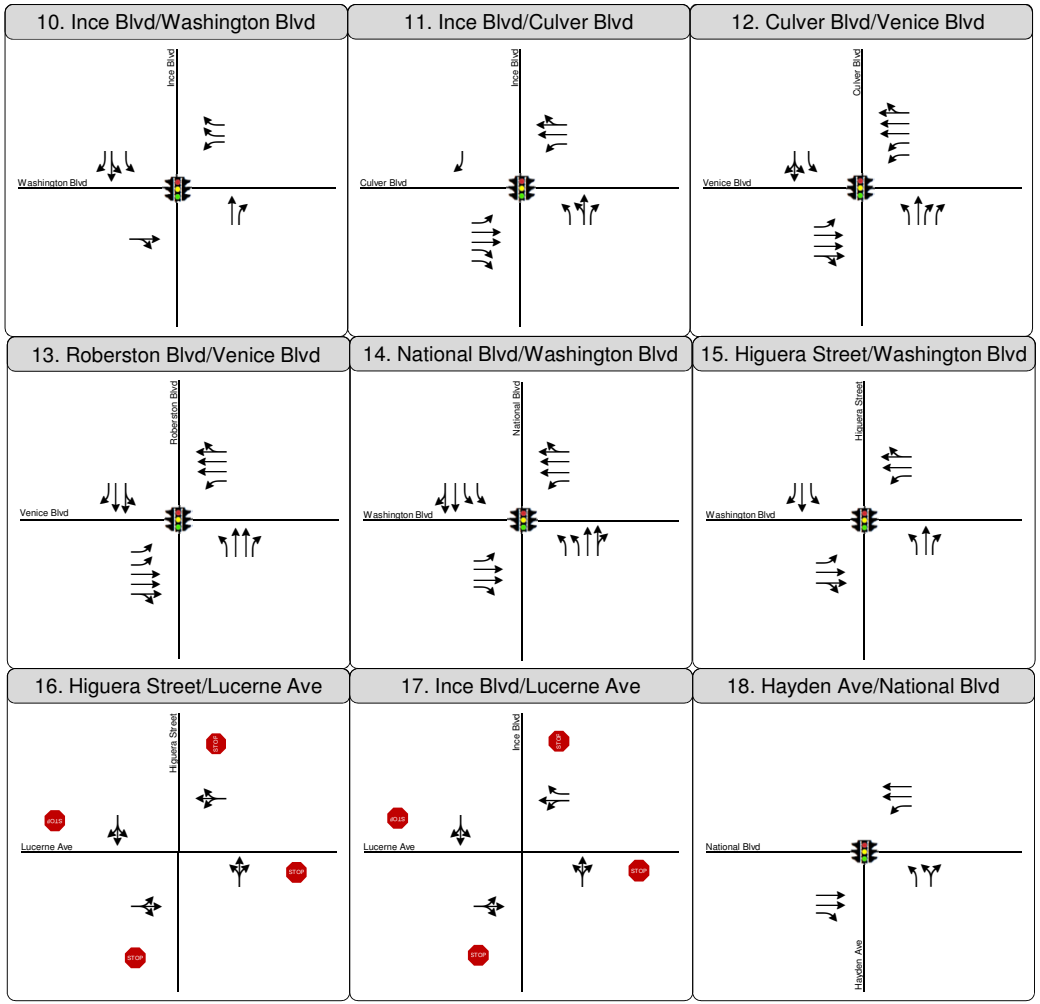
8. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



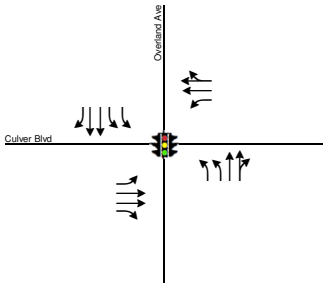
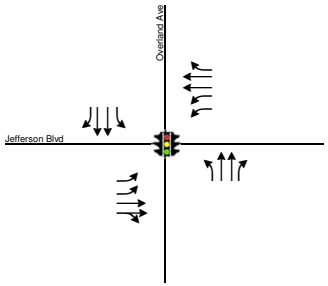
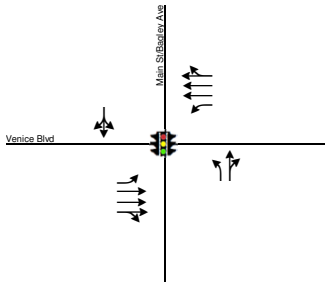
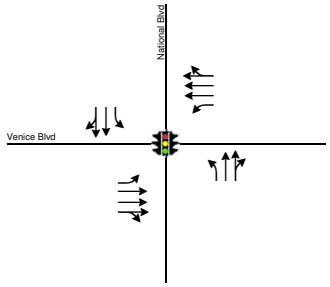
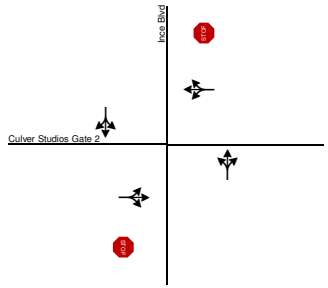
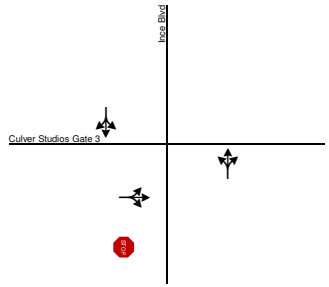
9. Main St/Washington Blvd/Culver Blvd



Lane Configurations
Future (2018) Conditions



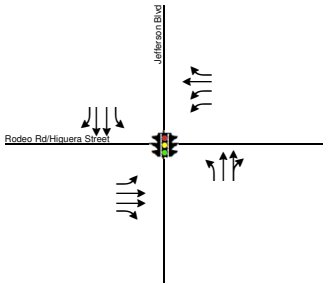
Lane Configurations
Future (2018) Conditions

19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
		
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
		

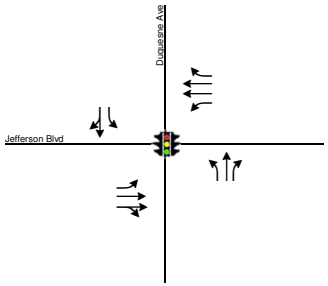
Lane Configurations
Future (2018) Conditions

FUTURE PROJECT PLUS MITIGATION

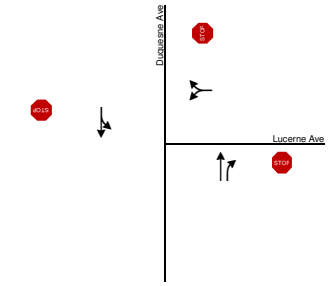
1. Jefferson Blvd/Rodeo Rd/Higuera Street



