



Attachment No. 4

TRANSMITTED VIA EMAIL

December 8, 2016

Mr. Barry Kurtz
City of Culver City, Public Works Engineering Division
9770 Culver Blvd, 2nd Floor
Culver City, California 90232

RE: Washington (11281) Mixed-Use Project Traffic Analysis

Dear Barry,

The proposed Washington (11281) Mixed-Use project is located at 11281 Washington Place in the City of Culver City (the Project). This technical memorandum contains assumptions, procedures and results of the Project traffic impact analysis for the study area surrounding the Project site.

The traffic impact analysis documented in the following technical memorandum incorporates a detailed evaluation of traffic conditions at two Project area study intersections, four residential street segments and two segments of the alley on the north side of the Project site. These intersections and street segments are the locations contained in the approved Memorandum of Understanding (MOU) with the City of Culver City (the City) for the Project traffic impact analysis. The MOU establishes the assumptions and parameters that were followed in this technical memorandum. The approved MOU is included as Appendix A.

Two Project site adjacent intersections, four residential street segments and two segments of the alley on the north side of the Project site were selected for inclusion in the traffic impact analysis. In addition, one of the study intersections is STOP controlled and was selected for a signal warrant analysis, which is included in Appendix F. The selected study locations are those most likely to be directly impacted by the traffic generated by the proposed Project. Figure 1 contains a site vicinity map of the proposed Project which depicts the locations of the Project site and study intersections. To address potential Congestion Management Program (CMP) concerns, Project traffic impacts were also analyzed for CMP locations. Regional facilities, including freeway segments near the Project site, were evaluated in the CMP analysis. In addition, per most recent agreement between Caltrans and the City of Los Angeles, which the City of Culver City agrees to, a freeway screening analysis on freeway mainline and off-ramps was analyzed based on the existing freeway capacity. No potential significant freeway impacts were identified.

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I. PROJECT DESCRIPTION

The proposed Project is located at 11281 Washington Place in the City of Culver City. As shown in Figure 2 (the Conceptual Site Plan), the Project consists of a 14-unit apartment building with 5,000 square feet of ground floor retail uses. The Project site currently houses a vacant gas station/automotive center, which will be demolished to accommodate the Project.

Parking for the Project will be provided at ground level for 14 retail use parking spaces and underneath the Project building in a parking garage for 31 residential use parking spaces. The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. As shown in Figure 2, 10 of these 14 retail use parking spaces will be located adjacent to the alley at the northern boundary of the Project site, and each parking stall will provide direct access to/from that alley. Vehicular access to the rest of retail use parking spaces and residential use parking spaces is anticipated to be from a driveway located at the northeast corner of the Project site, which connects to the east-west alley along the northern boundary of the Project site.

II. EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

The exiting traffic conditions in the Project area were determine by the collection and analysis of traffic volume data conducted as described in this section. Also described are the results of the traffic analysis under the existing conditions.

II.1 Traffic Volume Data Collection

Traffic volumes for existing weekday conditions at the two study intersections, four street segments and two segments of the alley on the north side of the Project site were obtained from traffic counts conducted in November, 2016. In accordance with the City of Culver City Traffic Study Policies and Procedures, the traffic counts were conducted on a regular weekday when most schools were in session. For study intersections, AM and PM peak-hour volumes were determined individually for each intersection. The volumes were based on the combined four highest consecutive 15-minute increment volumes for all vehicular movements at each intersection during the 7 to 10 AM and 3 to 6 PM periods, respectively. Weekday peak-hour volumes at the study intersections are illustrated in Figure 3. The manual intersection traffic count data sheets are provided in Appendix B. Other data (i.e., intersection geometrics, parking-related curb restrictions and traffic signal operations) were obtained through field surveys at the study locations. The intersection lane configurations and signal operations information are provided in Appendix C. For study street segments, daily traffic volumes were collected and the count data sheets are also provided in Appendix B. The residential street segment analysis procedures and results are described in Section V of the report.

II.2 Intersection LOS Calculation Methodology

The traffic analysis was performed through the use of established traffic engineering techniques. The methodology used in this study for the analysis and evaluation of traffic

operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board. In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

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

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

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

Note:

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

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E for signalized intersections, as indicated in Table 1. For an unsignalized intersection, an intersection capacity of 1,200 cars per hour was assumed in the analysis. The 1,200 capacity was applied to TWO-WAY STOP controlled intersection – Globe Avenue & Washington Place.

The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table 2.

Table 2
Level of Service
As a Function of CMA Values

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

* Source: Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City, July 2012.

II. 3 Existing LOS Conditions

An analysis of existing traffic conditions at the two study intersections shows that both study intersections are currently operating at Level of Service (LOS) A during both the weekday AM and PM peak hours. Table 3 shows the existing weekday AM and PM peak-hour LOS values for the study intersections. The level of service calculation worksheets are included in Appendix D.

Table 3
Existing (2016) Level of Service Summary

<u>No.</u>	<u>Intersection</u>	<u>Existing Condition</u>			
		<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
1	Sawtelle Blvd. & Washington Pl.	0.534	A	0.576	A
2	Globe Ave. & Washington Pl.	0.446	A	0.415	A

III. PROJECT TRAFFIC

The following section contains information describing the vehicular trip generating characteristics of the proposed Project. This section also outlines the methodology used to estimate the trip generation, distribution and assignment of the Project site.

III. 1 Project Trip Generation

The traffic generating characteristics of numerous land uses are identified in Trip Generation, 9th Edition published in 2012 by the Institute of Transportation Engineers (ITE). This manual is recognized as the industry standard for trip generation documentation and provides information on the trip-making profiles for many land uses, including the apartment and retail uses proposed at the Project site.

The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factor as pass-by trips. This factor plays a significant role in determining the actual traffic generating characteristics of the Project's retail use, and therefore, adjustments to the traffic generation estimates were deemed appropriate. Other factors are also cited by ITE as not being fully accounted for, such as internal; transit trips and walk-in trips in urban areas. Conservatively, no adjustment was made for those other factors,

On the basis of the trip generation rates shown in Table 4, estimates of the Project's traffic were determined and are summarized in Table 5. An estimated 259 net daily trips will be generated by the proposed Project, including 11 AM peak-hour trips and 19 PM peak-hour trips for area intersections.

Table 4
Project Component Trip Generation Rates

LU Use/Description

220 Apartments

Daily:	6.65 Trips per Dwelling Unit		
AM Peak Hour:	0.51 Trips per Dwelling Unit	Inbound: 20%	Outbound: 80%
PM Peak Hour:	0.62 Trips per Dwelling Unit	Inbound: 65%	Outbound: 35%

826 Specialty Retail

Daily:	44.32 Trips per KSF		
AM Peak Hour: *	0.96 Trips per KSF	Inbound: 62%	Outbound: 38%
PM Peak Hour:	2.71 Trips per KSF	Inbound: 44%	Outbound: 56%

Source:

Trip Generation, 9th Edition, 2012, Institute of Transportation Engineers (ITE).

* AM peak hour trip generation rate not available, assumed ITE LU820 - Shopping Center

AM peak hour rates and inbound/outbound splits.

Table 5
Project Traffic Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
PROPOSED USES										
220	Apartments	14	du	93	1	6	7	6	3	9
826	Retail	5.00	ksf	222	3	2	5	6	8	14
Subtotal [A]				315	4	8	12	12	11	23
Pass-by Trips										
	Apartments	0%		0	0	0	0	0	0	0
	Retail	25%		(56)	(1)	0	(1)	(2)	(2)	(4)
Subtotal [B]				(56)	(1)	0	(1)	(2)	(2)	(4)
[C] Area Intersection Trips (Proposed Uses) = [A]+[B]				259	3	8	11	10	9	19

III. 2 Project Trip Distribution and Assignment

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The trip distribution patterns for the Project were determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to major travel routes such as freeways and rail lines, and other factors.

Total Project trips, calculated in Table 5, were assigned to specific routes serving the Project area. The Project trip assignment percentages are presented in Figure 4. As noted, Project development area driveway locations, driveway turn restrictions and access factors were considered in the assignment of Project trips. The results of these traffic assignments provide the necessary level of detail to conduct the traffic analysis. Figure 5 illustrates the total AM and PM peak-hour traffic increases on the nearby street system resulting from the proposed Project. To be conservative, pass-by credit was not applied to the two Project site adjacent study intersections, four residential street segments and two segments of the alley on the north side of Project site.

IV. WITH PROJECT TRAFFIC LEVEL OF SERVICE CONDITIONS

The traffic Level of Service analysis considers the impact of the Project under two scenarios. It compares the “Existing” and “Existing Plus Project” cases to determine the Project impacts without consideration of cumulative growth. In addition, our analysis determines the Project impacts under the scenario that cumulative growth does occur through a comparison of the Future (2020) “Without Project” and “With Project” scenarios. This following section contains the impact analyses of the Project traffic impacts under both scenarios.

IV. 1 Significant Traffic Impact Criteria

The City of Culver City defines a significant traffic impact attributable to a project based on a “stepped scale” as summarized in Table 6.

Table 6
City of Culver City Criteria for Significant Traffic Impact

<u>LOS</u>	<u>Final CMA Value</u>	<u>Project-Related Increase in CMA Value</u>
C	> 0.700 - 0.800	equal to or greater than 0.050
D	> 0.800 - 0.900	equal to or greater than 0.040
E, F	> 0.900	equal to or greater than 0.020

IV. 2 Existing (2016) With Project Conditions

The analysis of existing traffic conditions at the study intersections for the existing year (2016) was performed as described previously. The existing intersection volumes for the AM and PM peak hours were shown previously on Figure 3. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project were then added to the Existing (2016) volumes to form the “Existing With Project” intersection volumes, as depicted on Figure 6. These volumes were used to determine traffic impacts directly attributable to the proposed Project.

Table 7 presents the results of the CMA and LOS analysis of the Existing (2016) and Existing With Project conditions. As shown in Table 7, no study intersections would be significantly impacted by the Project traffic under the Existing (2016) conditions. (The CMA calculations for these traffic conditions are included in Appendix D.)

Table 7
CMA and LOS Summary
Existing (2016) With Project Traffic Conditions

No.	<u>Intersection</u>	<u>Peak</u> <u>Hour</u>	<u>Existing</u>		<u>Existing + Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Sawtelle Boulevard & Washington Place	AM	0.534	A	0.535	A	0.001
		PM	0.576	A	0.577	A	0.001
2.	Globe Avenue & Washington Place	AM	0.446	A	0.446	A	0.000
		PM	0.415	A	0.417	A	0.002

An * indicates a significant impact (per City of Culver City).

IV. 3 Future (2020) With Project Conditions

There are a number of projects under construction or planned for development in the Project vicinity which may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by projects that have not yet been developed. Based on analyses of trends in traffic growth in this portion of Culver City over the last several years, as documented in the Los Angeles County Congestion Management Program (CMP), the City of Culver City staff has determined that using an annual traffic growth factor of 1.5 percent is reasonable. This growth factor is used to account for increases in traffic resulting from potential development projects in the study area. The ambient traffic growth factor was applied to the existing 2016 traffic volumes to develop the estimated volumes for the future (2020) conditions. The result represents the traffic volumes for the analysis of future (2020) conditions. Finally, Project traffic was analyzed as an incremental addition to the Future (2020) Without Project condition to determine the Future (2020) With Project condition.

IV.3.A Future Roadway Network

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. The intersection of Sawtelle Boulevard & Washington Place is now operating under a system similar to Los Angeles's ATSAC (Automated Traffic Surveillance and Control) System. ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed. These intersection capacity improvements have been incorporated in the analysis of existing (2016) and future (2020) traffic conditions for the signalized study intersection.

In order to accurately forecast future (2020) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. In the Project vicinity, the Culver City Bicycle and Pedestrian Master Plan calls for the installation of bicycle lanes on Washington Place and Sharrows along Sawtelle Boulevard. After the approval of this plan in March of 2012, the bike lanes on Washington Place were added, and are currently in place throughout the Project vicinity. South of Washington Place, Sharrows have been added to Sawtelle Boulevard. As of yet, no sharrows have been added to the section of Sawtelle Boulevard north of Washington Place, however the future installation of these Sharrows will not affect roadway configurations. Therefore, no future lane configurations are expected to change. The City of Culver City Public Works department also did not indicate any future roadway improvements near the Project site. The existing and future lane configurations are shown in Appendix C and were applied to the future (2020) conditions.

IV.3.B Surface Street Impacts

Figure 7 shows the future (2020) AM and PM peak-hour traffic volumes for the Without Project condition. Figure 8 shows the Future (2020) With Project traffic volumes. For consistency and compatibility, the same lane configurations were assumed for both the With and Without Project scenarios.

Using these assumptions, Table 8 presents the results of the AM and PM peak-hour analysis of future traffic conditions. These include Without and With Project traffic conditions at the study intersections. As shown in Table 8, no study intersections would be significantly impacted by Project traffic under the future (2020) conditions. Level of Service calculation worksheets are included in Appendix D.

Table 8
Level of Service Summary
Future (2020) Traffic Conditions

No.	<u>Intersection</u>	<u>Peak</u> <u>Hour</u>	<u>Future</u>		<u>Future + Project</u>		<u>Impact</u>
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	
1.	Sawtelle Boulevard & Washington Place	AM	0.571	A	0.572	A	0.001
		PM	0.616	A	0.618	A	0.002
2.	Globe Avenue & Washington Place	AM	0.473	A	0.473	A	0.000
		PM	0.440	A	0.441	B	0.001

An * indicates a significant impact (per City of Culver City).

Additionally, to address City concern at the intersection of Globe Avenue & Washington Place, a signal warrant analysis was conducted and is included in Appendix F. The signal warrants in the California Manual on Uniform Traffic Control Devices (CAMUTCD) were utilized. Counts of the existing traffic volumes during the weekday daytime (7Am to 7PM) were conducted at this intersection. These counts were factored

upward through the year 2020 using the ambient annual growth factor. Project trips were then added to estimate the year 2020 With Project volumes that were reviewed against the signal warrant values. Conservatively, the AM peak hour Project trip generation calculated in Table 3 was applied for all AM hours, and the PM peak hour Project generation was applied to all PM hours. As shown in Appendix F, it is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

IV.3.C Impacts on Regional Transportation System

The Los Angeles County CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring intersections are Overland Avenue & Venice Boulevard and Centinela Avenue & Venice Boulevard, approximately one mile northeast and west of the Project, respectively. A review of the Project trip generation shows that the proposed Project will generate less than 50 trips during both peak hours. Thus, neither of these CMP intersections will be impacted by 50 or more vehicles during peak hours, and no CMP intersection analysis was performed.