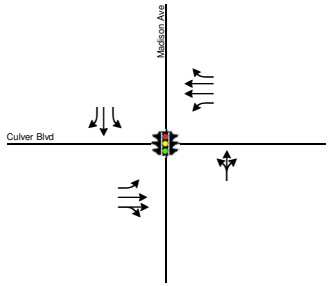
2. Duquesne Ave/Jefferson Blvd



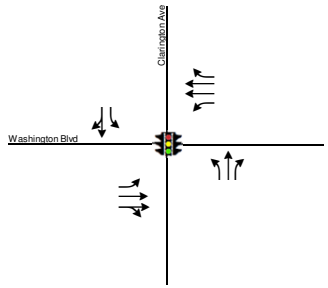
3. Duquesne Ave/Lucerne Ave



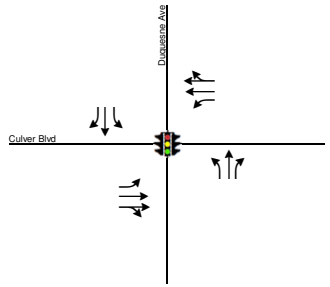
4. Madison Ave/Culver Blvd



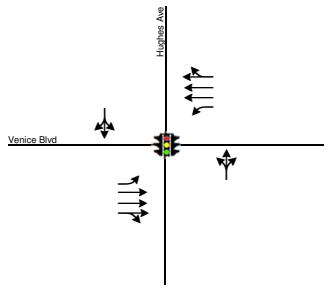
5. Clarington Ave/Washington Blvd



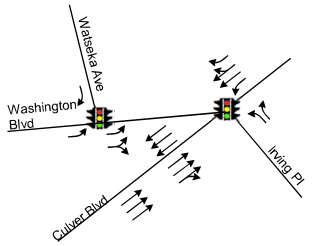
6. Duquesne Ave/Culver Blvd



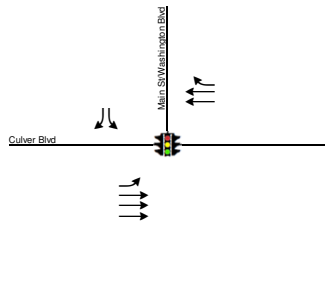
7. Hughes Ave/Venice Blvd



8. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd

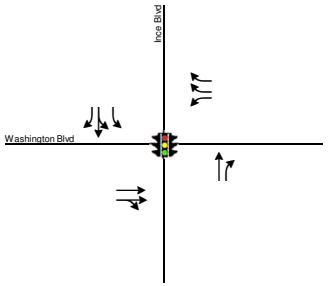


9. Main St/Washington Blvd/Culver Blvd

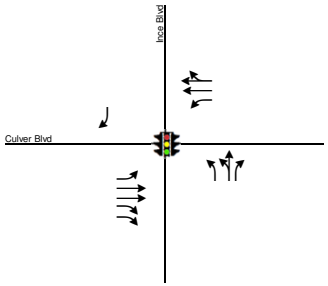


Lane Configurations
Future (2018) Plus Project Plus Mitigation Conditions

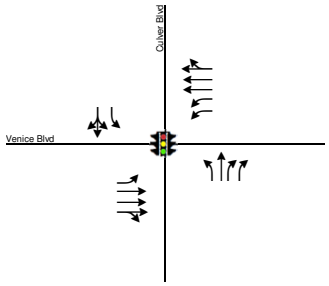
10. Ince Blvd/Washington Blvd



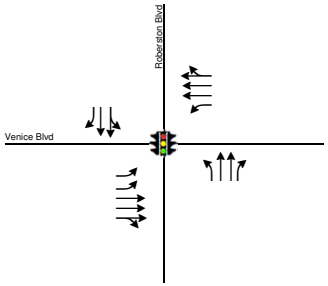
11. Ince Blvd/Culver Blvd



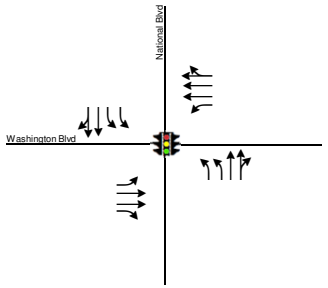
12. Culver Blvd/Venice Blvd



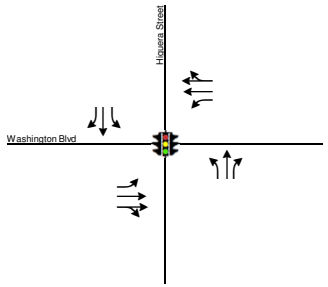
13. Roberston Blvd/Venice Blvd



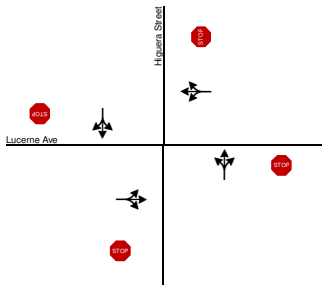
14. National Blvd/Washington Blvd



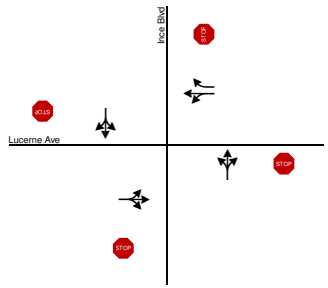
15. Higuera Street/Washington Blvd



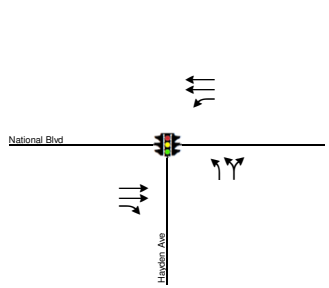
16. Higuera Street/Lucerne Ave



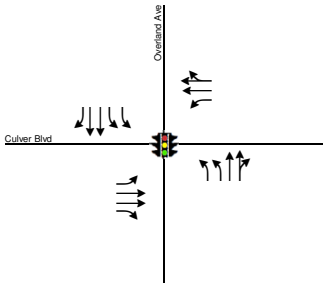
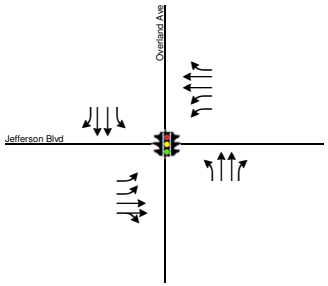
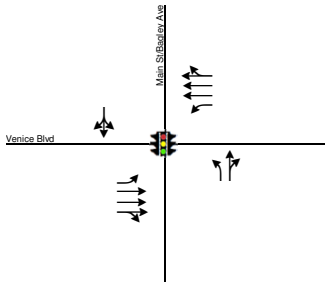
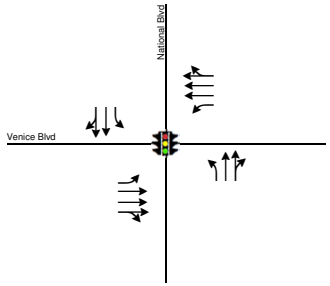
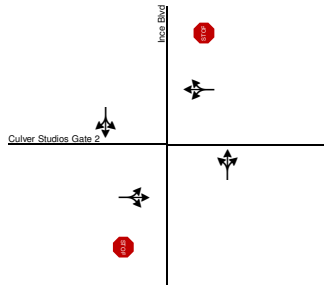
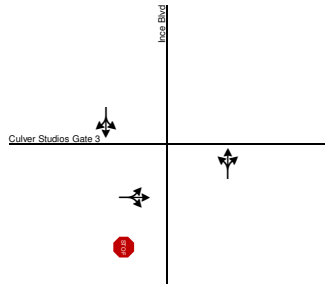
17. Ince Blvd/Lucerne Ave



18. Hayden Ave/National Blvd



Lane Configurations
Future (2018) Plus Project Plus Mitigation Conditions

19. Overland Ave/Culver Blvd	20. Overland Ave/Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd
		
22. National Blvd/Venice Blvd	23. Ince Blvd/Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3
		

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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	132	1017	11	202	1163	45	23	115	38	1380	997	621	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

NB	SB	EB	WB
0	0	0	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			
	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
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	1616	226	395	1128	49	50	847	224	721	336	209	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

UTURNS	NB	SB	EB	WB
TOTAL VOLUMES :	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

AM

NS/EW Streets:	Jefferson Blvd Split Ramp			Jefferson Blvd Split Ramp			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	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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

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			
	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
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1558	0	0	0	0	0	0	0	0	0	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	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

AM

NS/EW Streets:	Duquesne Ave			Duquesne Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	18	21	22	320	65	365	441	1553	28	50	1755	653	5291
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	47	56	67	806	87	647	555	2655	57	46	1510	415	6948
APPROACH %'s :	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

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: 14-5341-003 **Day:** Thursday

City: Culver City **Date:** 5/29/2014

AM

NS/EW Streets:	Duquesne Ave			Duquesne Ave			Lucerne Ave			Lucerne Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
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 :	1	760	291	106	530	3	0	1	0	234	4	115	2045
APPROACH %'s :	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

PM

NS/EW Streets:	Duquesne Ave			Duquesne Ave			Lucerne Ave			Lucerne Ave				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB
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				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	2	675	330	129	971	2	0	0	1	472	2	155	2739	0	0	0	0
APPROACH %'s :	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

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 1.5	NT .5	NR 1	SL 0	ST 0	SR 1	EL 1	ET 2	ER 2	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	59	168	42	41	35	212	392	2118	26	18	1552	112	4775
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 0	ST 0	SR 1	EL 1	ET 2	ER 2	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	26	57	50	127	205	415	224	1922	56	25	1792	90	4989
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	133	312	77	45	291	99	86	1276	166	27	1710	45	4267
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
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 134	NT 272	NR 64	SL 72	ST 455	SR 106	EL 115	ET 1859	ER 207	WL 52	WT 1380	WR 60	TOTAL 4776
APPROACH %'s :	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

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

AM

NS/EW Streets:	Duquesne Ave			Duquesne Ave			Culver Blvd			Culver Blvd			
	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	TOTAL
7:00 AM	15	64	13	3	20	12	17	163	14	11	94	3	429
7:15 AM	27	82	15	3	33	15	12	194	11	20	123	2	537
7:30 AM	31	98	14	5	53	35	19	243	13	5	168	5	689
7:45 AM	38	64	24	7	60	31	28	240	32	15	184	8	731
8:00 AM	30	72	21	7	56	21	22	290	29	10	167	17	742
8:15 AM	22	82	25	13	62	28	31	263	17	12	164	6	725
8:30 AM	29	58	25	6	50	24	19	269	25	12	170	11	698
8:45 AM	48	65	26	11	76	29	26	235	28	21	198	9	772
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	240	585	163	55	410	195	174	1897	169	106	1268	61	5323
APPROACH %'s :	24.29%	59.21%	16.50%	8.33%	62.12%	29.55%	7.77%	84.69%	7.54%	7.39%	88.36%	4.25%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	129	277	97	37	244	102	98	1057	99	55	699	43	2937
PEAK HR FACTOR :		0.905			0.825			0.919			0.874		0.951

UTURNS

NB	SB	EB	WB
0	0	0	1
0	0	0	1
0	0	1	0
0	0	1	1
0	0	1	0
0	0	1	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	0	4	3

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			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	176	422	194	254	641	317	162	1657	199	155	1438	65	5680
APPROACH %'s :	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

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
	NB	SB	EB	WB
	0	0	11	12

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

AM

NS/EW Streets:	Hughes Ave			Hughes Ave			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	220	197	92	66	256	83	56	2242	156	288	2227	40	5923
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	198	295	90	69	279	69	162	2267	176	215	2146	40	6006
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 2.5	ST 0	SR .5	EL 0	ET 3	ER 0	WL 0	WT 2	WR 2	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	92	157	903	49	46	0	2071	64	67	1358	1533	6386
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	47	53	115	1514	34	41	0	2004	81	88	1580	1063	6620
APPROACH %'s :	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
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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	1	2.5	0	.5	0	2	0	
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	10	0	0	72	81	0	0	0	0	51	214
APPROACH %'s :	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	
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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 1	EL 2.5	ET 0	ER .5	WL 0	WT 2	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	190	57	0	0	0	0	61	312
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	193	2	271	330	2702	0	0	2683	194	6375
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%	
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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	437	0	388	222	3350	0	2	2391	150	6940
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%	
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
	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			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	264	179	1671	168	6	0	6	4	69	9	2322	4698
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1.5	ST .5	SR 1	EL 0	ET .5	ER .5	WL 1	WT 0	WR 2	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	197	141	2290	176	16	0	10	14	183	0	1865	4892
APPROACH %'s :	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
	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			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2448	24	110	1	0	17	26	1202	1672	167	409	11	6087
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1864	47	154	1	0	59	36	1396	2347	127	613	22	6666
APPROACH %'s :	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

AM

NS/EW Streets:	Culver Blvd			Culver Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	2	1.3	.3	.3	1	3	0	2	3	0	
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	67	112	1112	302	75	58	11	2238	31	563	2077	286	6932
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 2	SL 1.3	ST .3	SR .3	EL 1	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	117	119	1319	441	90	72	21	2006	46	712	2008	256	7207
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1	NR .5	SL 1.5	ST .5	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	103	718	66	0	0	0	578	2985	86	0	2028	190	6754
APPROACH %'s :	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

	NB	SB	EB	WB
TOTAL VOLUMES :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1	NR .5	SL 1.5	ST .5	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	162	506	96	0	0	0	445	3171	98	0	2064	108	6650
APPROACH %'s :	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	

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1	NR .5	SL 1.5	ST .5	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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	

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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1	NR .5	SL 1.5	ST .5	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.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	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2.5	WR .5	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	510	1546	113	134	981	224	111	1245	326	194	2171	310	7865
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2.5	WR .5	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	344	1065	151	421	1637	191	135	2035	449	227	1655	233	8543
APPROACH %'s :	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			
	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	TOTAL
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 105	NT 551	NR 182	SL 128	ST 162	SR 61	EL 81	ET 1542	ER 131	WL 135	WT 2362	WR 347	TOTAL 5787
APPROACH %'s :	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
TOTAL VOLUMES :	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			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	82	300	199	150	235	77	141	2203	124	217	1818	343	5889
APPROACH %'s :	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 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	433	569	2	3	197	93	236	4	207	0	4	7	1755
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%	
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

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: 14-5341-016 **Day:** Thursday

City: Culver City **Date:** 5/29/2014

PM

NS/EW Streets:	Higuera St			Higuera St			Lucerne Ave			Lucerne Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	222	243	3	1	315	170	248	2	264	1	2	2	1473
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 1	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3	0	74	0	113	215	380	0	2	409	145	1344
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 1	TOTAL
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 :	1	2	0	78	2	272	135	466	4	1	382	28	1371
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT .5	NR .5	SL 0	ST 0	SR 0	EL 0	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	582	0	82	0	0	0	0	943	312	297	1617	0	3833
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT .5	NR .5	SL 0	ST 0	SR 0	EL 0	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	583	0	173	0	0	0	1	1815	427	55	943	0	3997
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	378	1919	326	242	1013	311	522	1966	140	169	1322	223	8531
APPROACH %'s :	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
	NB	SB	EB	WB
	0	0	7	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	254	1463	243	229	1565	372	474	1731	283	336	1567	206	8723
APPROACH %'s :	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

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
	NB	SB	EB	WB
	0	0	3	2

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

AM

NS/EW Streets:	Overland Ave			Overland Ave			Jefferson Blvd			Jefferson Blvd			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	71	1411	716	316	821	493	927	1710	60	482	1417	676	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

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			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	162	1067	965	345	1230	634	713	1715	90	715	1487	428	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

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: 14-5341-021 **Day:** Thursday

City: Culver City **Date:** 5/29/2014

AM

NS/EW Streets:	Main St			Main St			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	128	313	67	78	282	199	114	2276	145	81	2205	55	5943
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	100	217	27	78	487	177	279	2026	237	121	2110	65	5924
APPROACH %'s :	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			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	265	1656	92	171	1007	84	199	2465	362	172	1912	350	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	SB	EB	WB
0	0	11	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			
	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	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	210	1072	196	379	1715	145	237	2785	529	119	1725	247	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	SB	EB	WB
0	0	10	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 0	WR 1	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	23	381	0	0	160	86	12	0	0	2	8	51	723
APPROACH %'s :	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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	0	1	
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	194	0	0	350	20	103	0	14	5	2	42	731
APPROACH %'s :	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

UTURNS				
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: 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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	403	2	0	140	46	19	0	0	1	0	2	619
APPROACH %'s :	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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
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
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	139	1	4	275	18	33	0	4	1	1	1	480
APPROACH %'s :	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

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

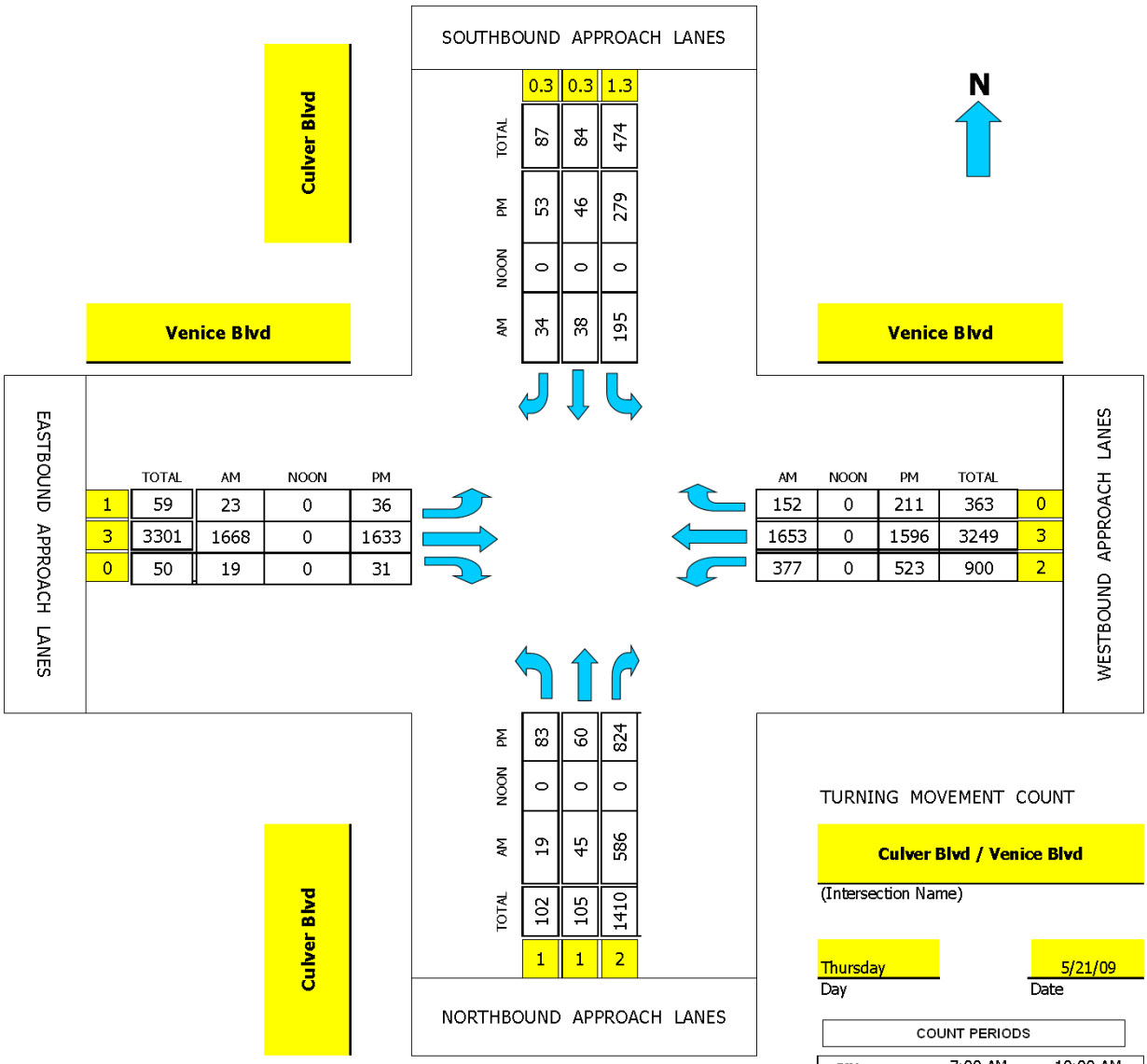
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Culver Blvd/Venice Blvd

Project #: 09-5203-012



TURNING MOVEMENT COUNT

Culver Blvd / Venice Blvd

(Intersection Name)

Thursday — Day

5/21/09 — Date

COUNT PERIODS			
am	7:00 AM	-	10:00 AM
noon		-	
pm	4:00 PM	-	7:00 PM

CONTROL: Signalized

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	600 PM

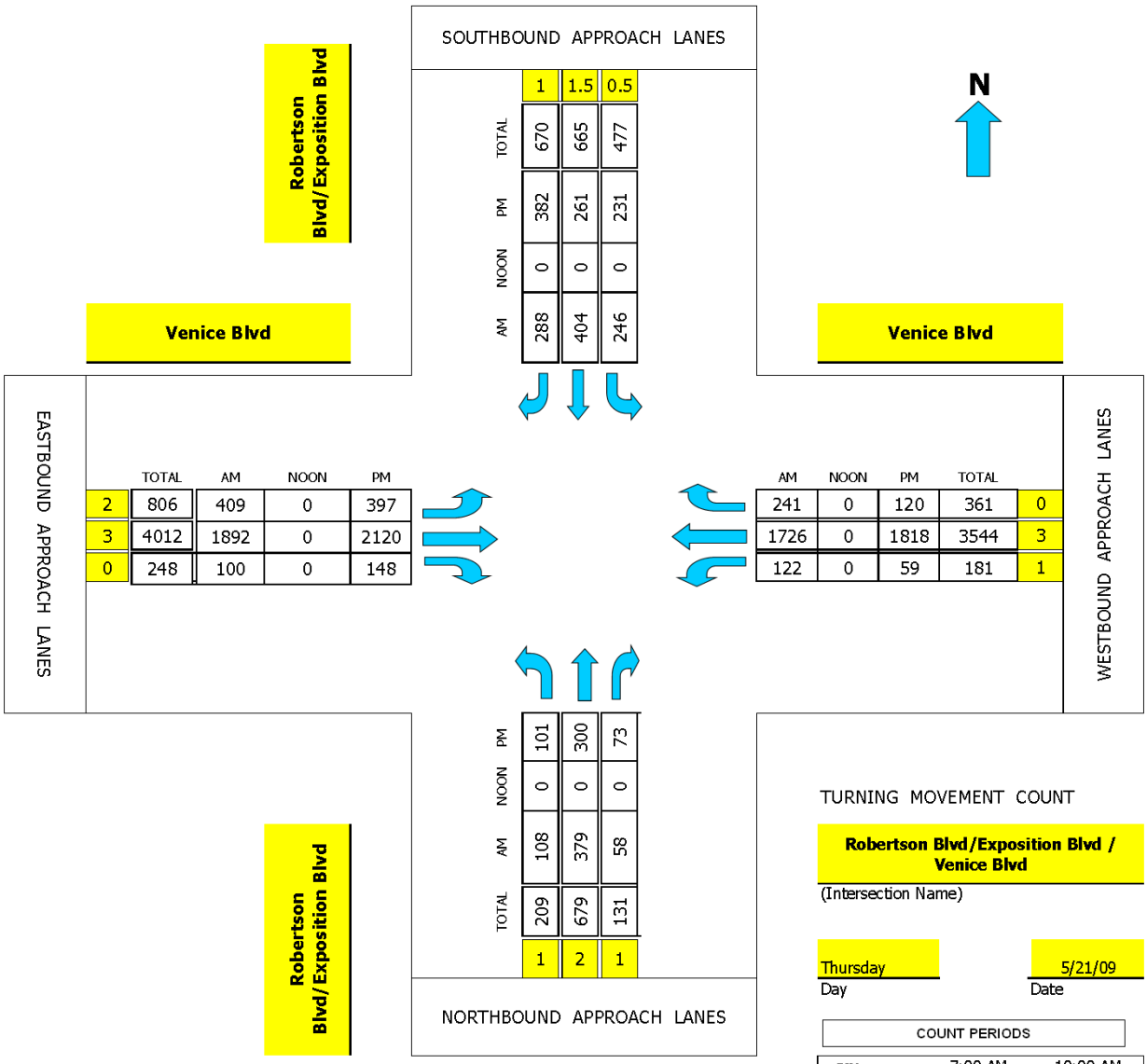
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Robertson Blvd/Exposition Blvd/Venice Blvd

Project #: 09-5203-013



	1	1.5	0.5
TOTAL	670	665	477
PM	382	261	231
NOON	0	0	0
AM	288	404	246

	TOTAL	AM	NOON	PM
2	806	409	0	397
3	4012	1892	0	2120
0	248	100	0	148

AM	NOON	PM	TOTAL	
241	0	120	361	0
1726	0	1818	3544	3
122	0	59	181	1

	1	2	1
PM	101	300	73
NOON	0	0	0
AM	108	379	58
TOTAL	209	679	131

TURNING MOVEMENT COUNT

Robertson Blvd/Exposition Blvd / Venice Blvd

(Intersection Name)

Thursday — Day

5/21/09 — Date

COUNT PERIODS			
am	7:00 AM	-	10:00 AM
noon		-	
pm	4:00 PM	-	7:00 PM

CONTROL: Signalized

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

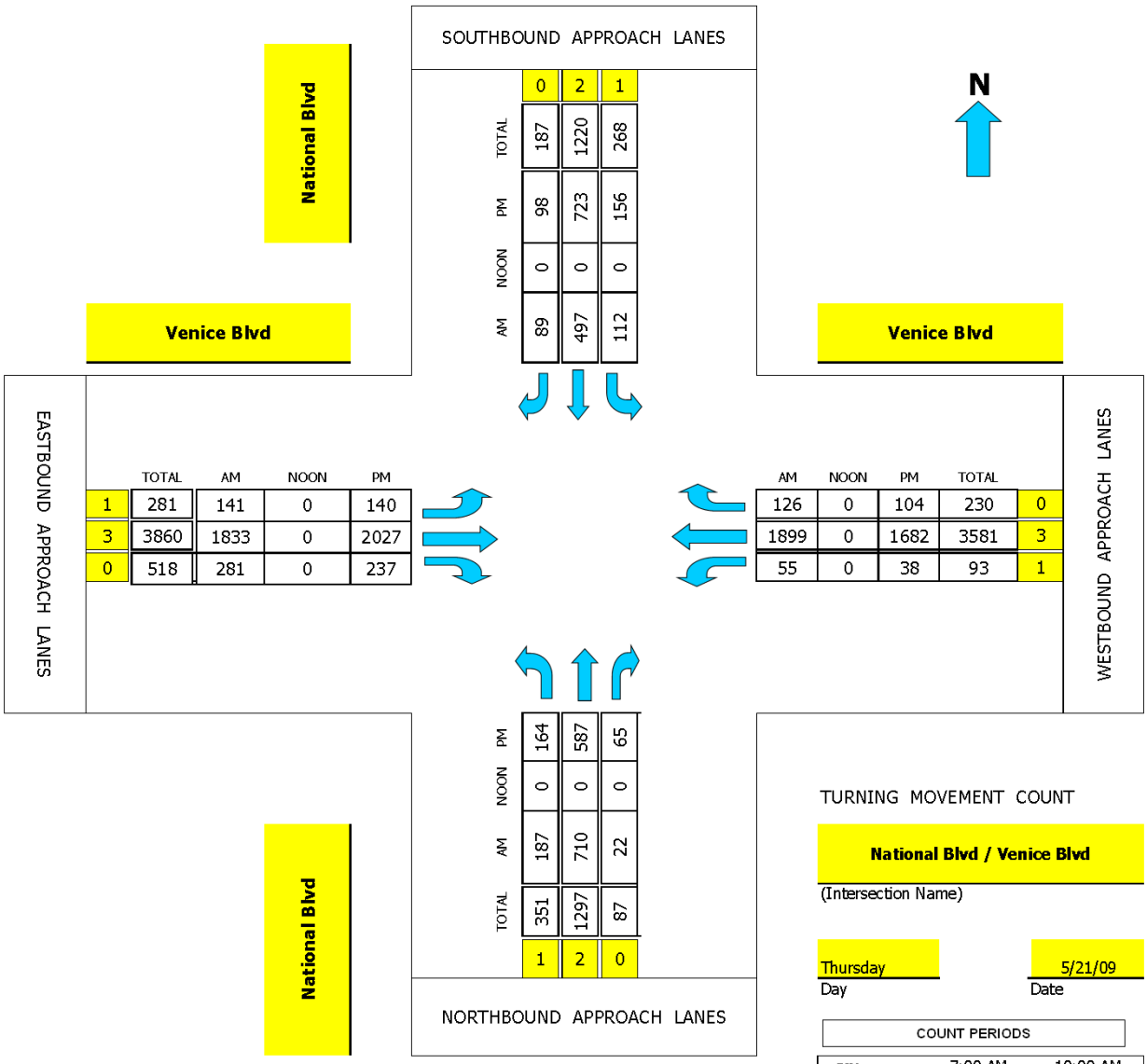
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of National Blvd/Venice Blvd