In addition to the arterial intersection analysis requirements, the CMP requires review of Freeway segments to which the Project would add 150 or more trips per hour in either direction. The CMP freeway segments nearest to the Project were reviewed on the San Diego Freeway (I-405) north of Venice Boulevard, approximately ½ mile north of the Project site, and the Santa Monica Freeway (I-10) east of Overland Avenue, approximately 1 ½ miles north of the Project site. As shown in Table 3, the Project will generate less than 150 directional trips during both peak hours; therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no detailed CMP freeway mainline analysis was performed.

IV.3.D Freeway Impact Screening Analysis

Per First Amendment to the Agreement between The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015, which is agreed to by the City of Culver City, a detailed freeway analysis is required for land use proposals that meet any of the following criteria:

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

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

The Project trips along I-405 Freeway mainline were analyzed and the results are included in Table 11. As shown in Table 9, the Project's peak hour trips would result in less than 1% increase to the freeway mainline capacity. Therefore, a freeway mainline impact analysis is not required.

Table 9
Freeway Mainline Screening Analysis

<u>Mainline Segment</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Mainline Capacity</u>	<u>by Project</u>		<u>Percentage For Screening*</u>	<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		
I-405 Fwy	NB	1	2	4	8000	0.01%	0.03%	1.00%	No
s/o Washington Pl.	SB	2	2	4	8000	0.03%	0.03%	1.00%	No
I-405 Fwy	SB	1	2	5	10000	0.01%	0.02%	1.00%	No
n/o Venice Bl.	NB	2	2	5	10000	0.02%	0.02%	1.00%	No

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedure*, December 2015.

The freeway off-ramps that the Project traffic traveling the most is I-405 Freeway off-ramps, which were analyzed and the results are included in Table 10. As shown in Table 10, the Project's peak hour trips would result in less than 1% increase to the freeway ramp capacity. Therefore, a freeway off-ramp impact analysis is not required.

Table 10
Freeway Ramp Screening Analysis

<u>Off-Ramp Location</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Ramp Capacity</u>	<u>by Project</u>		<u>Percentage For Screening*</u>	<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		
I-405 Fwy NB Off-Ramp to Sepulveda Bl.	NB	1	2	1	850	0.1%	0.2%	1.00%	No
I-405 Fwy SB Off-Ramp to Sawtelle Bl.	SB	1	2	1	850	0.1%	0.2%	1.00%	No

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedure*, December 2015.

V. STREET SEGMENT IMPACT ANALYSIS

Four Project site adjacent residential street segments were analyzed to determine if the Project's traffic would significantly impact these residential streets. In addition, two segments of the alley on the north side of the Project site were reviewed to determine the volume of traffic without and with the Project. These street segments are listed below:

Residential Street:

1. Sawtelle Boulevard, north of Alley
2. Sawtelle Boulevard, south of Alley
3. Globe Avenue, north of Alley
4. Globe Avenue, south of Alley

Alley:

1. Alley, east of Sawtelle Boulevard
2. Alley, west of Globe Avenue

V.1 Residential Street Segment Impact Analysis

The City of Culver City deems residential street segment analysis necessary to determine if a project creates a significant impact on a local residential street. Streets with higher average daily traffic volume require a lower percentage increase in traffic to be considered significantly impacted. According to Culver City's guidelines, a local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as noted in Table 11:

Table 11
Thresholds for Significant Impacts on Residential Street Segments

Project ADT with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12 percent or more of Final ADT
2,000 to 2,999	10 percent or more of Final ADT
3,000 or more	8 percent or more of Final ADT

The Project-related ADT was calculated using the same trip generation and distribution methodology as described in Section III. Final ADT was calculated using the same general methodology used to calculate future intersection volumes, as described in Section III. First, existing (2016) ADT volumes were collected for each of the four residential street segments over a 24-hour period. These existing ADT volumes were then factored by a growth rate and combined with daily Project volumes to create future (2020) with project ADT conditions.

A summary of the Residential Street Segment Impact Analysis is provided below in Table 12. As shown, none of the residential street segments are anticipated to be significantly

impacted by Project traffic for the Future (2020) scenario. Therefore, Project traffic is not expected to have a significant impact on any residential street segments.

Table 12
Residential Street Segment Impact Analysis Summary

	Existing (2016) ADT	Future (2020) Without Project ADT	Project- Related ADT	Final (2020) ADT	Project % Increase in ADT or # of Trips*	Significant?
1 Sawtelle Boulevard, north of Alley	20,024	21,253	165	21,418	1%	No
2 Sawtelle Boulevard, south of Alley	19,485	20,681	134	20,815	1%	No
3 Globe Avenue, north of Alley	198	210	0	210	0 trips	No
4 Globe Avenue, south of Alley	369	392	16	408	16 trips	No

* Project trips if ADT trips less than 1,000.

V.2 Alley Traffic Without and With Project

Two segments of the alley on the north side of the Project site were reviewed to determine the volume of traffic under both the without and with the Project conditions. As summarized in Table 13, under both without and with Project conditions, the traffic volumes along alley on the north side of the Project site remain at relatively low levels (less than 1,000 trips a day).

Table 13
Alley Traffic Without and With Project

	Existing (2016) ADT	Future (2020) Without Project ADT	Project- Related ADT	Final (2020) ADT
1 Alley, east of Sawtelle Boulevard	122	129	299	428
2 Alley, west of Globe Avenue	127	135	16	151

VI. SYNCHRO QUEUEING ANALYSIS

A Synchro Queuing Analysis was conducted to address the increasing traffic concerns of the potential delay on southbound traffic along Globe Avenue at Washington Place, slightly east of the Project site. Synchro traffic simulation analysis was conducted at the intersection of Globe Avenue and Washington Place. The same lane configuration was assumed as in the Analysis of Future (2020) Traffic Conditions, Without and With Project subsections.

This analysis was performed using Synchro Version 9 software. The future year operational analysis was conducted using the operational analysis methodology of the 2010 Highway Capacity Manual (HCM), which takes into account signal operations, producing existing volume-to-capacity (V/C) ratios and vehicular delays at these locations. Specifically, this method assesses the effects of signal type, timing, phasing and progression; vehicle mix; and geometrics on delay. The results of the analysis are included in Appendix E and summarized below.

The 95th percentile queuing lengths of the Globe Avenue southbound queueing at its intersection with Washington Place under the Future (2020) Without and With Project conditions are summarized in Table 14. As shown in Table 14, the 95th percentile queuing lengths would only increase the Globe Avenue southbound queuing length by less than 1 foot during both AM and PM peak hour. Therefore, the Project would not cause significant southbound delay along Globe Avenue at Washington Place.

Table 14
Queue Length Summary
Globe Avenue Southbound Turns at Washington Place

<u>Movement</u>	<u>Peak Hour</u>	<u>Without Project</u> <u>95th Percentile</u>	<u>With Project</u> <u>95th Percentile</u>	<u>Queue Increase</u> <u>95th Percentile</u>
Globe Ave. SB	AM	5 ft	5 ft	0 ft
	PM	12 ft	13 ft	1 ft

VII. BICYCLE AND PEDESTRIAN NETWORK

The City of Culver City Bicycle & Pedestrian Master Plan was adopted by City Council on November 8, 2010 and BPA approval received on March 29, 2012. This bicycle and pedestrian master plan is the City's first comprehensive plan for bicycling and walking. There are several second tier bicycle improvement projects proposed in the City's bicycle network in the Project vicinity:

- o The installation of bicycle lanes on Washington Place between Washington Boulevard and Albright Avenue – After the approval of this plan in March of 2012, these bike lanes on Washington Place near the Project site were added, and are currently in place on that roadway throughout the Project vicinity.

- o The installation of Sharrows along Sawtelle Boulevard between Venice Boulevard and Overland Avenue – After the approval of this plan in March of 2012, Sharrows have been added to Sawtelle Boulevard south of Washington Place. As of yet, no Sharrows have been added to the section of Sawtelle Boulevard north of Washington Place, however the future installation of these Sharrows will not affect roadway configurations. The proposed Project shall be responsible for the installation of Sharrows and related signage on Sawtelle Boulevard between Venice Boulevard and Washington Place. The project shall also be responsible for the installation of continental style crosswalks at all legs of the intersection of Sawtelle Boulevard and Washington Place. These measures are in conformance with Culver City's Bicycle and Pedestrian Master Plan.

VIII. SUMMARY

The above analysis has been prepared with the assumptions and parameters outlined in the MOU signed on November 1, 2016. Based on the results of this analysis, the proposed Washington (11281) Mixed-Use Project will not have significant traffic impacts at any study intersections and residential street segments.

To address City staff concern at the intersection of Globe Avenue & Washington Place, a Synchro delay analysis was conducted for the southbound traffic along Globe Avenue at Washington Place, which confirmed that the Project traffic would not cause significant delay for southbound traffic at this location. In addition, a signal warrant analysis was conducted and included in Appendix F. It is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

To address neighborhood concerns about Project motorists entering the Alley en route to Globe Avenue, the project shall be responsible to install a NO RIGHT TURN SIGN for motorists exiting the Project's driveway in the Alley.

The proposed Project shall be responsible for the installation of Sharrows and related signage on Sawtelle Boulevard between Venice Boulevard and Washington Place. The project shall also be responsible for the installation of continental style crosswalks at all legs of the intersection of Sawtelle Boulevard and Washington Place. These measures are in conformance with Culver City's Bicycle and Pedestrian Master Plan.

Sincerely,
Crain & Associates



Helen Shi, PE
Transportation Engineer
TE 2474, CE 75894

FIGURES

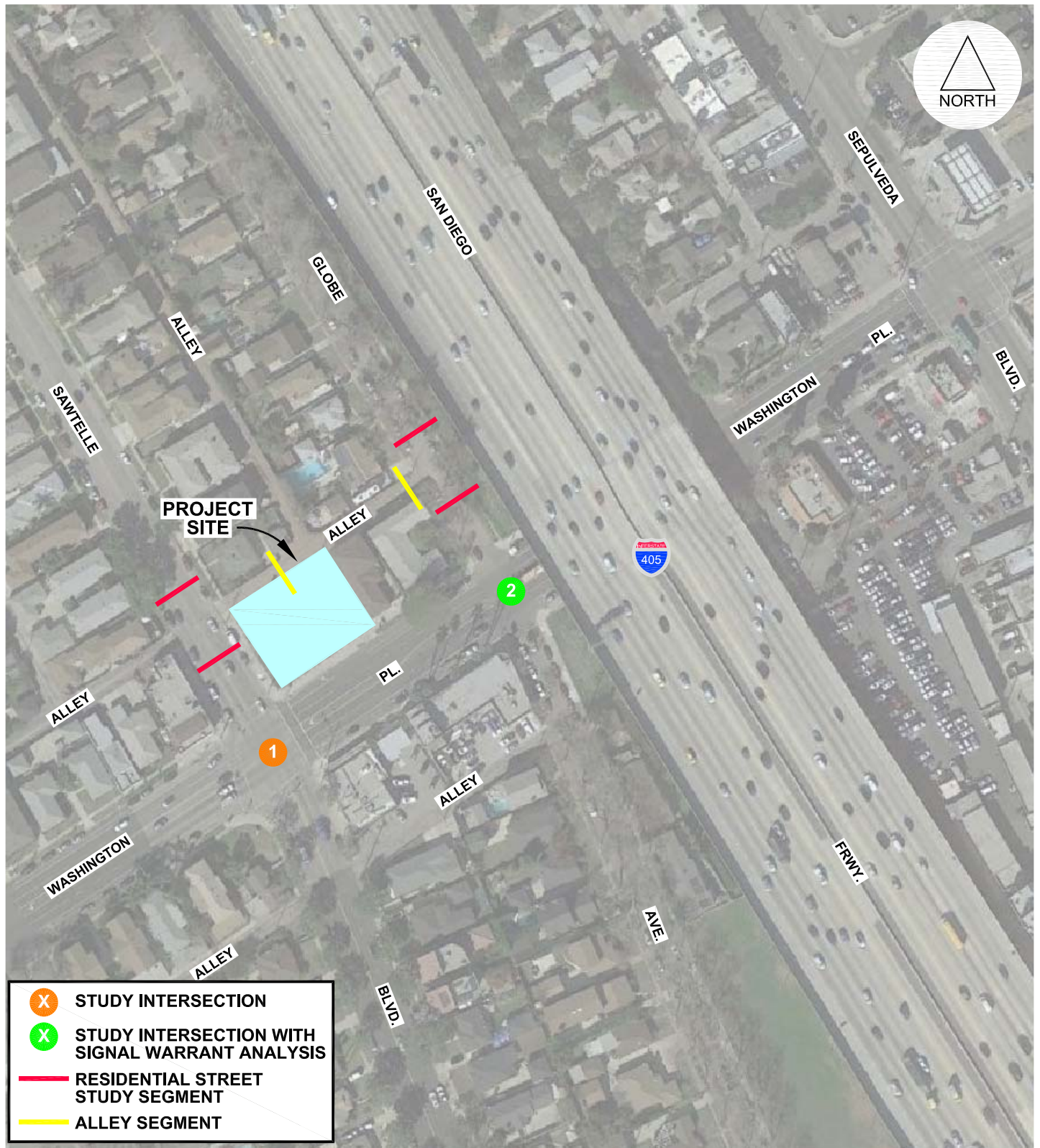


FIGURE 1

11/22/2016

FN: WASHINGTON(11281)MIXED USE CO-STUDY-INTS

SITE VICINITY AND STUDY INTERSECTIONS LOCATION MAP



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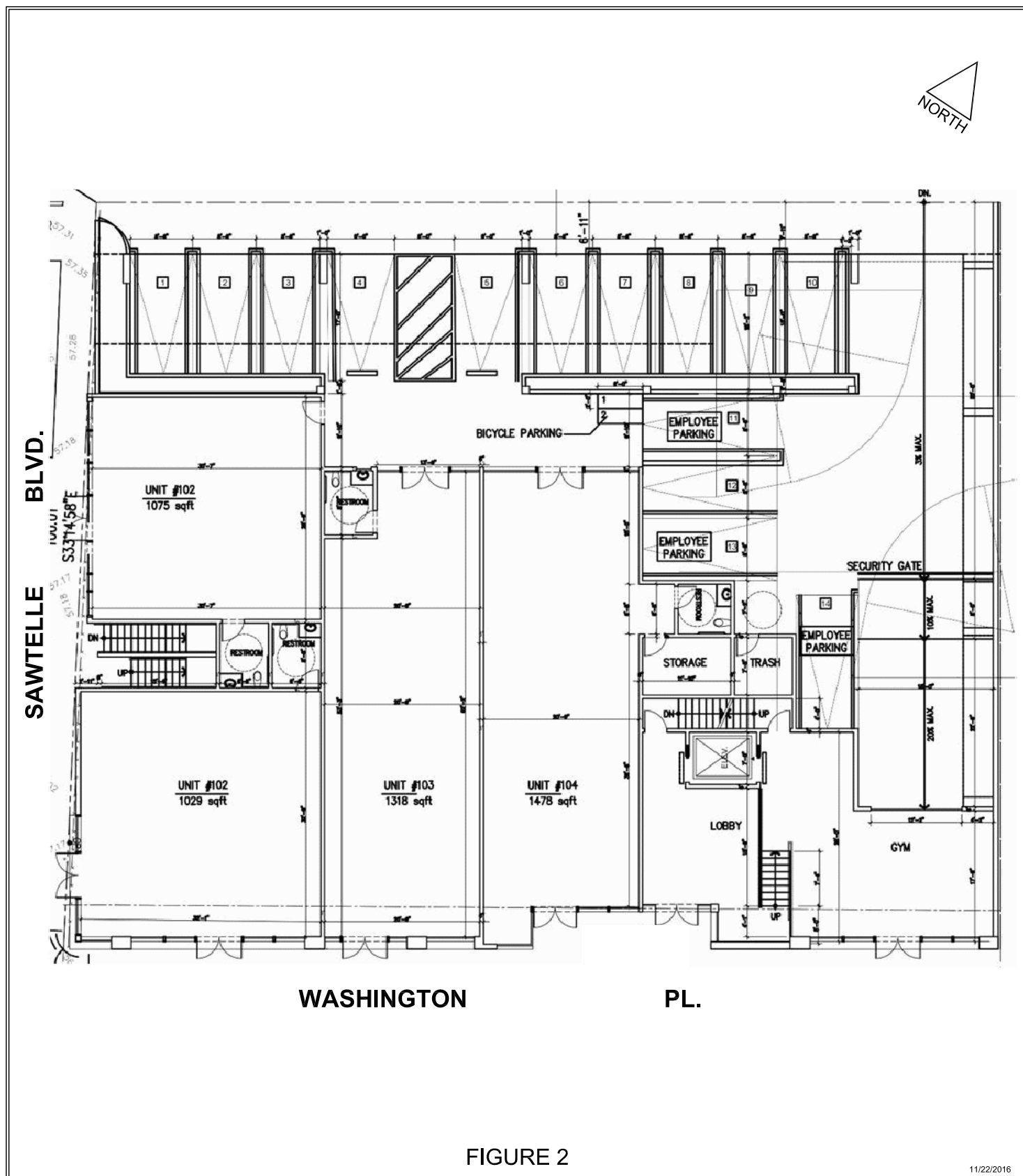


FIGURE 2

11/22/2016

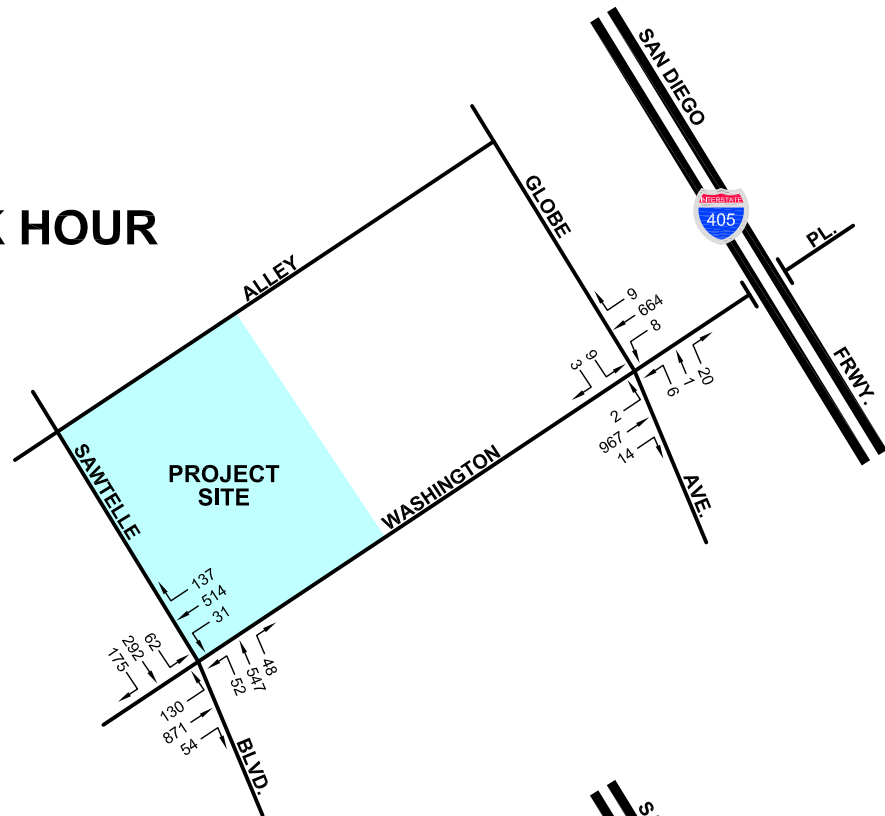
FN: WASHINGTON(11281)MIXED USE/SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN



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AM PEAK HOUR



PM PEAK HOUR

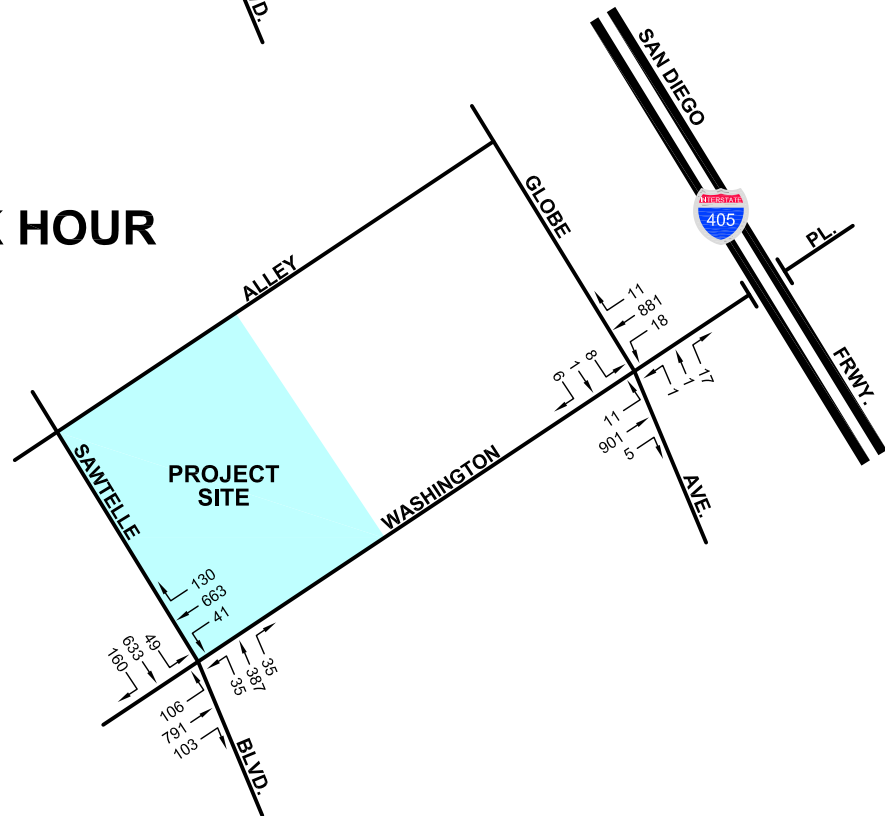


FIGURE 3

11/16/2016

FN: Washington(11281)/2016

EXISTING (2016) TRAFFIC VOLUMES



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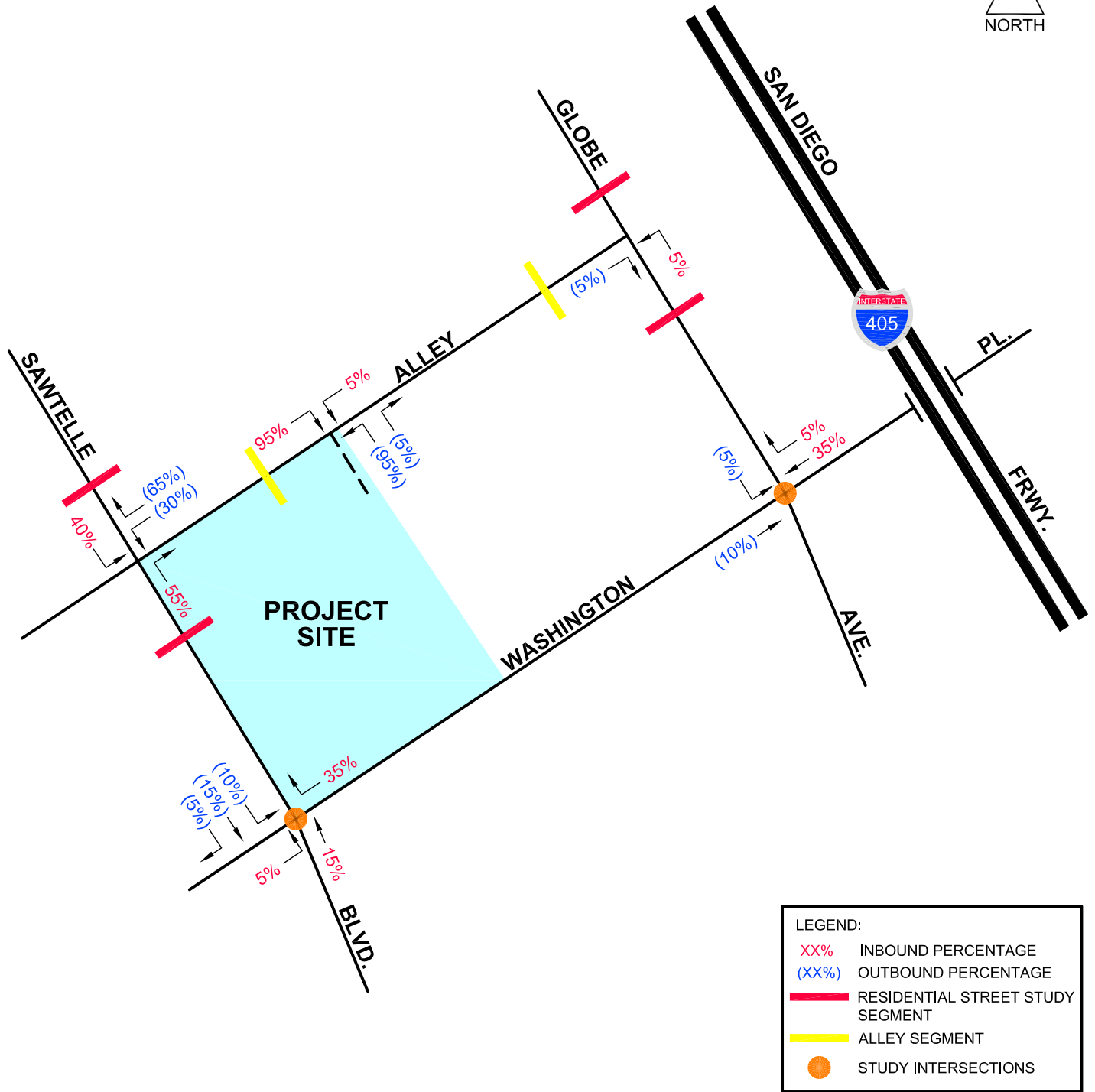