Project #: 09-5203-022



	TOTAL	AM	NOON	PM	
0	187	89	0	98	1
2	1220	497	0	723	2
1	268	112	0	156	0

	TOTAL	AM	NOON	PM	
1	281	141	0	140	0
3	3860	1833	0	2027	3
0	518	281	0	237	1

	AM	NOON	PM	TOTAL	
0	126	0	104	230	1
3	1899	0	1682	3581	2
1	55	0	38	93	0

	TOTAL	AM	NOON	PM	
1	351	187	0	164	0
2	1297	710	0	587	2
0	87	22	0	65	1

TURNING MOVEMENT COUNT

National Blvd / Venice Blvd

(Intersection Name)

Thursday — Day

5/21/09 — Date

COUNT PERIODS			
am	7:00 AM	-	10:00 AM
noon		-	
pm	4:00 PM	-	7:00 PM

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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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#: 14-5341-101
N/S Street: Jefferson Blvd
E/W Street: Higuera St/Rodeo Rd
DATE: 5/29/2014 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	3	0	0	0	0
7:15 AM	0	0	3	1	0	0	0	0
7:30 AM	0	0	1	4	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	2	0	0	0	0
8:30 AM	0	0	2	6	0	0	0	0
8:45 AM	0	0	1	2	0	0	0	0
TOTALS	**0**	**0**	**9**	**21**	**0**	**0**	**0**	**0**

BIKES

TIME	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	1	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	1	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**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	1	0	0	0	0
4:30 PM	0	0	4	1	0	0	0	0
4:45 PM	0	0	3	3	0	0	0	0
5:00 PM	0	0	1	1	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0
5:30 PM	0	0	3	3	0	0	0	0
5:45 PM	0	0	2	5	0	0	0	0
TOTALS	**0**	**0**	**17**	**14**	**0**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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#: 14-5341-113
N/S Street: Robertson Blvd/Expositon Blvd
E/W Street: Venice Blvd
DATE: 5/29/2014 DAY: Thursday
CITY: Culver City

A M

PEDESTRIAN

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	8	0	0	0	0	0	0
7:15 AM	4	8	0	0	0	0	0	0
7:30 AM	10	6	0	0	0	0	0	0
7:45 AM	4	6	0	0	0	0	0	0
8:00 AM	9	3	0	0	0	0	0	0
8:15 AM	6	4	0	0	0	0	0	0
8:30 AM	4	16	0	0	0	0	0	0
8:45 AM	7	15	0	0	0	0	0	0
TOTALS	**46**	**66**	**0**	**0**	**0**	**0**	**0**	**0**

BUSES

TIME	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	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIAN

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	14	9	0	0	0	0	0	0
4:15 PM	13	7	0	0	0	0	0	0
4:30 PM	12	10	0	0	0	0	0	0
4:45 PM	10	6	0	0	0	0	0	0
5:00 PM	5	11	0	0	0	0	0	0
5:15 PM	12	6	0	0	0	0	0	0
5:30 PM	8	15	0	0	0	0	0	0
5:45 PM	9	9	0	0	0	0	0	0
TOTALS	**83**	**73**	**0**	**0**	**0**	**0**	**0**	**0**

BIKES

TIME	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	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	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	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

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

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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 DAY: Thursday
CITY: Culver City

A M

PEDESTRIANS

TIME	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

TIME	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

TIME	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

TIME	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**

Prepared by NDS/ATD

VOLUME

Lucerne Ave between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014

City: Culver City
Project #: CA14_5342_006

DAILY TOTALS	NB	SB	EB	WB	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	6	4	12	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	7	3	10	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	2	1	7	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	3	1	5	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	3	0	3	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	11	9	24	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	39	41	88	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	220	149	372	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	306	123	585	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	158	64	361	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	87	46	197	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	83	46	174	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	EB	WB	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**

Prepared by NDS/ATD

VOLUME

Carson St between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014

City: 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	
00:00	0		1						1	
00:15	0		0						0	
00:30	0		0						0	
00:45	0		0	1					0	1
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	1		0						1	
04:45	0	1	0						0	1
05:00	0		1						1	
05:15	0		0						0	
05:30	0		0						0	
05:45	0		1	2					1	2
06:00	1		1						2	
06:15	0		2						2	
06:30	0		2						2	
06:45	1	2	1	6					2	8
07:00	0		3						3	
07:15	1		4						5	
07:30	3		5						8	
07:45	3	7	8	20					11	27
08:00	3		8						11	
08:15	4		6						10	
08:30	2		6						8	
08:45	4	13	2	22					6	35
09:00	2		3						5	
09:15	2		3						5	
09:30	5		4						9	
09:45	0	9	4	14					4	23
10:00	2		4						6	
10:15	1		0						1	
10:30	3		1						4	
10:45	1	7	2	7					3	14
11:00	1		2						3	
11:15	4		0						4	
11:30	0		0						0	
11:45	2	7	3	5					5	12
TOTALS		46		77						**123**
SPLIT %		37.4%		62.6%						**38.3%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0						0	
12:15	4		4						8	
12:30	3		2						5	
12:45	0	7	5	11					5	18
13:00	0		3						3	
13:15	4		0						4	
13:30	2		2						4	
13:45	1	7	3	8					4	15
14:00	3		0						3	
14:15	2		4						6	
14:30	4		2						6	
14:45	2	11	5	11					7	22
15:00	0		3						3	
15:15	2		1						3	
15:30	3		1						4	
15:45	4	9	0	5					4	14
16:00	3		2						5	
16:15	1		7						8	
16:30	2		3						5	
16:45	3	9	4	16					7	25
17:00	1		5						6	
17:15	2		1						3	
17:30	1		4						5	
17:45	5	9	1	11					6	20
18:00	5		3						8	
18:15	6		4						10	
18:30	5		2						7	
18:45	2	18	2	11					4	29
19:00	2		1						3	
19:15	0		1						1	
19:30	2		3						5	
19:45	4	8	3	8					7	16
20:00	2		6						8	
20:15	2		3						5	
20:30	3		2						5	
20:45	1	8	1	12					2	20
21:00	2		1						3	
21:15	1		0						1	
21:30	1		0						1	
21:45	0	4	2	3					2	7
22:00	3		2						5	
22:15	0		2						2	
22:30	1		0						1	
22:45	0	4	0	4					0	8
23:00	1		2						3	
23:15	0		0						0	
23:30	0		1						1	
23:45	0	1	0	3					0	4
TOTALS		95		103						**198**
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**
AM Pk Volume	13	28			**40**
Pk Hr Factor	0.813	0.875			**0.909**
7 - 9 Volume	20	42	0	0	**62**
7 - 9 Peak Hour	07:30	07:45			**07:30**
7 - 9 Pk Volume	13	28	0	0	**40**
Pk Hr Factor	0.813	0.875	0.000	0.000	**0.909**

PM Peak Hour	17:45	16:15			**17:45**
PM Pk Volume	21	19			**31**
Pk Hr Factor	0.875	0.679			**0.775**
4 - 6 Volume	18	27	0	0	**45**
4 - 6 Peak Hour	16:00	16:15			**16:15**
4 - 6 Pk Volume	9	19	0	0	**26**
Pk Hr Factor	0.750	0.679	0.000	0.000	**0.813**

Prepared by NDS/ATD

VOLUME

Ince Blvd between Krueger St & Hubbard St

Day: Thursday
Date: 5/29/2014

City: 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	18	12:45	23	90	28	91					51	181
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	12	13:45	17	73	21	105					38	178
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	12	14:45	19	80	22	110					41	190
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	4	15:45	15	63	29	125					44	188
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	3	16:45	22	84	44	158					66	242
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	19	17:45	26	102	42	183					68	285
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	64	18:45	17	80	31	156					48	236
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	210	19:45	18	78	19	98					37	176
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	311	20:45	11	50	20	86					31	136
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	229	21:45	5	38	9	58					14	96
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	175	22:45	4	18	14	48					18	66
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	143	23:45	2	10	6	21					8	31
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**

Prepared by NDS/ATD

VOLUME

Hubbard St between Higuera St & Ince Blvd

Day: Thursday
Date: 5/29/2014

City: 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	2	12:45	4	12	4	13					8	25
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	2	13:45	4	11	3	7					7	18
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	17
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	16
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	2	16:45	5	11	3	12					8	23
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	3	17:45	4	10	6	18					10	28
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	9	18:45	0	8	1	10					1	18
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	23	19:45	0	9	2	9					2	18
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	34	20:45	1	11	0	4					1	15
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	23	21:45	1	6	2	8					3	14
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	16	22:45	2	6	2	12					4	18
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	21	23:45	0	3	0	2					0	5
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**

Prepared by NDS/ATD

VOLUME

Higuera St between Krueger St & Hubbard St

Day: Thursday
Date: 5/29/2014

City: 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	12:45	41	172	37	135					78	307
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	9	13:45	33	148	39	164					72	312
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	7	14:45	46	157	38	156					84	313
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	4	15:45	37	151	53	198					90	349
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	7	16:45	53	189	40	221					93	410
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	42	17:45	94	297	56	254					150	551
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	152	18:45	59	284	47	210					106	494
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	521	19:45	34	143	29	167					63	310
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	604	20:45	17	83	23	104					40	187
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	429	21:45	14	54	23	79					37	133
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	266	22:45	9	34	13	63					22	97
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	226	23:45	5	22	7	35					12	57
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	0	0	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	0	0	551
Pk Hr Factor	0.925	0.841	0.000	0.000	0.938	Pk Hr Factor	0.790	0.825	0.000	0.000	0.900

Prepared by NDS/ATD

VOLUME

Lucerne Ave N/O Duquesne Ave

Day: Tuesday
Date: 3/17/2015

City: 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	16	12:45	50	167	43	175					93	342
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	14	13:45	59	177	42	177					101	354
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	4	14:45	64	203	33	211					97	414
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	7	15:45	50	212	58	247					108	459
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	6	16:45	51	186	76	271					127	457
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	35	17:45	65	251	105	389					170	640
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	173	18:45	40	211	65	312					105	523
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	417	19:45	38	186	48	223					86	409
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	690	20:45	21	99	22	99					43	198
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	473	21:45	17	71	11	60					28	131
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	254	22:45	6	33	5	37					11	70
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	263	23:45	1	17	6	25					7	42
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

Prepared by NDS/ATD

VOLUME

Krueger St between Ince Blvd & Higuera St

Day: Thursday
Date: 5/29/2014

City: 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	3	12:45	3	13	3	17					6	30
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	30
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	1	14:45	9	23	0	8					9	31
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	32
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	2	16:45	5	22	5	12					10	34
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	6	17:45	8	27	1	15					9	42
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	14	18:45	3	20	3	15					6	35
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	27	19:45	1	15	2	16					3	31
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	31	20:45	4	9	4	5					8	14
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	33	21:45	5	9	0	4					5	13
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	41	22:45	1	5	3	6					4	11
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	24	23:45	0	2	1	4					1	6
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 **East-West Street:** Rodeo Rd/Higuera Street
Scenario: Existing Year (2014)
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	416		*North-South:*	674
			East-West:	550		*East-West:*	429
			SUM:	966		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
7	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	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	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			*North-South:*	322		*North-South:*	357
			East-West:	614		*East-West:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
12	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	279		*North-South:*	329
			East-West:	808		*East-West:*	698
			SUM:	1087		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
13	North-South Street:	Roberston Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 2	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	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	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			*North-South:*	574		*North-South:*	563
			East-West:	887		*East-West:*	820
			SUM:	1461		*SUM:*	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

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 #:	PROJECT TITLE:	Culver Studios		
21	North-South Street:	Main St/Bagley Ave	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	375		*North-South:*	458
			East-West:	493		*East-West:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
22	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	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	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			*North-South:*	512		*North-South:*	563
			East-West:	622		*East-West:*	614
			SUM:	1134		*SUM:*	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**

Version: 1i Beta; 8/4/2011

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

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):	0.334
Westbound	RT	1.00	58	1,600	0.013	E-W(2):	0.377 *
	TH	2.00	946	3,200	0.296 *		
	LT	1.00	11	1,600	0.007	V/C:	0.486
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.034	ITS:	-0.070
	LT	0.00	7	1,600	0.004 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.516
	TH	2.00	1,012	3,200	0.327		
	LT	1.00	129	1,600	0.081 *	LOS:	A

* - 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 *		
	LT	1.00	18	1,600	0.011	V/C:	0.508
Northbound	RT	1.00	48	1,600	0.024	Lost Time:	0.100
	TH	1.00	199	1,600	0.124	ITS:	-0.070
	LT	1.00	67	1,600	0.042 *		
Eastbound	RT	0.00	114	0	0.000	ICU:	0.538
	TH	2.00	756	3,200	0.272		
	LT	1.00	55	1,600	0.034 *	LOS:	A

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		
	LT	1.00	23	1,600	0.014 *	V/C:	0.588
Northbound	RT	1.00	29	1,600	0.011	Lost Time:	0.100
	TH	1.00	160	1,600	0.100	ITS:	-0.070
	LT	1.00	81	1,600	0.051 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.618
	TH	2.00	918	3,200	0.319 *		
	LT	1.00	63	1,600	0.039	LOS:	B

* - 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
	TH	1.00	244	1,600	0.153	*	N-S(2):	0.234 *
	LT	1.00	37	1,600	0.023		E-W(1):	0.395 *
Westbound	RT	0.00	43	0	0.000		E-W(2):	0.293
	TH	2.00	699	3,200	0.232			
	LT	1.00	55	1,600	0.034	*	V/C:	0.629
Northbound	RT	1.00	97	1,600	0.043		Lost Time:	0.100
	TH	1.00	277	1,600	0.173		ITS:	-0.070
	LT	1.00	129	1,600	0.081	*		
Eastbound	RT	0.00	99	0	0.000		ICU:	0.659
	TH	2.00	1,057	3,200	0.361	*		
	LT	1.00	98	1,600	0.061		LOS:	B

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
	TH	1.00	328	1,600	0.205	*	N-S(2):	0.264 *
	LT	1.00	153	1,600	0.096		E-W(1):	0.363 *
Westbound	RT	0.00	35	0	0.000		E-W(2):	0.288
	TH	2.00	729	3,200	0.239			
	LT	1.00	79	1,600	0.049	*	V/C:	0.627
Northbound	RT	1.00	110	1,600	0.044		Lost Time:	0.100
	TH	1.00	236	1,600	0.148		ITS:	-0.070
	LT	1.00	94	1,600	0.059	*		
Eastbound	RT	0.00	97	0	0.000		ICU:	0.657
	TH	2.00	908	3,200	0.314	*		
	LT	1.00	79	1,600	0.049		LOS:	B

* - 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 *
	TH	0.00	0	0	0.000		N-S(2):	0.031
	LT	1.00	141	1,600	0.088	*	E-W(1):	0.322
Westbound	RT	1.00	82	1,600	0.051		E-W(2):	0.552 *
	TH	2.00	1,362	3,200	0.426	*		
	LT	0.00	0	0	0.000		V/C:	0.640
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.670
	TH	3.00	1,544	4,800	0.322			
	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):	0.139 *
	TH	0.00	0	0	0.000		N-S(2):	0.081
	LT	1.00	222	1,600	0.139	*	E-W(1):	0.361
Westbound	RT	1.00	87	1,600	0.054		E-W(2):	0.480 *
	TH	2.00	1,285	3,200	0.402	*		
	LT	0.00	0	0	0.000		V/C:	0.619
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.649
	TH	3.00	1,732	4,800	0.361			
	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) 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 *
	TH	0.19	101	297	0.340		N-S(2):	0.000
	LT	1.81	987	2,613	0.378	*	E-W(1):	0.030 *
Westbound	RT	2.00	1,153	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	44	1,600	0.028	*	V/C:	0.505
Northbound	RT	1.00	102	1,600	0.064		Lost Time:	0.100
	TH	1.00	155	1,600	0.097	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	3	0	0.000		ICU:	0.535
	TH	1.00	0	1,600	0.002	*		
	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	1.00	8	1,600	0.005		N-S(1):	0.503 *
	TH	0.13	82	211	0.389		N-S(2):	0.000
	LT	1.87	1,163	2,690	0.432	*	E-W(1):	0.074 *
Westbound	RT	2.00	1,028	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	109	1,600	0.068	*	V/C:	0.577
Northbound	RT	1.00	80	1,600	0.050		Lost Time:	0.100
	TH	1.00	113	1,600	0.071	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	7	0	0.000		ICU:	0.607
	TH	1.00	2	1,600	0.006	*		
	LT	0.00	0	0	0.000		LOS:	B

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

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

* - 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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.611
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	2.00	755	3,200	0.259	ITS:	-0.070
	LT	2.00	263	2,880	0.091 *		
Eastbound	RT	1.00	217	1,600	0.090	ICU:	0.641
	TH	2.00	718	3,200	0.224 *		
	LT	1.00	69	1,600	0.043	LOS:	B

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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.757
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	2.00	597	3,200	0.213	ITS:	-0.070
	LT	2.00	179	2,880	0.062 *		
Eastbound	RT	1.00	222	1,600	0.108	ICU:	0.787
	TH	2.00	1,089	3,200	0.340 *		
	LT	1.00	71	1,600	0.044	LOS:	C

* - 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 *		
	LT	1.00	84	1,600	0.053	V/C:	0.673
Northbound	RT	1.00	108	1,600	0.041	Lost Time:	0.100
	TH	1.00	288	1,600	0.180 *	ITS:	-0.070
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.703
	TH	2.00	909	3,200	0.309		
	LT	1.00	38	1,600	0.024 *	LOS:	C

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		
	LT	1.00	116	1,600	0.073 *	V/C:	0.607
Northbound	RT	1.00	117	1,600	0.037	Lost Time:	0.100
	TH	1.00	176	1,600	0.110 *	ITS:	-0.070
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.637
	TH	2.00	1,146	3,200	0.378 *		
	LT	1.00	71	1,600	0.044	LOS:	B

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

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

* - 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

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 Year (2014)
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	416		*North-South:*	674
			East-West:	550		*East-West:*	429
			SUM:	966		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
7	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	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	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			*North-South:*	322		*North-South:*	357
			East-West:	614		*East-West:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
12	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	261		*North-South:*	373
			East-West:	808		*East-West:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
13	North-South Street:	Roberston Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 2	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	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	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	
	Left-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	
	Left-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	
	Left-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	
	Left-Right		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

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 #:	PROJECT TITLE:	Culver Studios		
21	North-South Street:	Main St/Bagley Ave	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	375		*North-South:*	458
			East-West:	493		*East-West:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
22	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	Existing Year (2014)		
	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?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	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	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			*North-South:*	504		*North-South:*	603
			East-West:	857		*East-West:*	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**

Version: 1i Beta; 8/4/2011

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

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):	0.334
Westbound	RT	1.00	58	1,600	0.013	E-W(2):	0.377 *
	TH	2.00	946	3,200	0.296 *		
	LT	1.00	11	1,600	0.007	V/C:	0.486
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.034	ITS:	-0.070
	LT	0.00	7	1,600	0.004 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.516
	TH	2.00	1,012	3,200	0.327		
	LT	1.00	129	1,600	0.081 *	LOS:	A

* - 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 *		
	LT	1.00	18	1,600	0.011	V/C:	0.508
Northbound	RT	1.00	48	1,600	0.024	Lost Time:	0.100
	TH	1.00	199	1,600	0.124	ITS:	-0.070
	LT	1.00	67	1,600	0.042 *		
Eastbound	RT	0.00	114	0	0.000	ICU:	0.538
	TH	2.00	756	3,200	0.272		
	LT	1.00	55	1,600	0.034 *	LOS:	A

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		
	LT	1.00	23	1,600	0.014 *	V/C:	0.588
Northbound	RT	1.00	29	1,600	0.011	Lost Time:	0.100
	TH	1.00	160	1,600	0.100	ITS:	-0.070
	LT	1.00	81	1,600	0.051 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.618
	TH	2.00	918	3,200	0.319 *		
	LT	1.00	63	1,600	0.039	LOS:	B

* - 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
	TH	1.00	244	1,600	0.153	*	N-S(2):	0.234 *
	LT	1.00	37	1,600	0.023		E-W(1):	0.395 *
Westbound	RT	0.00	43	0	0.000		E-W(2):	0.293
	TH	2.00	699	3,200	0.232			
	LT	1.00	55	1,600	0.034	*	V/C:	0.629
Northbound	RT	1.00	97	1,600	0.043		Lost Time:	0.100
	TH	1.00	277	1,600	0.173		ITS:	-0.070
	LT	1.00	129	1,600	0.081	*		
Eastbound	RT	0.00	99	0	0.000		ICU:	0.659
	TH	2.00	1,057	3,200	0.361	*		
	LT	1.00	98	1,600	0.061		LOS:	B

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
	TH	1.00	328	1,600	0.205	*	N-S(2):	0.264 *
	LT	1.00	153	1,600	0.096		E-W(1):	0.363 *
Westbound	RT	0.00	35	0	0.000		E-W(2):	0.288
	TH	2.00	729	3,200	0.239			
	LT	1.00	79	1,600	0.049	*	V/C:	0.627
Northbound	RT	1.00	110	1,600	0.044		Lost Time:	0.100
	TH	1.00	236	1,600	0.148		ITS:	-0.070
	LT	1.00	94	1,600	0.059	*		
Eastbound	RT	0.00	97	0	0.000		ICU:	0.657
	TH	2.00	908	3,200	0.314	*		
	LT	1.00	79	1,600	0.049		LOS:	B