FIGURE 4

11/16/2016

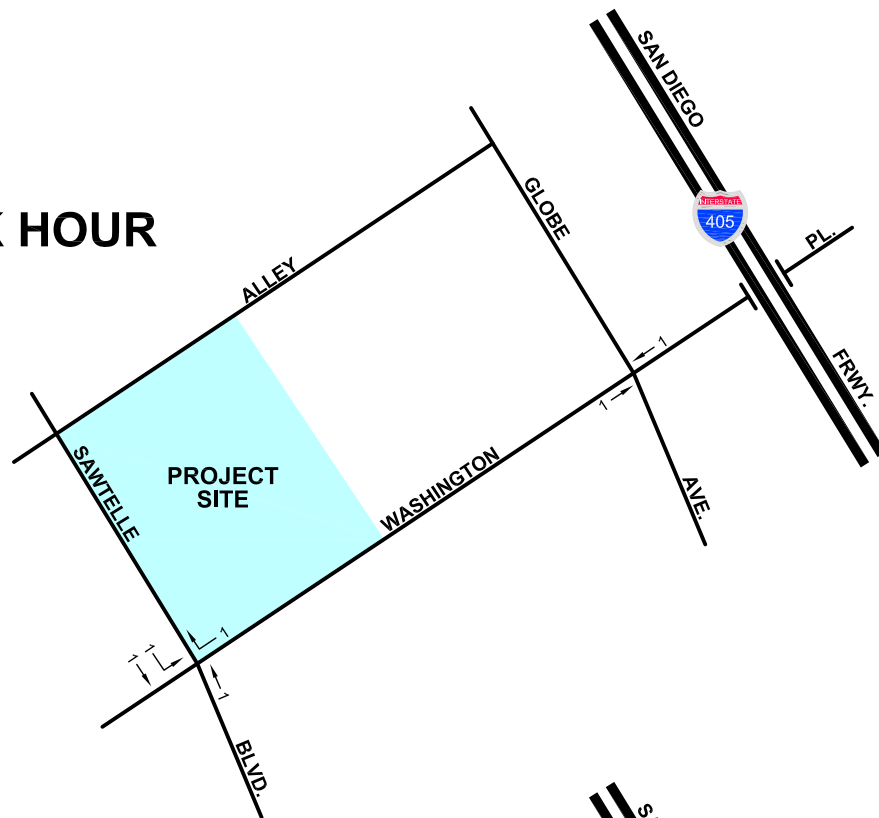
FN: Washington(11281)/PROJ-ASSIGNMENT

PROJECT TRAFFIC ASSIGNMENT PERCENTAGES



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AM PEAK HOUR



PM PEAK HOUR

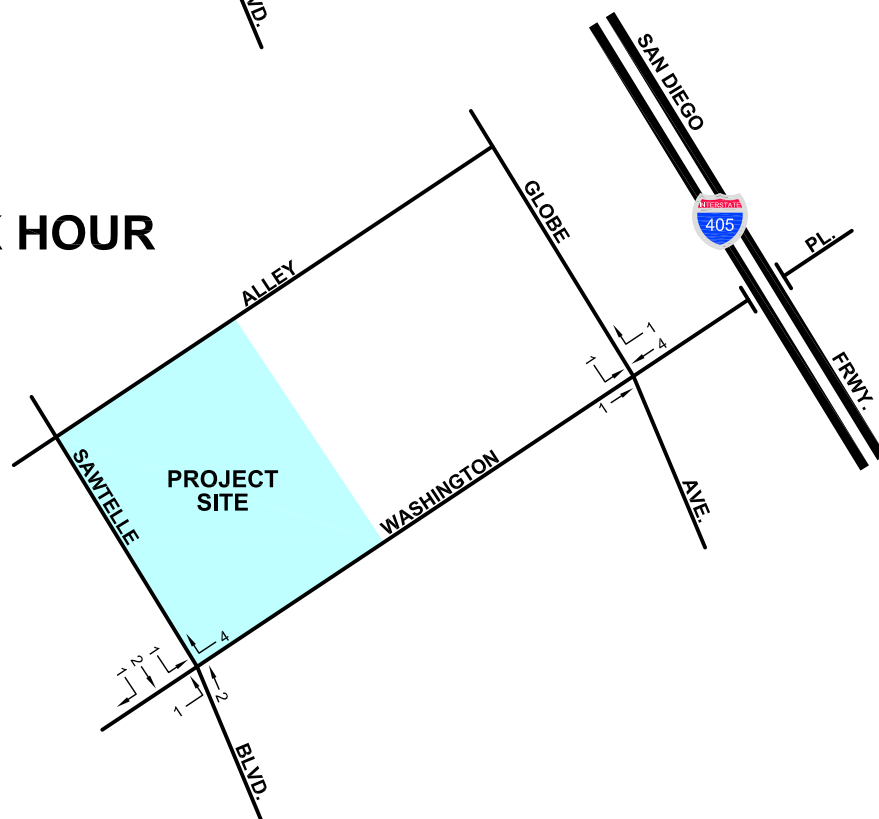


FIGURE 5

11/28/2016

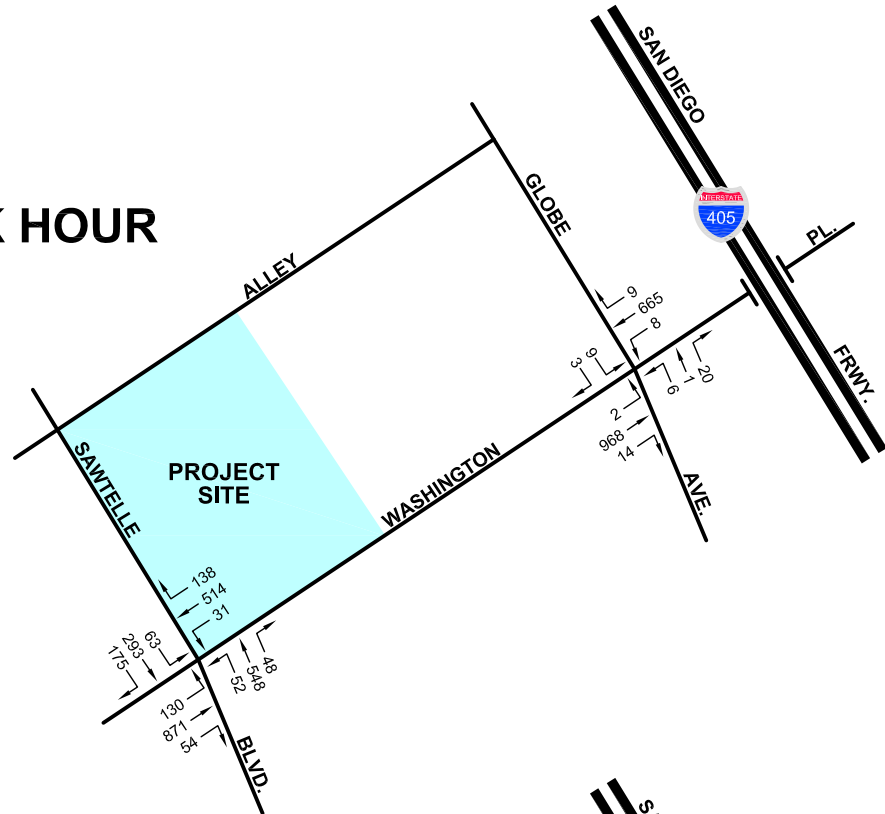
FN: Washington(11281)/PROJ-VOLS

PROJECT TRAFFIC VOLUMES



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AM PEAK HOUR



PM PEAK HOUR

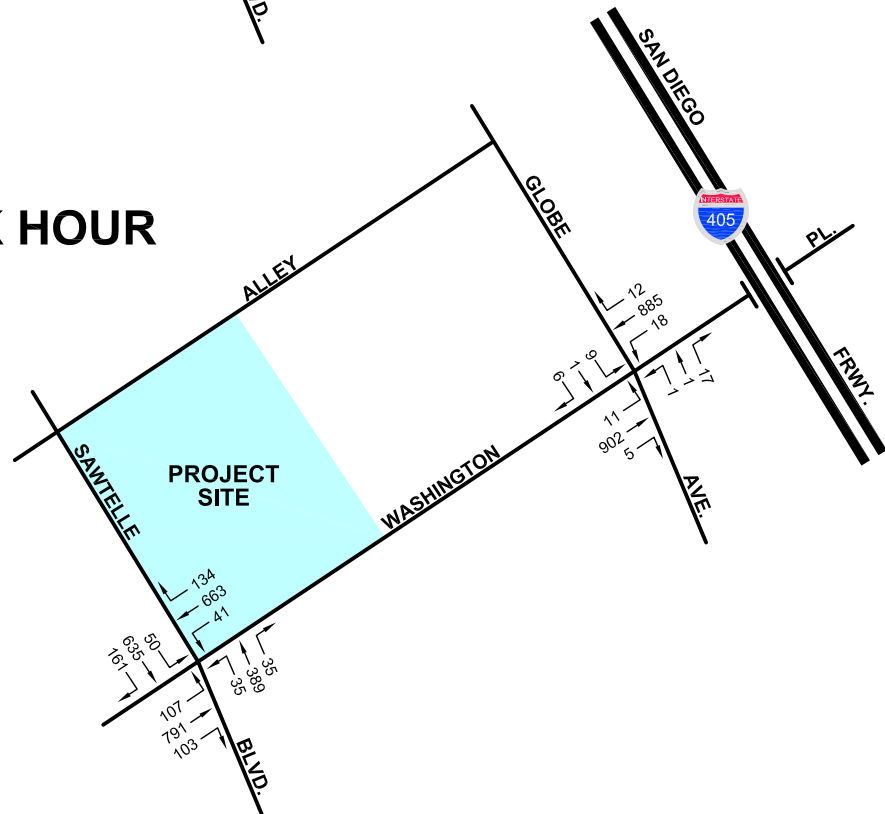


FIGURE 6

11/16/2016

FN: Washington(11281)/2016+PROJ

EXISTING (2016) WITH PROJECT TRAFFIC VOLUMES



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PM PEAK HOUR

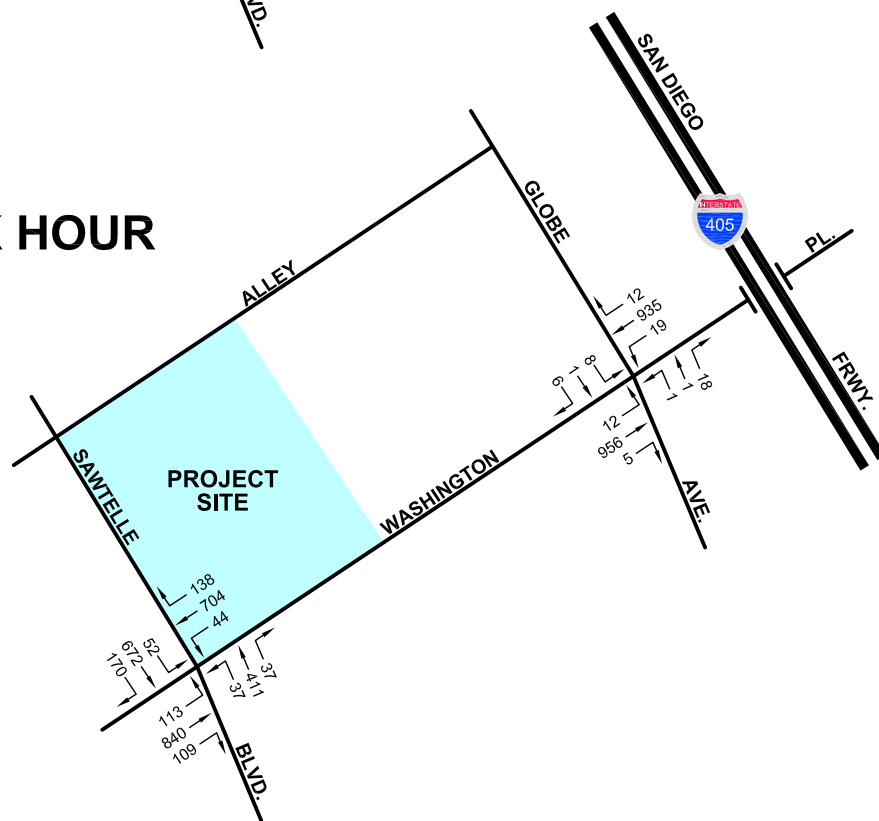
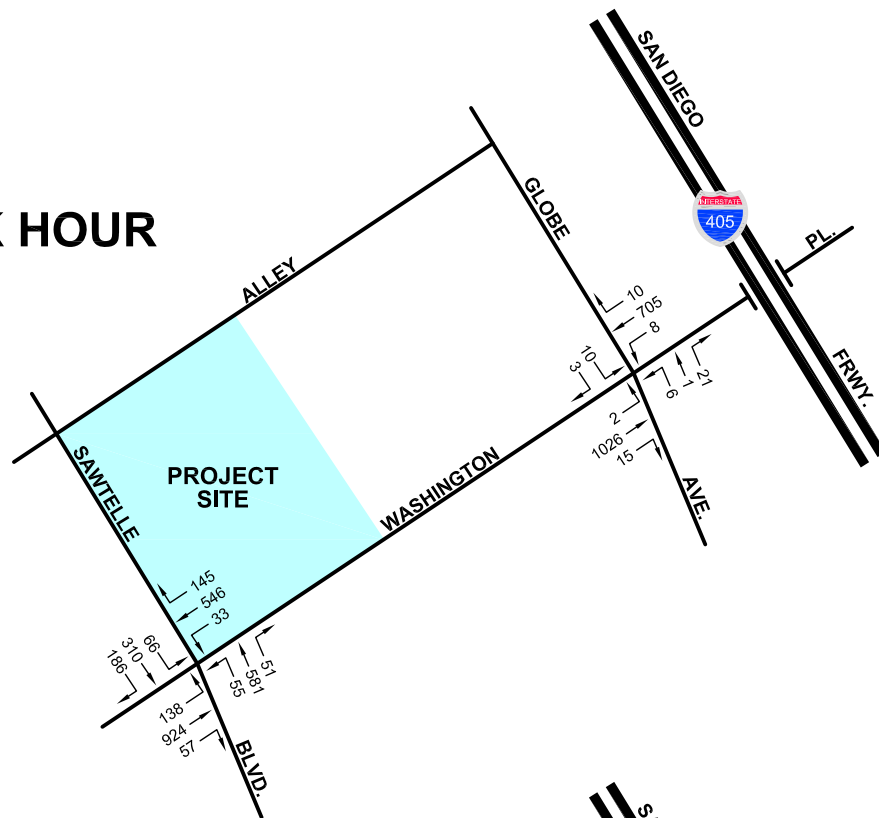