* - 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 *
	TH	0.00	0	0	0.000		N-S(2):	0.031
	LT	1.00	141	1,600	0.088	*	E-W(1):	0.322
Westbound	RT	1.00	82	1,600	0.051		E-W(2):	0.552 *
	TH	2.00	1,362	3,200	0.426	*		
	LT	0.00	0	0	0.000		V/C:	0.640
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.670
	TH	3.00	1,544	4,800	0.322			
	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):	0.139 *
	TH	0.00	0	0	0.000		N-S(2):	0.081
	LT	1.00	222	1,600	0.139	*	E-W(1):	0.361
Westbound	RT	1.00	87	1,600	0.054		E-W(2):	0.480 *
	TH	2.00	1,285	3,200	0.402	*		
	LT	0.00	0	0	0.000		V/C:	0.619
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.649
	TH	3.00	1,732	4,800	0.361			
	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) 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 *
	TH	0.19	101	297	0.340		N-S(2):	0.000
	LT	1.81	987	2,613	0.378	*	E-W(1):	0.030 *
Westbound	RT	2.00	1,153	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	44	1,600	0.028	*	V/C:	0.505
Northbound	RT	1.00	102	1,600	0.064		Lost Time:	0.100
	TH	1.00	155	1,600	0.097	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	3	0	0.000		ICU:	0.535
	TH	1.00	0	1,600	0.002	*		
	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	1.00	8	1,600	0.005		N-S(1):	0.503 *
	TH	0.13	82	211	0.389		N-S(2):	0.000
	LT	1.87	1,163	2,690	0.432	*	E-W(1):	0.074 *
Westbound	RT	2.00	1,028	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	109	1,600	0.068	*	V/C:	0.577
Northbound	RT	1.00	80	1,600	0.050		Lost Time:	0.100
	TH	1.00	113	1,600	0.071	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	7	0	0.000		ICU:	0.607
	TH	1.00	2	1,600	0.006	*		
	LT	0.00	0	0	0.000		LOS:	B

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

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

* - 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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.611
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	2.00	755	3,200	0.259	ITS:	-0.070
	LT	2.00	263	2,880	0.091 *		
Eastbound	RT	1.00	217	1,600	0.090	ICU:	0.641
	TH	2.00	718	3,200	0.224 *		
	LT	1.00	69	1,600	0.043	LOS:	B

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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.757
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	2.00	597	3,200	0.213	ITS:	-0.070
	LT	2.00	179	2,880	0.062 *		
Eastbound	RT	1.00	222	1,600	0.108	ICU:	0.787
	TH	2.00	1,089	3,200	0.340 *		
	LT	1.00	71	1,600	0.044	LOS:	C

* - 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 *		
	LT	1.00	84	1,600	0.053	V/C:	0.673
Northbound	RT	1.00	108	1,600	0.041	Lost Time:	0.100
	TH	1.00	288	1,600	0.180 *	ITS:	-0.070
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.703
	TH	2.00	909	3,200	0.309		
	LT	1.00	38	1,600	0.024 *	LOS:	C

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		
	LT	1.00	116	1,600	0.073 *	V/C:	0.607
Northbound	RT	1.00	117	1,600	0.037	Lost Time:	0.100
	TH	1.00	176	1,600	0.110 *	ITS:	-0.070
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.637
	TH	2.00	1,146	3,200	0.378 *		
	LT	1.00	71	1,600	0.044	LOS:	B

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

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

* - 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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	417		*North-South:*	676
			East-West:	550		*East-West:*	430
			SUM:	967		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
7	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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	326		*North-South:*	360
			East-West:	618		*East-West:*	513
			SUM:	944		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
12	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--	WB-- 0	0	NB-- 3	SB--	WB-- 0	0
		EB-- 0			0	EB-- 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	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		*North-South:*	249			*North-South:*	379	
			East-West:	822			*East-West:*	889	
			SUM:	1071			*SUM:*	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**	

Version: 1i Beta; 8/4/2011

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				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	NB-- 2	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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	
	Left-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	
	Left-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	
	Left-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	
	Left-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

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: 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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	380		*North-South:*	468
			East-West:	497		*East-West:*	510
			SUM:	877		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
22	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			
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	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		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	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			*North-South:*	504			*North-South:*	603	
			East-West:	862			*East-West:*	836	
			SUM:	1366			*SUM:*	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**	

Version: 1i Beta; 8/4/2011

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 *		
	LT	1.00	9	1,600	0.006	V/C:	0.556
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	1.00	115	1,600	0.117 *	ITS:	-0.070
	LT	0.00	42	1,600	0.026		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.586
	TH	2.00	1,211	3,200	0.383		
	LT	1.00	250	1,600	0.156 *	LOS:	A

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 *		
	LT	1.00	11	1,600	0.007	V/C:	0.491
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.034	ITS:	-0.070
	LT	0.00	7	1,600	0.004 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.521
	TH	2.00	1,019	3,200	0.329		
	LT	1.00	129	1,600	0.081 *	LOS:	A

* - 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	*		
	LT	1.00	18	1,600	0.011		V/C:	0.508
Northbound	RT	1.00	48	1,600	0.024		Lost Time:	0.100
	TH	1.00	199	1,600	0.124		ITS:	-0.070
	LT	1.00	67	1,600	0.042	*		
Eastbound	RT	0.00	114	0	0.000		ICU:	0.538
	TH	2.00	766	3,200	0.275			
	LT	1.00	55	1,600	0.034	*	LOS:	A

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			
	LT	1.00	23	1,600	0.014	*	V/C:	0.589
Northbound	RT	1.00	29	1,600	0.011		Lost Time:	0.100
	TH	1.00	160	1,600	0.100		ITS:	-0.070
	LT	1.00	81	1,600	0.051	*		
Eastbound	RT	0.00	104	0	0.000		ICU:	0.619
	TH	2.00	921	3,200	0.320	*		
	LT	1.00	63	1,600	0.039		LOS:	B

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

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

* - 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	*		
	LT	0.00	0	0	0.000		V/C:	0.652
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	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	*		
	LT	0.00	0	0	0.000		V/C:	0.633
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	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 *
	TH	0.32	190	517	0.368		N-S(2):	0.000
	LT	1.68	987	2,415	0.409	*	E-W(1):	0.068 *
Westbound	RT	2.00	1,153	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	104	1,600	0.065	*	V/C:	0.581
Northbound	RT	1.00	108	1,600	0.068		Lost Time:	0.100
	TH	1.00	167	1,600	0.104	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	3	0	0.000		ICU:	0.611
	TH	1.00	2	1,600	0.003	*		
	LT	0.00	0	0	0.000		LOS:	B

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 *
	TH	0.17	109	274	0.398		N-S(2):	0.000
	LT	1.83	1,163	2,633	0.442	*	E-W(1):	0.092 *
Westbound	RT	2.00	1,028	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	127	1,600	0.079	*	V/C:	0.647
Northbound	RT	1.00	114	1,600	0.071		Lost Time:	0.100
	TH	1.00	181	1,600	0.113	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	7	0	0.000		ICU:	0.677
	TH	1.00	13	1,600	0.013	*		
	LT	0.00	0	0	0.000		LOS:	B

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

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

* - 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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.616
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	2.00	755	3,200	0.259	ITS:	-0.070
	LT	2.00	273	2,880	0.095 *		
Eastbound	RT	1.00	218	1,600	0.089	ICU:	0.646
	TH	2.00	720	3,200	0.225 *		
	LT	1.00	71	1,600	0.044	LOS:	B

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):	0.344 *
	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		
	LT	1.00	119	1,600	0.074 *	V/C:	0.762
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	2.00	597	3,200	0.213	ITS:	-0.070
	LT	2.00	182	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.112	ICU:	0.792
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	80	1,600	0.050	LOS:	C

* - 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 *
	TH	1.00	78	1,600	0.049	N-S(2):	0.080
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.364
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.457 *
	TH	2.00	1,190	3,200	0.431 *		
	LT	1.00	84	1,600	0.053	V/C:	0.683
Northbound	RT	1.00	108	1,600	0.041	Lost Time:	0.100
	TH	1.00	288	1,600	0.180 *	ITS:	-0.070
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.713
	TH	2.00	914	3,200	0.311		
	LT	1.00	41	1,600	0.026 *	LOS:	C

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 *
	TH	1.00	127	1,600	0.079	N-S(2):	0.108
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.460 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.439
	TH	2.00	1,038	3,200	0.384		
	LT	1.00	116	1,600	0.073 *	V/C:	0.616
Northbound	RT	1.00	117	1,600	0.037	Lost Time:	0.100
	TH	1.00	176	1,600	0.110 *	ITS:	-0.070
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.646
	TH	2.00	1,175	3,200	0.387 *		
	LT	1.00	88	1,600	0.055	LOS:	B

* - 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 *		
	LT	1.00	88	1,600	0.055	V/C:	0.851
Northbound	RT	0.00	161	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.350 *	ITS:	-0.070
	LT	2.00	205	2,880	0.071		
Eastbound	RT	1.00	88	1,600	0.019	ICU:	0.881
	TH	2.00	1,152	3,200	0.360		
	LT	1.00	284	1,600	0.178 *	LOS:	D

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 *		
	LT	1.00	193	1,600	0.121	V/C:	0.779
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.299 *	ITS:	-0.070
	LT	2.00	138	2,880	0.048		
Eastbound	RT	1.00	137	1,600	0.062	ICU:	0.809
	TH	2.00	933	3,200	0.292		
	LT	1.00	236	1,600	0.148 *	LOS:	D

* - 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 *
	TH	2.00	484	3,200	0.151	N-S(2):	0.179
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.413
Westbound	RT	1.00	319	1,600	0.144	E-W(2):	0.414 *
	TH	2.00	787	3,200	0.246 *		
	LT	2.00	280	2,880	0.097	V/C:	0.732
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:	0.762
	TH	2.00	972	3,200	0.316		
	LT	2.00	485	2,880	0.168 *	LOS:	C

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 *
	TH	2.00	650	3,200	0.203	N-S(2):	0.257
	LT	1.00	163	1,600	0.102 *	E-W(1):	0.437 *
Westbound	RT	1.00	245	1,600	0.102	E-W(2):	0.388
	TH	2.00	824	3,200	0.258		
	LT	2.00	379	2,880	0.132 *	V/C:	0.734
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:	0.764
	TH	2.00	933	3,200	0.305 *		
	LT	2.00	375	2,880	0.130	LOS:	C

* - 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 #:	PROJECT TITLE:	Culver Studios		
13	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	NB-- 2	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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	
	Left-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	
	Left-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	
	Left-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	
	Left-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:				0.970			0.884
LEVEL OF SERVICE (LOS):				E			D

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)

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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	485		*North-South:*	785
			East-West:	598		*East-West:*	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**

Version: 1i Beta; 8/4/2011

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 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- 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	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			*North-South:*	353		*North-South:*	385
			East-West:	681		*East-West:*	579
			SUM:	1034		*SUM:*	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**

Version: 1i Beta; 8/4/2011

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	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	261		*North-South:*	398
			East-West:	894		*East-West:*	985
			SUM:	1155		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
13	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	NB-- 3		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	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				North-South:	607			North-South:	507
				East-West:	988			East-West:	975
				SUM:	1595			SUM:	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 #:	PROJECT TITLE:	Culver Studios		
21	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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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			*North-South:*	397		*North-South:*	503
			East-West:	554		*East-West:*	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**