FIGURE 7

11/17/2016

FN: Washington(11281)/2020

FUTURE (2020) WITHOUT PROJECT TRAFFIC VOLUMES

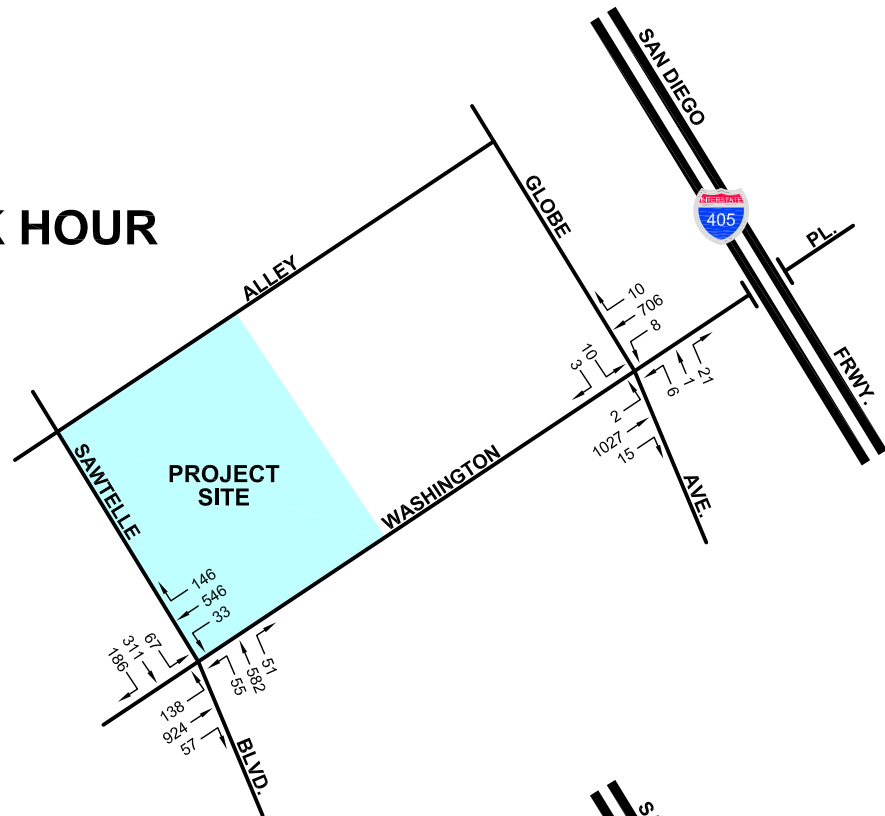


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AM PEAK HOUR



PM PEAK HOUR

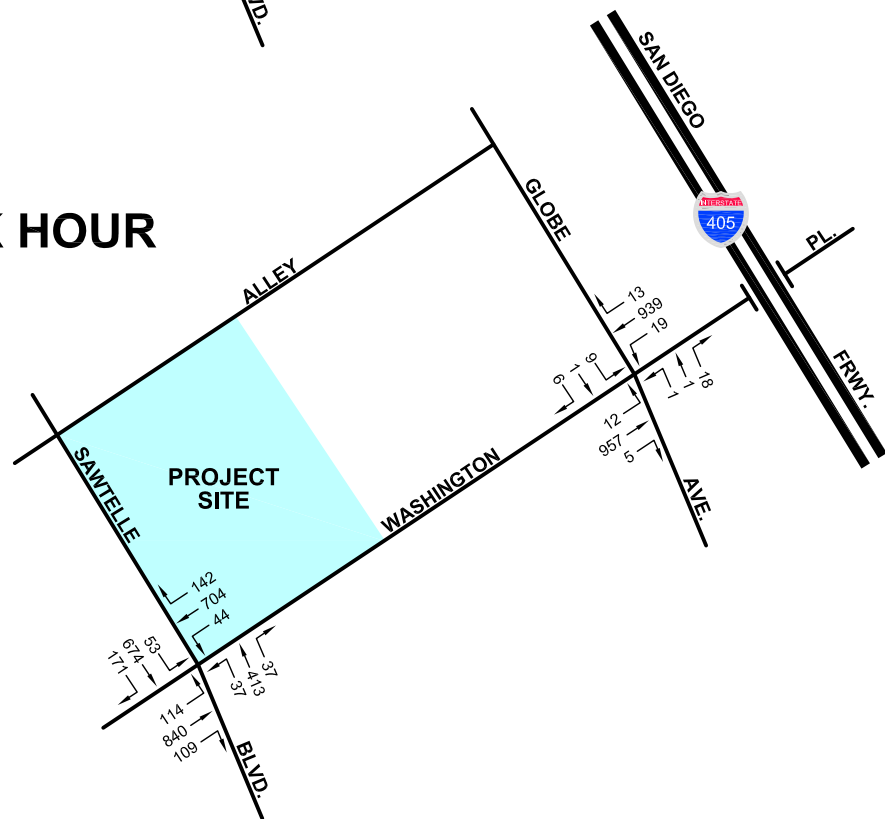


FIGURE 8

11/17/2016

FN: Washington(11281)/2020+PROJ

FUTURE (2020) WITH PROJECT TRAFFIC VOLUMES



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Culver City, California 90230
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APPENDIX A
TRAFFIC STUDY – MEMORANDUM OF UNDERSTANDING (MOU)

SCOPING MOU FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges City of Culver City Transportation Department requirements of traffic impact analysis for the following project:

Project Name: Washington (11281) Mixed-Use (Residential & Retail) Project

Project Address: 11281 Washington Boulevard, Culver City

Project Description: Mixed-use building with 14 apartment units and 5,000 square feet of retail (See Attachment 1 for Conceptual Site Plan)

Geographic Distribution: N 40% S 15% E 40% W 5%
See Attachment 2 for project trip Assignment percentages and volumes.

Trip Generation Rate(s): ITE Trip Generation, 9th Edition
See Attachment 3 for Project trip generation rates.

Trip Generation: Project trip generation calculations attached in Attachment 3.

Project Buildout Year: 2020 Ambient or CMP Growth Rate: 1.5% per yr.

Related Projects: 1.5% per year ambient growth rate to account for related project volumes.

Subject to Freeway Impact Analysis Screening review: YES NO X (See attachment 4)

City of Culver City Bicycle & Pedestrian Master Plan Analysis (Site Vicinity): YES X NO

Study Intersections [See Attachment 5 for location map]

1. Sawtelle Blvd. & Washington Pl.
2. Globe Ave. & Washington Pl.

Study Residential Street Segments [See Attachment 5 for location map]

- | | |
|---|--|
| <u>1. Sawtelle Blvd. north of Alley .</u> | <u>4. Globe Ave. south of Alley</u> |
| <u>2. Sawtelle Blvd. south of Alley</u> | <u>5. Alley east of Sawtelle Blvd.</u> |
| <u>3. Globe Ave. north of Alley</u> | <u>6. Alley west of Globe Ave..</u> |

Signal Warrant & Queuing Analysis Location [See Attachment 5 for location map]

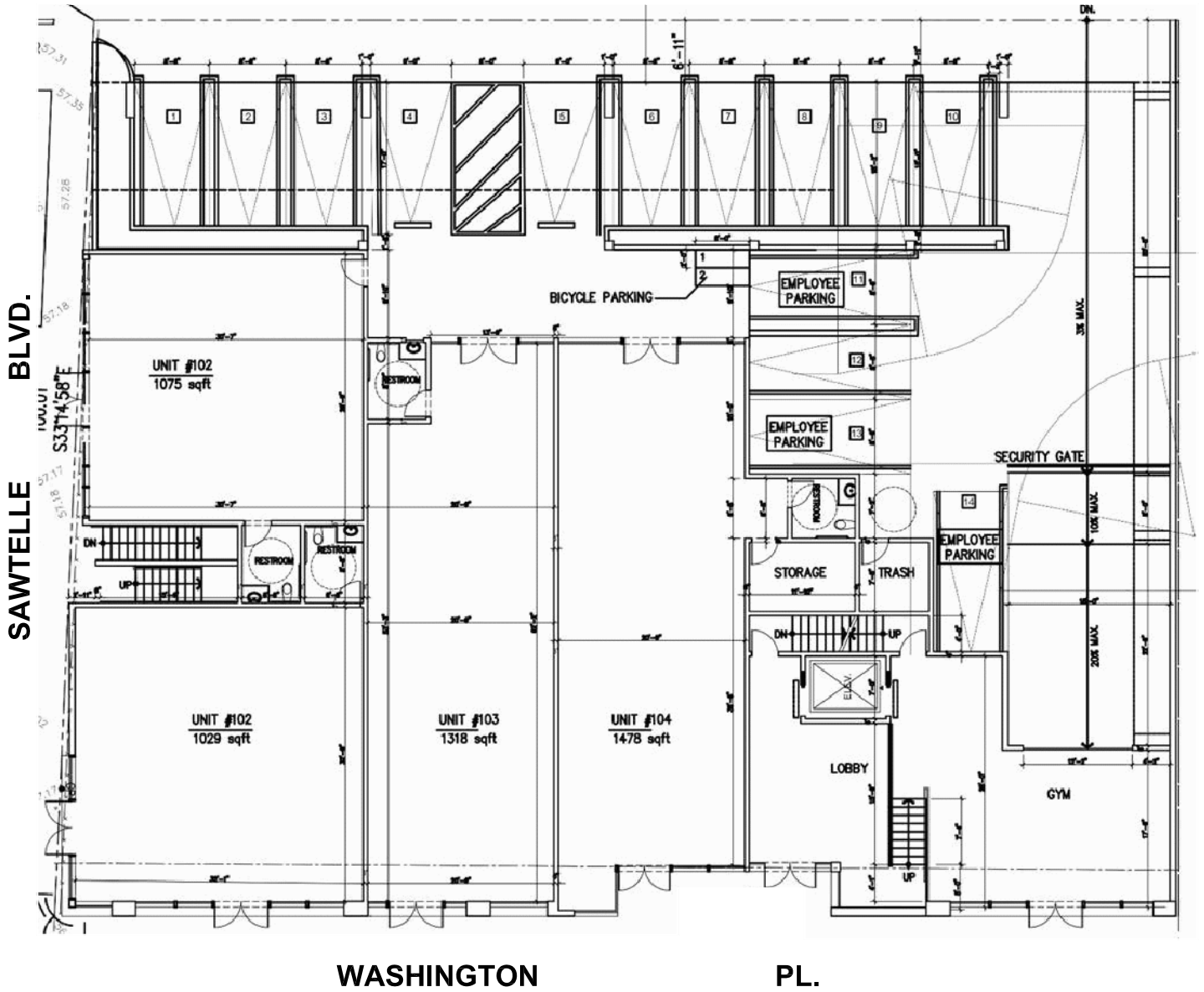
1. Globe Ave. & Washington Pl. (Queuing along Globe Avenue at Washington Place will be analyzed by Synchro)

Trip Credits: (Exact amount of credit subject to approval by City of Culver City)	yes	no
Transportation Demand Management (TDM)	☐	☒
Existing Active Land Use	☐	☒
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☒	☐
Transit	☒	☐

This analysis must follow latest Culver City Traffic Study guidelines.

	<u>Consultant</u>	<u>Developer</u>
Name	<u>Crain & Associates</u>	<u>Ebby Benelyahu</u>
Address	<u>300 Corporate Pointe, Suite 470</u>	<u>9415 Culver Blvd</u>
	<u>Culver City, CA 90230</u>	<u>Culver City, CA 90232</u>
Phone No.	<u>(310) 473-6508</u>	<u>(213) 280-3167</u>
Approved by:	<u>Helen Shi</u> <u>11/1/2016</u>	<u>Sanyou</u> <u>11/1/2016</u>
	Consultant's Representative Date	Culver City Representative Date

ATTACHMENT 1
PROJECT CONCEPTUAL SITE PLAN



ATTACHMENT 1

10/17/2016

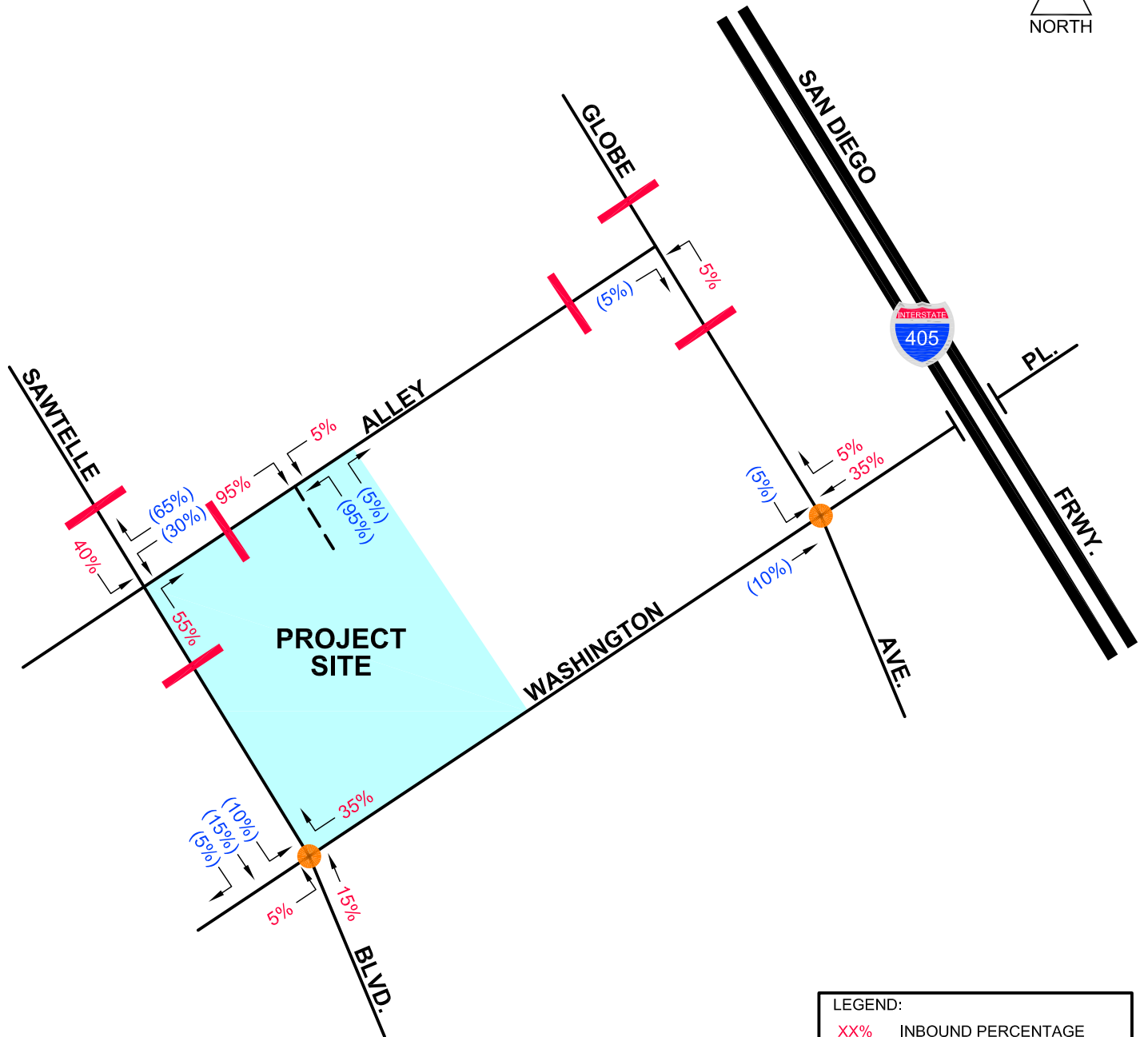
FN: WASHINGTON(11281)MIXED USE/SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN



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ATTACHMENT 2
PROJECT TRIP ASSIGNMENT



LEGEND:	
XX%	INBOUND PERCENTAGE
(XX%)	OUTBOUND PERCENTAGE
	RESIDENTIAL STREET STUDY SEGMENT
	STUDY INTERSECTIONS

ATTACHMENT 2

10/28/2016

FN: WASHINGTON (11281) MIXED USE CC/PROJ-DIST

PROJECT DISTRIBUTION PERCENTAGES



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ATTACHMENT 3
PROJECT TRIP GENERATION

Attachment 3

Washington (11281) Mixed-Use Development
Project Trip Generation Rates

<u>LU</u>	<u>Use/Description</u>		
220	Apartments		
	Daily:	6.65	Trips per Dwelling Unit
	AM Peak Hour:	0.51	Trips per Dwelling Unit
	Inbound		20%
	Outbound		80%
	PM Peak Hour:	0.62	Trips per Dwelling Unit
	Inbound		65%
	Outbound		35%
826	Specialty Retail		
	Daily:	44.32	Trips per KSF of Building Area
	AM Peak Hour: *	0.96	Trips per KSF of Building Area
	Inbound		62%
	Outbound		38%
	PM Peak Hour:	2.71	Trips per KSF of Building Area
	Inbound		44%
	Outbound		56%

Source:

Trip Generation, 9th Edition, 2012, Institute of Transportation Engineers (ITE).