Version: 1i Beta; 8/4/2011

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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	579		*North-South:*	702
			East-West:	916		*East-West:*	907
			SUM:	1495		*SUM:*	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**

Version: 1i Beta; 8/4/2011

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	*		
	LT	1.00	9	1,600	0.006		V/C:	0.583
Northbound	RT	0.00	32	0	0.000		Lost Time:	0.100
	TH	1.00	120	1,600	0.123	*	ITS:	-0.070
	LT	0.00	45	1,600	0.028			
Eastbound	RT	0.00	17	0	0.000		ICU:	0.613
	TH	2.00	1,256	3,200	0.398			
	LT	1.00	264	1,600	0.165	*	LOS:	B

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	*		
	LT	1.00	11	1,600	0.007		V/C:	0.522
Northbound	RT	0.00	20	0	0.000		Lost Time:	0.100
	TH	1.00	30	1,600	0.036		ITS:	-0.070
	LT	0.00	8	1,600	0.005	*		
Eastbound	RT	0.00	37	0	0.000		ICU:	0.552
	TH	2.00	1,079	3,200	0.349			
	LT	1.00	151	1,600	0.094	*	LOS:	A

* - 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 *		
	LT	1.00	19	1,600	0.012	V/C:	0.547
Northbound	RT	1.00	50	1,600	0.025	Lost Time:	0.100
	TH	1.00	211	1,600	0.132	ITS:	-0.070
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	119	0	0.000	ICU:	0.577
	TH	2.00	795	3,200	0.286		
	LT	1.00	57	1,600	0.036 *	LOS:	A

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		
	LT	1.00	24	1,600	0.015 *	V/C:	0.619
Northbound	RT	1.00	30	1,600	0.011	Lost Time:	0.100
	TH	1.00	183	1,600	0.114	ITS:	-0.070
	LT	1.00	84	1,600	0.053 *		
Eastbound	RT	0.00	108	0	0.000	ICU:	0.649
	TH	2.00	967	3,200	0.336 *		
	LT	1.00	66	1,600	0.041	LOS:	B

* - 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 *
	TH	0.00	0	0	0.000		N-S(2):	0.033
	LT	1.00	165	1,600	0.103	*	E-W(1):	0.344
Westbound	RT	1.00	90	1,600	0.056		E-W(2):	0.577 *
	TH	2.00	1,427	3,200	0.446	*		
	LT	0.00	0	0	0.000		V/C:	0.680
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.710
	TH	3.00	1,649	4,800	0.344			
	LT	1.00	210	1,600	0.131	*	LOS:	C

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 *
	TH	0.00	0	0	0.000		N-S(2):	0.084
	LT	1.00	253	1,600	0.158	*	E-W(1):	0.387
Westbound	RT	1.00	118	1,600	0.074		E-W(2):	0.519 *
	TH	2.00	1,400	3,200	0.438	*		
	LT	0.00	0	0	0.000		V/C:	0.677
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	0.00	0	0	0.000	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.707
	TH	3.00	1,857	4,800	0.387			
	LT	1.00	129	1,600	0.081	*	LOS:	C

* - 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 *
	TH	0.18	105	296	0.355		N-S(2):	0.000
	LT	1.82	1,032	2,614	0.395	*	E-W(1):	0.055 *
Westbound	RT	2.00	1,214	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	46	1,600	0.029	*	V/C:	0.551
Northbound	RT	1.00	106	1,600	0.066		Lost Time:	0.100
	TH	1.00	161	1,600	0.101	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	3	0	0.000		ICU:	0.581
	TH	1.00	38	1,600	0.026	*		
	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	1.00	80	1,600	0.050		N-S(1):	0.525 *
	TH	0.13	85	209	0.406		N-S(2):	0.000
	LT	1.87	1,215	2,692	0.451	*	E-W(1):	0.125 *
Westbound	RT	2.00	1,159	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	113	1,600	0.071	*	V/C:	0.650
Northbound	RT	1.00	83	1,600	0.052		Lost Time:	0.100
	TH	1.00	118	1,600	0.074	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	7	0	0.000		ICU:	0.680
	TH	1.00	79	1,600	0.054	*		
	LT	0.00	0	0	0.000		LOS:	B

* - 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 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.325 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.085
	TH	2.00	236	3,200	0.076		
	LT	1.00	145	1,600	0.091 *	V/C:	0.792
Northbound	RT	1.00	62	1,600	0.000	Lost Time:	0.100
	TH	0.02	15	36	0.411	ITS:	-0.070
	LT	1.98	1,301	2,847	0.457 *		
Eastbound	RT	2.00	1,022	3,200	0.000	ICU:	0.822
	TH	2.00	749	3,200	0.234 *		
	LT	1.00	15	1,600	0.009	LOS:	D

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 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.335 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.115
	TH	2.00	321	3,200	0.104		
	LT	1.00	113	1,600	0.071 *	V/C:	0.765
Northbound	RT	1.00	96	1,600	0.025	Lost Time:	0.100
	TH	0.03	20	54	0.369	ITS:	-0.070
	LT	1.97	1,162	2,831	0.410 *		
Eastbound	RT	2.00	1,238	3,200	0.000	ICU:	0.795
	TH	2.00	846	3,200	0.264 *		
	LT	1.00	18	1,600	0.011	LOS:	C

* - 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	*		
	LT	1.00	125	1,600	0.078		V/C:	0.698
Northbound	RT	0.00	77	0	0.000		Lost Time:	0.100
	TH	2.00	792	3,200	0.272		ITS:	-0.070
	LT	2.00	287	2,880	0.100	*		
Eastbound	RT	1.00	232	1,600	0.095		ICU:	0.728
	TH	2.00	800	3,200	0.250			
	LT	1.00	94	1,600	0.059	*	LOS:	C

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			
	LT	1.00	127	1,600	0.079	*	V/C:	0.858
Northbound	RT	0.00	89	0	0.000		Lost Time:	0.100
	TH	2.00	638	3,200	0.227		ITS:	-0.070
	LT	2.00	212	2,880	0.074	*		
Eastbound	RT	1.00	244	1,600	0.116		ICU:	0.888
	TH	2.00	1,251	3,200	0.391	*		
	LT	1.00	148	1,600	0.093		LOS:	D

* - 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 *		
	LT	1.00	98	1,600	0.061	V/C:	0.780
Northbound	RT	1.00	114	1,600	0.041	Lost Time:	0.100
	TH	1.00	301	1,600	0.188 *	ITS:	-0.070
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.810
	TH	2.00	947	3,200	0.323		
	LT	1.00	47	1,600	0.029 *	LOS:	D

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 *		
	LT	1.00	123	1,600	0.077	V/C:	0.742
Northbound	RT	1.00	132	1,600	0.044	Lost Time:	0.100
	TH	1.00	187	1,600	0.117 *	ITS:	-0.070
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.772
	TH	2.00	1,200	3,200	0.396		
	LT	1.00	117	1,600	0.073 *	LOS:	C

* - 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 *
	TH	2.00	760	3,200	0.238	N-S(2):	0.321
	LT	2.00	243	2,880	0.084 *	E-W(1):	0.438
Westbound	RT	0.00	164	0	0.000	E-W(2):	0.470 *
	TH	2.00	750	3,200	0.286 *		
	LT	1.00	104	1,600	0.065	V/C:	0.954
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	1,084	3,200	0.400 *	ITS:	-0.070
	LT	2.00	239	2,880	0.083		
Eastbound	RT	1.00	138	1,600	0.045	ICU:	0.984
	TH	2.00	1,195	3,200	0.373		
	LT	1.00	295	1,600	0.184 *	LOS:	E

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 *
	TH	2.00	964	3,200	0.301	N-S(2):	0.363
	LT	2.00	126	2,880	0.044 *	E-W(1):	0.448
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.477 *
	TH	2.00	877	3,200	0.324 *		
	LT	1.00	226	1,600	0.141	V/C:	0.869
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.348 *	ITS:	-0.070
	LT	2.00	178	2,880	0.062		
Eastbound	RT	1.00	183	1,600	0.083	ICU:	0.899
	TH	2.00	983	3,200	0.307		
	LT	1.00	245	1,600	0.153 *	LOS:	D

* - 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			
	LT	2.00	335	2,880	0.116	*	V/C:	0.893
Northbound	RT	1.00	429	1,600	0.152		Lost Time:	0.100
	TH	2.00	768	3,200	0.240	*	ITS:	-0.070
	LT	1.00	47	1,600	0.029			
Eastbound	RT	0.00	40	0	0.000		ICU:	0.923
	TH	2.00	1,176	3,200	0.380	*		
	LT	2.00	531	2,880	0.184		LOS:	E

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			
	LT	2.00	425	2,880	0.148	*	V/C:	0.860
Northbound	RT	1.00	565	1,600	0.206		Lost Time:	0.100
	TH	2.00	722	3,200	0.226	*	ITS:	-0.070
	LT	1.00	89	1,600	0.056			
Eastbound	RT	0.00	44	0	0.000		ICU:	0.890
	TH	2.00	1,080	3,200	0.351	*		
	LT	2.00	401	2,880	0.139		LOS:	D

* - 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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	485		*North-South:*	786
			East-West:	600		*East-West:*	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**

Version: 1i Beta; 8/4/2011

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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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			*North-South:*	357		*North-South:*	388
			East-West:	685		*East-West:*	581
			SUM:	1042		*SUM:*	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**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Culver Studios		
12	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	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		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	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			*North-South:*	249			*North-South:*	403	
			East-West:	907			*East-West:*	990	
			SUM:	1156			*SUM:*	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**	

Version: 1i Beta; 8/4/2011

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) 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	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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	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		*North-South:*	518
			East-West:	993		*East-West:*	981
			SUM:	1616		*SUM:*	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		
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	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	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			*North-South:*	402		*North-South:*	513
			East-West:	558		*East-West:*	576
			SUM:	960		*SUM:*	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**

Version: 1i Beta; 8/4/2011

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		
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 EB-- 0		SB-- 0 WB-- 0		NB-- 0 EB-- 0		SB-- 0 WB-- 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	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			*North-South:*	579		*North-South:*	702
			East-West:	921		*East-West:*	911
			SUM:	1500		*SUM:*	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**

Version: 1i Beta; 8/4/2011

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

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):	0.358
Westbound	RT	1.00	60	1,600	0.014		E-W(2):	0.416 *
	TH	2.00	1,030	3,200	0.322	*		
	LT	1.00	11	1,600	0.007		V/C:	0.527
Northbound	RT	0.00	20	0	0.000		Lost Time:	0.100
	TH	1.00	30	1,600	0.036		ITS:	-0.070
	LT	0.00	8	1,600	0.005	*		
Eastbound	RT	0.00	37	0	0.000		ICU:	0.557
	TH	2.00	1,086	3,200	0.351			
	LT	1.00	151	1,600	0.094	*	LOS:	A

* - 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 *		
	LT	1.00	19	1,600	0.012	V/C:	0.547
Northbound	RT	1.00	50	1,600	0.025	Lost Time:	0.100
	TH	1.00	211	1,600	0.132	ITS:	-0.070
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	119	0	0.000	ICU:	0.577
	TH	2.00	805	3,200	0.289		
	LT	1.00	57	1,600	0.036 *	LOS:	A