* AM peak hour trip generation rate not available, assumed ITE LU820 - Shopping Center
AM peak hour rates and inbound/outbound splits.

**Washington (11281) Mixed-Use Development
Project Trip Generation Calculations**

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
PROPOSED USES										
220	Apartments	14	du	93	1	6	7	6	3	9
826	Retail	5.00	ksf	222	3	2	5	6	8	14
Subtotal [A]				315	4	8	12	12	11	23
Pass-by Trips										
	Apartments	0%		0	0	0	0	0	0	0
	Retail	25%		(56)	(1)	0	(1)	(2)	(2)	(4)
Subtotal [B]				(56)	(1)	0	(1)	(2)	(2)	(4)
[C] Area Intersection Trips (Proposed Uses) = [A]+[B]				259	3	8	11	10	9	19

ATTACHMENT 4
PROJECT FREEWAY TRIP SCREENING

Washington (11281) Apartment Project Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

PROJECT TRIP GENERATION

<u>Direction</u>	<u>Net Project</u>	
	<u>AM</u>	<u>PM</u>
Inbound	3	10
Outbound	8	9

CALTRANS FREEWAY IMPACT ANALYSIS

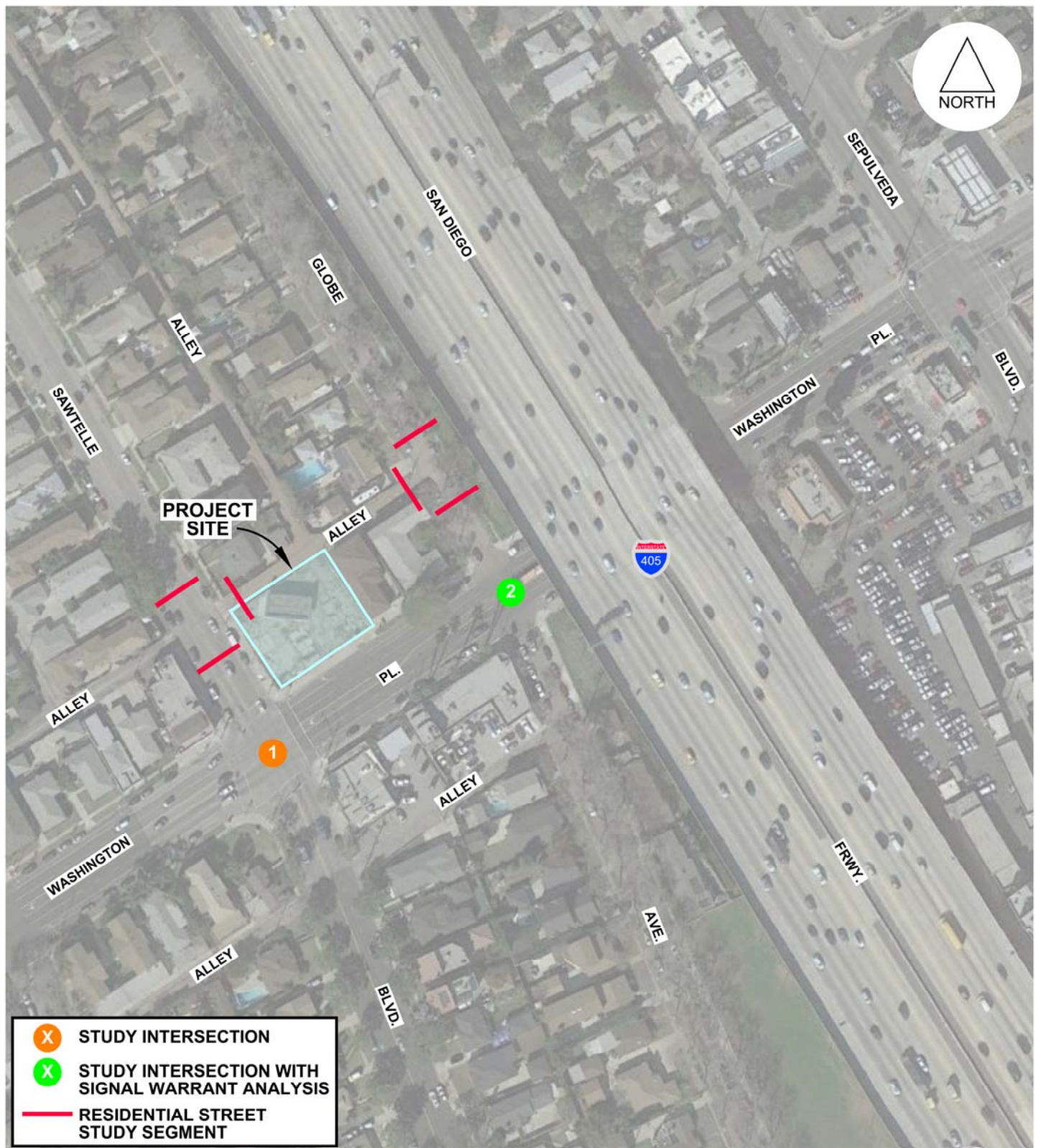
FREEWAY MAINLINE VOLUME CALCULATIONS			<u>Net Project</u>			<u>Number of Lanes</u>	<u>Capacity per Lane*</u>	<u>Total Capacity</u>	<u>Percentage Added by Project</u>		<u>Threshold Percentage For Screening*</u>	<u>Ramp Operation</u>	<u>Requires Analysis?</u>
<u>Mainline Segment Location</u>	<u>Direction</u>	<u>Proj. Trip Direction</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>				<u>AM</u>	<u>PM</u>			
I-405 Fwy, n/o Washington Pl.	Northbound	Inbound	20%	1	2	4	2000	8000	0.01%	0.03%	1.00%	-	No
	Southbound	Outbound	20%	2	2	4	2000	8000	0.03%	0.03%	1.00%	-	No
I-405 Fwy, n/o Venice Bl.	Southbound	Inbound	20%	1	2	5	2000	10000	0.01%	0.02%	1.00%	-	No
	Northbound	Outbound	20%	2	2	5	2000	10000	0.02%	0.02%	1.00%	-	No

FREEWAY OFF-RAMP VOLUME CALCULATIONS

<u>Off-Ramp Location</u>	<u>Direction</u>	<u>Proj. Trip Direction</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>Number of Lanes</u>	<u>Capacity per Lane*</u>	<u>Total Capacity</u>	<u>AM</u>	<u>PM</u>	<u>Threshold Percentage For Screening*</u>	<u>Ramp Operation</u>	<u>Requires Analysis?</u>
I-405 Fwy NB Off-Ramp to Sepulveda Bl.	Northbound	Inbound	20%	1	2	2	850	1700	0.06%	0.12%	1.00%	-	No
I-405 Fwy SB Off-Ramp to Sawtelle Bl.	Southbound	Inbound	20%	1	2	2	850	1700	0.06%	0.12%	1.00%	-	No

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedure, December 2015.

ATTACHMENT 5
STUDY LOCATION MAP



ATTACHMENT 5

10/17/2016

FN: WASHINGTON(11281)MIXED USE CC|STUDY-INTS

SITE VICINITY AND STUDY INTERSECTIONS LOCATION MAP



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APPENDIX B
EXISTING MANUAL COUNTS

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAAM
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

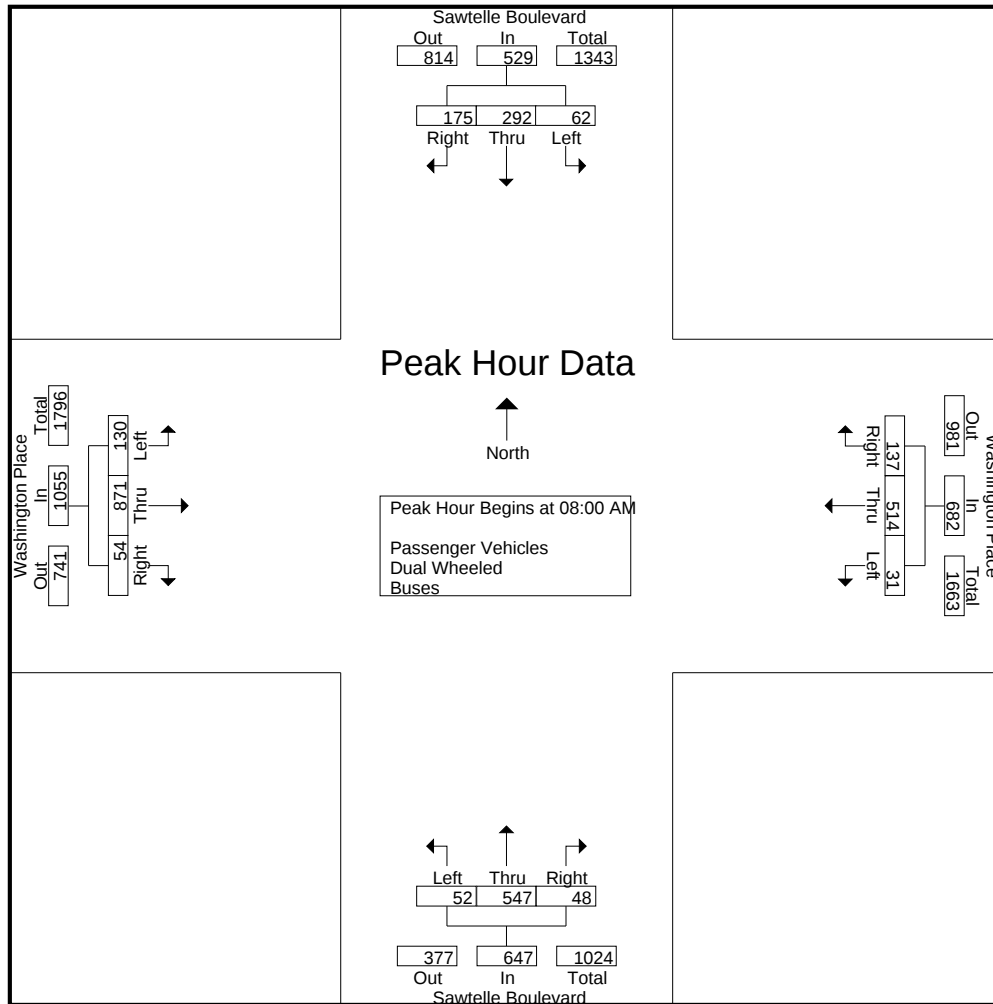
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	22	28	63	4	70	23	97	8	125	6	139	23	105	4	132	431
07:15 AM	12	25	36	73	1	94	45	140	8	161	7	176	35	132	5	172	561
07:30 AM	14	43	31	88	6	99	58	163	9	154	9	172	41	161	13	215	638
07:45 AM	19	55	46	120	3	131	45	179	17	152	6	175	30	188	10	228	702
Total	58	145	141	344	14	394	171	579	42	592	28	662	129	586	32	747	2332
08:00 AM	21	59	45	125	4	134	39	177	17	146	9	172	21	202	7	230	704
08:15 AM	9	79	38	126	11	103	34	148	12	141	18	171	39	232	19	290	735
08:30 AM	18	75	41	134	10	130	36	176	14	137	9	160	36	233	16	285	755
08:45 AM	14	79	51	144	6	147	28	181	9	123	12	144	34	204	12	250	719
Total	62	292	175	529	31	514	137	682	52	547	48	647	130	871	54	1055	2913
09:00 AM	11	68	58	137	3	109	33	145	6	141	8	155	34	167	11	212	649
09:15 AM	9	62	37	108	3	101	44	148	13	122	10	145	23	180	9	212	613
09:30 AM	13	53	31	97	4	77	29	110	6	104	10	120	24	183	8	215	542
09:45 AM	18	38	57	113	3	97	26	126	8	96	5	109	22	134	15	171	519
Total	51	221	183	455	13	384	132	529	33	463	33	529	103	664	43	810	2323
Grand Total	171	658	499	1328	58	1292	440	1790	127	1602	109	1838	362	2121	129	2612	7568
Apprch %	12.9	49.5	37.6		3.2	72.2	24.6		6.9	87.2	5.9		13.9	81.2	4.9		
Total %	2.3	8.7	6.6	17.5	0.8	17.1	5.8	23.7	1.7	21.2	1.4	24.3	4.8	28	1.7	34.5	
Passenger Vehicles	167	651	486	1304	57	1276	430	1763	125	1587	106	1818	353	2105	126	2584	7469
% Passenger Vehicles	97.7	98.9	97.4	98.2	98.3	98.8	97.7	98.5	98.4	99.1	97.2	98.9	97.5	99.2	97.7	98.9	98.7
Dual Wheeled	3	6	12	21	1	10	10	21	2	13	3	18	7	10	1	18	78
% Dual Wheeled	1.8	0.9	2.4	1.6	1.7	0.8	2.3	1.2	1.6	0.8	2.8	1	1.9	0.5	0.8	0.7	1
Buses	1	1	1	3	0	6	0	6	0	2	0	2	2	6	2	10	21
% Buses	0.6	0.2	0.2	0.2	0	0.5	0	0.3	0	0.1	0	0.1	0.6	0.3	1.6	0.4	0.3

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	21	59	45	125	4	134	39	177	17	146	9	172	21	202	7	230	704
08:15 AM	9	79	38	126	11	103	34	148	12	141	18	171	39	232	19	290	735
08:30 AM	18	75	41	134	10	130	36	176	14	137	9	160	36	233	16	285	755
08:45 AM	14	79	51	144	6	147	28	181	9	123	12	144	34	204	12	250	719
Total Volume	62	292	175	529	31	514	137	682	52	547	48	647	130	871	54	1055	2913
% App. Total	11.7	55.2	33.1		4.5	75.4	20.1		8	84.5	7.4		12.3	82.6	5.1		
PHF	.738	.924	.858	.918	.705	.874	.878	.942	.765	.937	.667	.940	.833	.935	.711	.909	.965

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAAM
Site Code : 16616593
Start Date : 11/3/2016
Page No : 2



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

	08:15 AM				08:00 AM				07:15 AM				08:00 AM			
+0 mins.	9	79	38	126	4	134	39	177	8	161	7	176	21	202	7	230
+15 mins.	18	75	41	134	11	103	34	148	9	154	9	172	39	232	19	290
+30 mins.	14	79	51	144	10	130	36	176	17	152	6	175	36	233	16	285
+45 mins.	11	68	58	137	6	147	28	181	17	146	9	172	34	204	12	250
Total Volume	52	301	188	541	31	514	137	682	51	613	31	695	130	871	54	1055
% App. Total	9.6	55.6	34.8		4.5	75.4	20.1		7.3	88.2	4.5		12.3	82.6	5.1	
PHF	.722	.953	.810	.939	.705	.874	.878	.942	.750	.952	.861	.987	.833	.935	.711	.909

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAAM
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

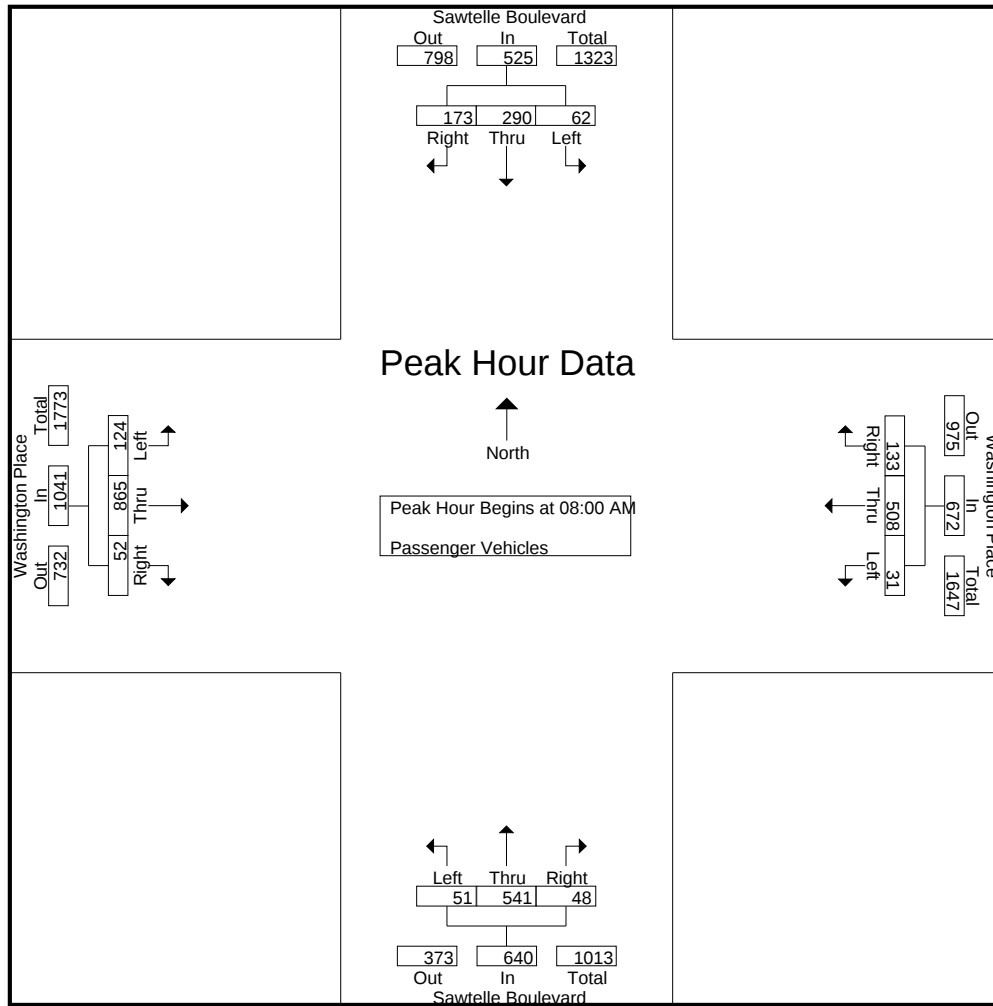
Groups Printed- Passenger Vehicles

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	21	28	62	4	69	23	96	8	124	6	138	23	105	4	132	428
07:15 AM	11	25	36	72	1	93	44	138	7	160	6	173	34	131	5	170	553
07:30 AM	14	41	29	84	6	98	57	161	9	153	9	171	41	159	13	213	629
07:45 AM	18	54	44	116	3	127	44	174	17	151	6	174	30	188	10	228	692
Total	56	141	137	334	14	387	168	569	41	588	27	656	128	583	32	743	2302
08:00 AM	21	59	44	124	4	132	37	173	17	144	9	170	21	202	6	229	696
08:15 AM	9	79	37	125	11	103	32	146	11	139	18	168	35	231	19	285	724
08:30 AM	18	73	41	132	10	129	36	175	14	137	9	160	35	230	16	281	748
08:45 AM	14	79	51	144	6	144	28	178	9	121	12	142	33	202	11	246	710
Total	62	290	173	525	31	508	133	672	51	541	48	640	124	865	52	1041	2878
09:00 AM	11	68	56	135	3	108	33	144	6	140	8	154	34	165	11	210	643
09:15 AM	9	62	34	105	2	99	43	144	13	121	10	144	22	179	9	210	603
09:30 AM	12	52	31	95	4	77	29	110	6	102	9	117	23	180	7	210	532
09:45 AM	17	38	55	110	3	97	24	124	8	95	4	107	22	133	15	170	511
Total	49	220	176	445	12	381	129	522	33	458	31	522	101	657	42	800	2289
Grand Total	167	651	486	1304	57	1276	430	1763	125	1587	106	1818	353	2105	126	2584	7469
Apprch %	12.8	49.9	37.3		3.2	72.4	24.4		6.9	87.3	5.8		13.7	81.5	4.9		
Total %	2.2	8.7	6.5	17.5	0.8	17.1	5.8	23.6	1.7	21.2	1.4	24.3	4.7	28.2	1.7	34.6	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	21	59	44	124	4	132	37	173	17	144	9	170	21	202	6	229	696
08:15 AM	9	79	37	125	11	103	32	146	11	139	18	168	35	231	19	285	724
08:30 AM	18	73	41	132	10	129	36	175	14	137	9	160	35	230	16	281	748
08:45 AM	14	79	51	144	6	144	28	178	9	121	12	142	33	202	11	246	710
Total Volume	62	290	173	525	31	508	133	672	51	541	48	640	124	865	52	1041	2878
% App. Total	11.8	55.2	33		4.6	75.6	19.8		8	84.5	7.5		11.9	83.1	5		
PHF	.738	.918	.848	.911	.705	.882	.899	.944	.750	.939	.667	.941	.886	.936	.684	.913	.962

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	21	59	44	124	4	132	37	173	17	144	9	170	21	202	6	229
+15 mins.	9	79	37	125	11	103	32	146	11	139	18	168	35	231	19	285
+30 mins.	18	73	41	132	10	129	36	175	14	137	9	160	35	230	16	281
+45 mins.	14	79	51	144	6	144	28	178	9	121	12	142	33	202	11	246
Total Volume	62	290	173	525	31	508	133	672	51	541	48	640	124	865	52	1041
% App. Total	11.8	55.2	33		4.6	75.6	19.8		8	84.5	7.5		11.9	83.1	5	
PHF	.738	.918	.848	.911	.705	.882	.899	.944	.750	.939	.667	.941	.886	.936	.684	.913

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAAM
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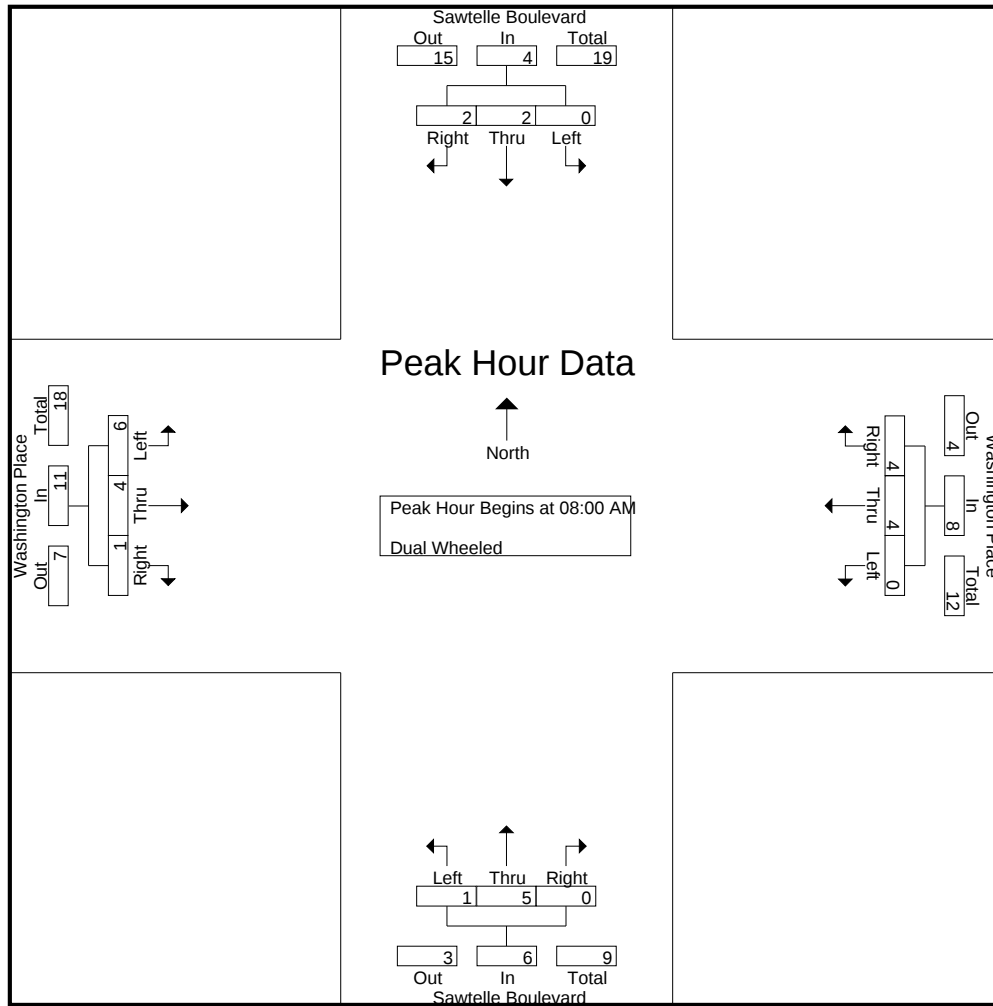
Groups Printed- Dual Wheeled

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	1	1	1	1	1	3	0	1	0	1	6
07:30 AM	0	2	1	3	0	0	1	1	0	1	0	1	0	2	0	2	7
07:45 AM	0	0	2	2	0	2	1	3	0	1	0	1	0	0	0	0	6
Total	1	3	3	7	0	3	3	6	1	3	1	5	0	3	0	3	21
08:00 AM	0	0	1	1	0	1	2	3	0	2	0	2	0	0	1	1	7
08:15 AM	0	0	1	1	0	0	2	2	1	1	0	2	4	1	0	5	10
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
08:45 AM	0	0	0	0	0	3	0	3	0	2	0	2	1	2	0	3	8
Total	0	2	2	4	0	4	4	8	1	5	0	6	6	4	1	11	29
09:00 AM	0	0	2	2	0	1	0	1	0	1	0	1	0	1	0	1	5
09:15 AM	0	0	3	3	1	2	1	4	0	1	0	1	0	1	0	1	9
09:30 AM	1	1	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
09:45 AM	1	0	2	3	0	0	2	2	0	1	1	2	0	1	0	1	8
Total	2	1	7	10	1	3	3	7	0	5	2	7	1	3	0	4	28
Grand Total	3	6	12	21	1	10	10	21	2	13	3	18	7	10	1	18	78
Apprch %	14.3	28.6	57.1		4.8	47.6	47.6		11.1	72.2	16.7		38.9	55.6	5.6		
Total %	3.8	7.7	15.4	26.9	1.3	12.8	12.8	26.9	2.6	16.7	3.8	23.1	9	12.8	1.3	23.1	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	0	1	2	3	0	2	0	2	0	0	1	1	7
08:15 AM	0	0	1	1	0	0	2	2	1	1	0	2	4	1	0	5	10
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
08:45 AM	0	0	0	0	0	3	0	3	0	2	0	2	1	2	0	3	8
Total Volume	0	2	2	4	0	4	4	8	1	5	0	6	6	4	1	11	29
% App. Total	0	50	50		0	50	50		16.7	83.3	0		54.5	36.4	9.1		
PHF	.000	.250	.500	.500	.000	.333	.500	.667	.250	.625	.000	.750	.375	.500	.250	.550	.725

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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	1	1	0	1	2	3	0	2	0	2	0	0	1	1
+15 mins.	0	0	1	1	0	0	2	2	1	1	0	2	4	1	0	5
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	2	0	2	1	2	0	3
Total Volume	0	2	2	4	0	4	4	8	1	5	0	6	6	4	1	11
% App. Total	0	50	50		0	50	50		16.7	83.3	0		54.5	36.4	9.1	
PHF	.000	.250	.500	.500	.000	.333	.500	.667	.250	.625	.000	.750	.375	.500	.250	.550

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

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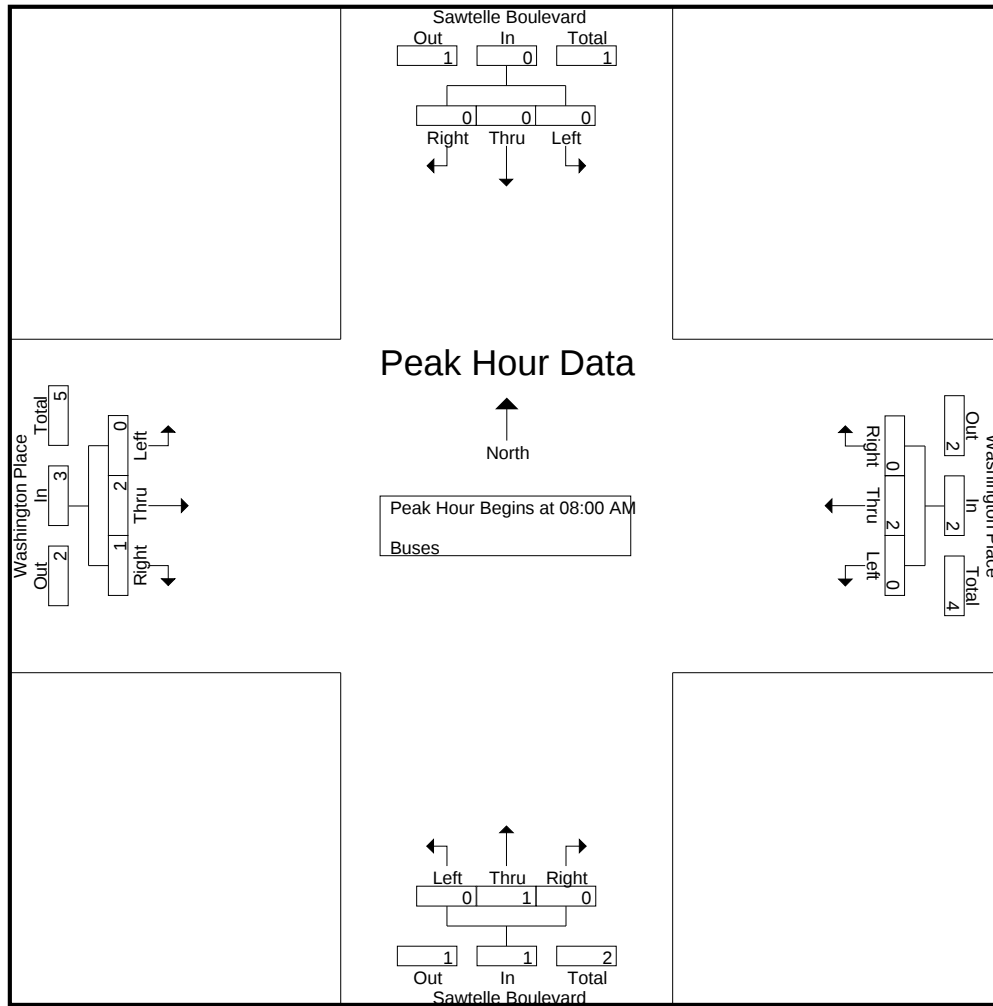
Groups Printed- Buses