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		
	LT	1.00	24	1,600	0.015 *	V/C:	0.620
Northbound	RT	1.00	30	1,600	0.011	Lost Time:	0.100
	TH	1.00	183	1,600	0.114	ITS:	-0.070
	LT	1.00	84	1,600	0.053 *		
Eastbound	RT	0.00	108	0	0.000	ICU:	0.650
	TH	2.00	970	3,200	0.337 *		
	LT	1.00	66	1,600	0.041	LOS:	B

* - 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
	TH	1.00	269	1,600	0.168 *	N-S(2):	0.252 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.427 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.309
	TH	2.00	735	3,200	0.245		
	LT	1.00	62	1,600	0.039 *	V/C:	0.679
Northbound	RT	1.00	124	1,600	0.058	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:	0.709
	TH	2.00	1,140	3,200	0.388 *		
	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):	0.271
	TH	1.00	351	1,600	0.219 *	N-S(2):	0.280 *
	LT	1.00	181	1,600	0.113	E-W(1):	0.405 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.323
	TH	2.00	804	3,200	0.272		
	LT	1.00	108	1,600	0.068 *	V/C:	0.685
Northbound	RT	1.00	132	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:	0.715
	TH	2.00	976	3,200	0.337 *		
	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) 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 *
	TH	0.00	0	0	0.000	N-S(2):	0.033
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.354
Westbound	RT	1.00	92	1,600	0.058	E-W(2):	0.579 *
	TH	2.00	1,434	3,200	0.448 *		
	LT	0.00	0	0	0.000	V/C:	0.692
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	-0.070
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	3.00	1,698	4,800	0.354		
	LT	1.00	210	1,600	0.131 *	LOS:	C

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 *
	TH	0.00	0	0	0.000	N-S(2):	0.084
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.390
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.530 *
	TH	2.00	1,438	3,200	0.449 *		
	LT	0.00	0	0	0.000	V/C:	0.691
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	-0.070
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.721
	TH	3.00	1,872	4,800	0.390		
	LT	1.00	129	1,600	0.081 *	LOS:	C

* - 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 *
	TH	0.32	194	506	0.383		N-S(2):	0.000
	LT	1.68	1,032	2,424	0.426	*	E-W(1):	0.094 *
Westbound	RT	2.00	1,214	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	106	1,600	0.066	*	V/C:	0.628
Northbound	RT	1.00	110	1,600	0.069		Lost Time:	0.100
	TH	1.00	173	1,600	0.108	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	3	0	0.000		ICU:	0.658
	TH	1.00	42	1,600	0.028	*		
	LT	0.00	0	0	0.000		LOS:	B

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 *
	TH	0.17	112	270	0.415		N-S(2):	0.000
	LT	1.83	1,215	2,637	0.461	*	E-W(1):	0.150 *
Westbound	RT	2.00	1,159	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	1.00	131	1,600	0.082	*	V/C:	0.727
Northbound	RT	1.00	106	1,600	0.066		Lost Time:	0.100
	TH	1.00	186	1,600	0.116	*	ITS:	-0.070
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	7	0	0.000		ICU:	0.757
	TH	1.00	102	1,600	0.068	*		
	LT	0.00	0	0	0.000		LOS:	C

* - 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 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.340 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.085
	TH	2.00	236	3,200	0.076		
	LT	1.00	170	1,600	0.106 *	V/C:	0.810
Northbound	RT	1.00	65	1,600	0.000	Lost Time:	0.100
	TH	0.02	15	36	0.414	ITS:	-0.070
	LT	1.98	1,310	2,847	0.460 *		
Eastbound	RT	2.00	1,086	3,200	0.000	ICU:	0.840
	TH	2.00	749	3,200	0.234 *		
	LT	1.00	15	1,600	0.009	LOS:	D

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 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.340 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.115
	TH	2.00	321	3,200	0.104		
	LT	1.00	121	1,600	0.076 *	V/C:	0.787
Northbound	RT	1.00	115	1,600	0.034	Lost Time:	0.100
	TH	0.03	20	52	0.385	ITS:	-0.070
	LT	1.97	1,211	2,833	0.427 *		
Eastbound	RT	2.00	1,257	3,200	0.000	ICU:	0.817
	TH	2.00	846	3,200	0.264 *		
	LT	1.00	18	1,600	0.011	LOS:	D

* - 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	*		
	LT	1.00	125	1,600	0.078		V/C:	0.705
Northbound	RT	0.00	77	0	0.000		Lost Time:	0.100
	TH	2.00	792	3,200	0.272		ITS:	-0.070
	LT	2.00	297	2,880	0.103	*		
Eastbound	RT	1.00	233	1,600	0.094		ICU:	0.735
	TH	2.00	802	3,200	0.251			
	LT	1.00	96	1,600	0.060	*	LOS:	C

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			
	LT	1.00	127	1,600	0.079	*	V/C:	0.862
Northbound	RT	0.00	89	0	0.000		Lost Time:	0.100
	TH	2.00	638	3,200	0.227		ITS:	-0.070
	LT	2.00	215	2,880	0.075	*		
Eastbound	RT	1.00	252	1,600	0.120		ICU:	0.892
	TH	2.00	1,262	3,200	0.394	*		
	LT	1.00	157	1,600	0.098		LOS:	D

* - 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 *
	TH	1.00	93	1,600	0.058	N-S(2):	0.091
	LT	1.00	159	1,600	0.099 *	E-W(1):	0.386
Westbound	RT	0.00	251	0	0.000	E-W(2):	0.503 *
	TH	2.00	1,259	3,200	0.472 *		
	LT	1.00	98	1,600	0.061	V/C:	0.790
Northbound	RT	1.00	114	1,600	0.041	Lost Time:	0.100
	TH	1.00	301	1,600	0.188 *	ITS:	-0.070
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.820
	TH	2.00	952	3,200	0.325		
	LT	1.00	50	1,600	0.031 *	LOS:	D

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 *
	TH	1.00	138	1,600	0.086	N-S(2):	0.119
	LT	1.00	179	1,600	0.112 *	E-W(1):	0.482
Westbound	RT	0.00	304	0	0.000	E-W(2):	0.527 *
	TH	2.00	1,112	3,200	0.443 *		
	LT	1.00	123	1,600	0.077	V/C:	0.756
Northbound	RT	1.00	132	1,600	0.044	Lost Time:	0.100
	TH	1.00	187	1,600	0.117 *	ITS:	-0.070
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.786
	TH	2.00	1,229	3,200	0.405		
	LT	1.00	134	1,600	0.084 *	LOS:	C

* - 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 *
	TH	2.00	760	3,200	0.238	N-S(2):	0.321
	LT	2.00	243	2,880	0.084 *	E-W(1):	0.444
Westbound	RT	0.00	164	0	0.000	E-W(2):	0.470 *
	TH	2.00	752	3,200	0.286 *		
	LT	1.00	105	1,600	0.066	V/C:	0.957
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	2.00	1,084	3,200	0.403 *	ITS:	-0.070
	LT	2.00	239	2,880	0.083		
Eastbound	RT	1.00	138	1,600	0.045	ICU:	0.987
	TH	2.00	1,210	3,200	0.378		
	LT	1.00	295	1,600	0.184 *	LOS:	E

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 *
	TH	2.00	964	3,200	0.301	N-S(2):	0.363
	LT	2.00	126	2,880	0.044 *	E-W(1):	0.454
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.481 *
	TH	2.00	888	3,200	0.328 *		
	LT	1.00	232	1,600	0.145	V/C:	0.873
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.348 *	ITS:	-0.070
	LT	2.00	178	2,880	0.062		
Eastbound	RT	1.00	183	1,600	0.083	ICU:	0.903
	TH	2.00	988	3,200	0.309		
	LT	1.00	245	1,600	0.153 *	LOS:	E

* - 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 *
	TH	2.00	612	3,200	0.191	N-S(2):	0.220
	LT	1.00	251	1,600	0.157 *	E-W(1):	0.498 *
Westbound	RT	1.00	355	1,600	0.143	E-W(2):	0.460
	TH	2.00	873	3,200	0.273		
	LT	2.00	335	2,880	0.116 *	V/C:	0.895
Northbound	RT	1.00	429	1,600	0.152	Lost Time:	0.100
	TH	2.00	768	3,200	0.240 *	ITS:	-0.070
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.925
	TH	2.00	1,183	3,200	0.382 *		
	LT	2.00	538	2,880	0.187	LOS:	E

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 *
	TH	2.00	784	3,200	0.245	N-S(2):	0.301
	LT	1.00	216	1,600	0.135 *	E-W(1):	0.500 *
Westbound	RT	1.00	288	1,600	0.113	E-W(2):	0.440
	TH	2.00	961	3,200	0.300		
	LT	2.00	425	2,880	0.148 *	V/C:	0.861
Northbound	RT	1.00	565	1,600	0.206	Lost Time:	0.100
	TH	2.00	722	3,200	0.226 *	ITS:	-0.070
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.891
	TH	2.00	1,082	3,200	0.352 *		
	LT	2.00	403	2,880	0.140	LOS:	D

* - 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	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 #:	PROJECT TITLE:	Culver Studios		
13	North-South Street:	Roberston Blvd	East-West Street:	Venice Blvd
	Scenario:	Future (2018) Plus Project + 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-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	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	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		*North-South:*	518
			East-West:	993		*East-West:*	981
			SUM:	1616		*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 *
	TH	0.32	194	506	0.383	N-S(2):	0.000
	LT	1.68	1,032	2,424	0.426 *	E-W(1):	0.080 *
Westbound	RT	2.00	1,214	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	106	1,600	0.066 *	V/C:	0.614
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	1.00	173	1,600	0.108 *	ITS:	-0.070
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.644
	TH	2.00	42	3,200	0.014 *		
	LT	0.00	0	0	0.000	LOS:	B

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 *
	TH	0.17	112	270	0.415	N-S(2):	0.000
	LT	1.83	1,215	2,637	0.461 *	E-W(1):	0.116 *
Westbound	RT	2.00	1,159	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	131	1,600	0.082 *	V/C:	0.693
Northbound	RT	1.00	106	1,600	0.066	Lost Time:	0.100
	TH	1.00	186	1,600	0.116 *	ITS:	-0.070
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	7	0	0.000	ICU:	0.723
	TH	2.00	102	3,200	0.034 *		
	LT	0.00	0	0	0.000	LOS:	C

* - 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):	183	Minor Street (Higher Volume App.):	36
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):	199	Minor Street (Higher Volume App.):	65
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):	164	Minor Street (Higher Volume App.):	21
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):	332	Minor Street (Higher Volume App.):	36
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):	244	Minor Street (Higher Volume App.):	88
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):	203	Minor Street (Higher Volume App.):	19
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):	191	Minor Street (Higher Volume App.):	89
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):	118	Minor Street (Higher Volume App.):	7
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):	170	Minor Street (Higher Volume App.):	22
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):	191	Minor Street (Higher Volume App.):	37
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):	207	Minor Street (Higher Volume App.):	67
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):	340	Minor Street (Higher Volume App.):	37
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):	197	Minor Street (Higher Volume App.):	90
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):	252	Minor Street (Higher Volume App.):	90
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):	207	Minor Street (Higher Volume App.):	19
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

Intersection: 10: Ince Bl & Washington Bl

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						

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)				

Intersection: 10: Ince Bl & Washington Bl

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						

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

Intersection: 10: Ince Bl & Washington Bl

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						

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)				

Intersection: 10: Ince Bl & Washington Bl

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						

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

Intersection: 10: Ince Bl & Washington Bl

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						

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)				

10: Ince Bl & Washington Bl 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

24: Ince Bl & 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

Intersection: 10: Ince Bl & Washington Bl

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						

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)		