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	1	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
Total	1	1	1	3	0	4	0	4	0	1	0	1	1	0	0	1	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	2	0	2	0	1	0	1	0	2	1	3	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	6	6
Grand Total	1	1	1	3	0	6	0	6	0	2	0	2	2	6	2	10	21
Apprch %	33.3	33.3	33.3		0	100	0		0	100	0		20	60	20		
Total %	4.8	4.8	4.8	14.3	0	28.6	0	28.6	0	9.5	0	9.5	9.5	28.6	9.5	47.6	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	2	0	2	0	1	0	1	0	2	1	3	6
% App. Total	0	0	0		0	100	0		0	100	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.250	.375	.500

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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	1	0	1	0	2	1	3
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	66.7	33.3	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.250	.375

City of Los Angeles
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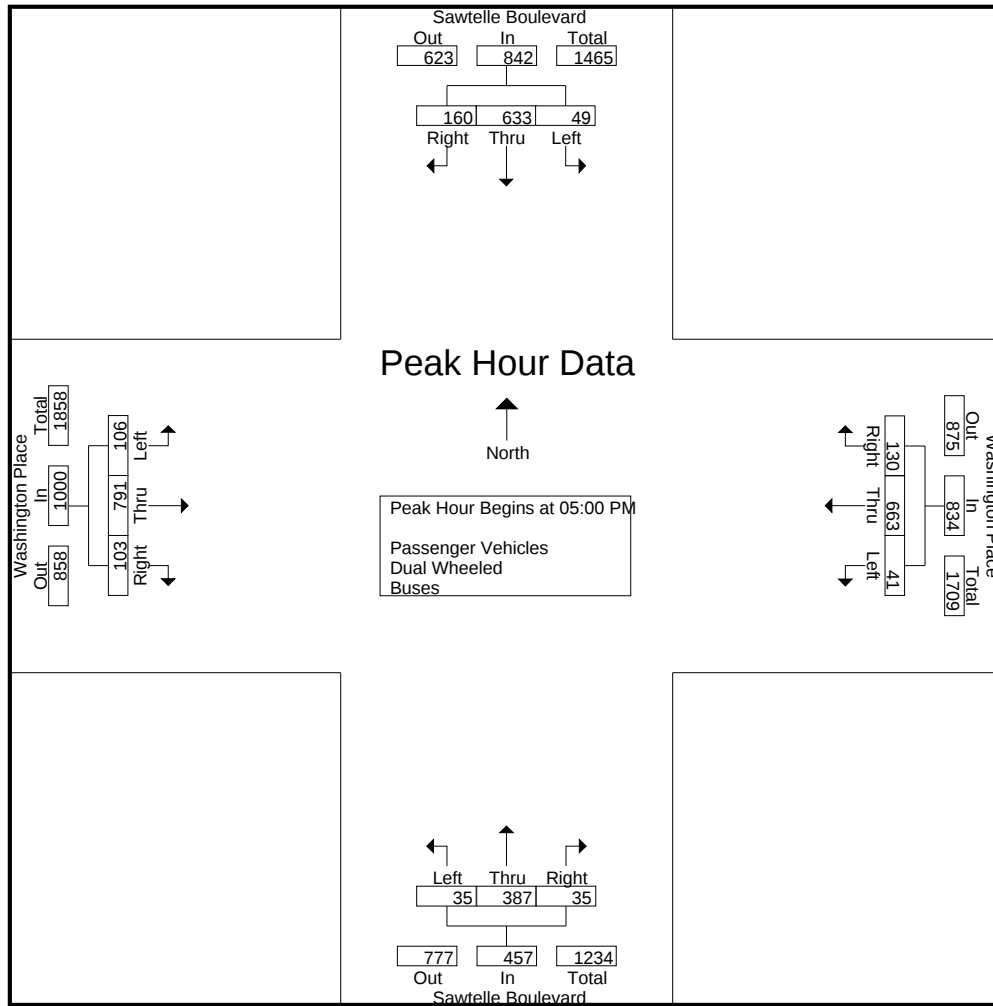
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	17	139	54	210	11	130	40	181	8	62	9	79	30	178	17	225	695
03:15 PM	16	157	47	220	9	133	23	165	7	75	10	92	22	185	27	234	711
03:30 PM	16	133	54	203	9	144	34	187	9	108	10	127	34	175	26	235	752
03:45 PM	19	171	46	236	6	121	23	150	20	92	9	121	30	180	34	244	751
Total	68	600	201	869	35	528	120	683	44	337	38	419	116	718	104	938	2909
04:00 PM	19	190	53	262	10	134	24	168	7	87	12	106	33	180	34	247	783
04:15 PM	12	167	50	229	11	145	34	190	11	97	8	116	34	161	27	222	757
04:30 PM	19	160	51	230	12	146	28	186	5	95	9	109	27	191	34	252	777
04:45 PM	15	164	32	211	10	138	22	170	13	88	5	106	31	194	30	255	742
Total	65	681	186	932	43	563	108	714	36	367	34	437	125	726	125	976	3059
05:00 PM	11	162	36	209	14	156	31	201	11	83	8	102	21	202	36	259	771
05:15 PM	12	178	51	241	5	165	25	195	7	107	12	126	31	199	20	250	812
05:30 PM	15	136	28	179	7	162	37	206	5	105	9	119	33	196	17	246	750
05:45 PM	11	157	45	213	15	180	37	232	12	92	6	110	21	194	30	245	800
Total	49	633	160	842	41	663	130	834	35	387	35	457	106	791	103	1000	3133
Grand Total	182	1914	547	2643	119	1754	358	2231	115	1091	107	1313	347	2235	332	2914	9101
Apprch %	6.9	72.4	20.7		5.3	78.6	16		8.8	83.1	8.1		11.9	76.7	11.4		
Total %	2	21	6	29	1.3	19.3	3.9	24.5	1.3	12	1.2	14.4	3.8	24.6	3.6	32	
Passenger Vehicles	182	1901	541	2624	117	1743	350	2210	115	1081	106	1302	342	2209	328	2879	9015
% Passenger Vehicles	100	99.3	98.9	99.3	98.3	99.4	97.8	99.1	100	99.1	99.1	99.2	98.6	98.8	98.8	98.8	99.1
Dual Wheeled	0	9	5	14	2	7	8	17	0	7	1	8	5	24	3	32	71
% Dual Wheeled	0	0.5	0.9	0.5	1.7	0.4	2.2	0.8	0	0.6	0.9	0.6	1.4	1.1	0.9	1.1	0.8
Buses	0	4	1	5	0	4	0	4	0	3	0	3	0	2	1	3	15
% Buses	0	0.2	0.2	0.2	0	0.2	0	0.2	0	0.3	0	0.2	0	0.1	0.3	0.1	0.2

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	162	36	209	14	156	31	201	11	83	8	102	21	202	36	259	771
05:15 PM	12	178	51	241	5	165	25	195	7	107	12	126	31	199	20	250	812
05:30 PM	15	136	28	179	7	162	37	206	5	105	9	119	33	196	17	246	750
05:45 PM	11	157	45	213	15	180	37	232	12	92	6	110	21	194	30	245	800
Total Volume	49	633	160	842	41	663	130	834	35	387	35	457	106	791	103	1000	3133
% App. Total	5.8	75.2	19		4.9	79.5	15.6		7.7	84.7	7.7		10.6	79.1	10.3		
PHF	.817	.889	.784	.873	.683	.921	.878	.899	.729	.904	.729	.907	.803	.979	.715	.965	.965

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

	03:45 PM				05:00 PM				03:30 PM				04:30 PM			
+0 mins.	19	171	46	236	14	156	31	201	9	108	10	127	27	191	34	252
+15 mins.	19	190	53	262	5	165	25	195	20	92	9	121	31	194	30	255
+30 mins.	12	167	50	229	7	162	37	206	7	87	12	106	21	202	36	259
+45 mins.	19	160	51	230	15	180	37	232	11	97	8	116	31	199	20	250
Total Volume	69	688	200	957	41	663	130	834	47	384	39	470	110	786	120	1016
% App. Total	7.2	71.9	20.9		4.9	79.5	15.6		10	81.7	8.3		10.8	77.4	11.8	
PHF	.908	.905	.943	.913	.683	.921	.878	.899	.588	.889	.813	.925	.887	.973	.833	.981

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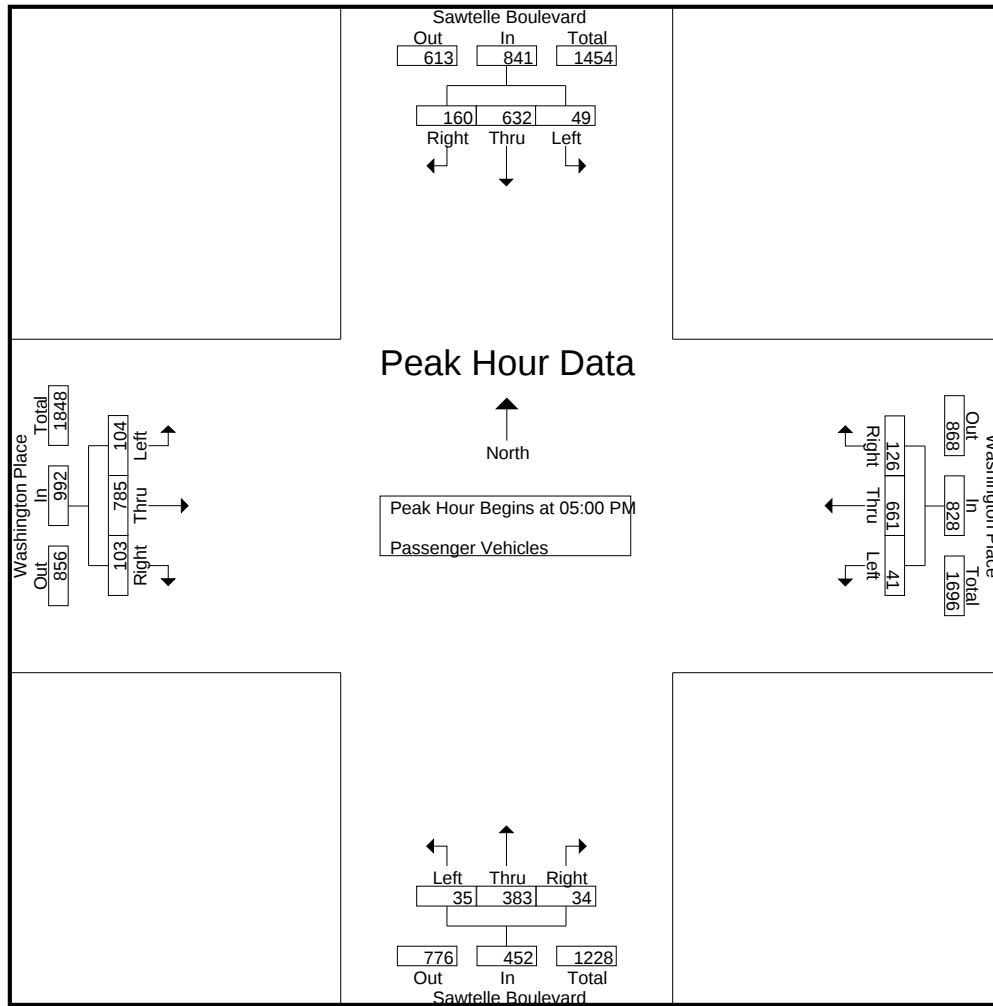
Groups Printed- Passenger Vehicles

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	17	138	53	208	10	129	39	178	8	62	9	79	30	177	17	224	689
03:15 PM	16	155	45	216	9	132	23	164	7	74	10	91	22	179	26	227	698
03:30 PM	16	130	53	199	9	142	34	185	9	106	10	125	33	174	26	233	742
03:45 PM	19	168	46	233	5	121	22	148	20	91	9	120	30	177	33	240	741
Total	68	591	197	856	33	524	118	675	44	333	38	415	115	707	102	924	2870
04:00 PM	19	190	52	261	10	132	24	166	7	87	12	106	32	176	34	242	775
04:15 PM	12	164	49	225	11	143	33	187	11	95	8	114	34	161	26	221	747
04:30 PM	19	160	51	230	12	145	27	184	5	95	9	109	27	187	33	247	770
04:45 PM	15	164	32	211	10	138	22	170	13	88	5	106	30	193	30	253	740
Total	65	678	184	927	43	558	106	707	36	365	34	435	123	717	123	963	3032
05:00 PM	11	162	36	209	14	156	31	201	11	83	7	101	21	201	36	258	769
05:15 PM	12	177	51	240	5	165	24	194	7	104	12	123	30	198	20	248	805
05:30 PM	15	136	28	179	7	161	34	202	5	105	9	119	32	192	17	241	741
05:45 PM	11	157	45	213	15	179	37	231	12	91	6	109	21	194	30	245	798
Total	49	632	160	841	41	661	126	828	35	383	34	452	104	785	103	992	3113
Grand Total	182	1901	541	2624	117	1743	350	2210	115	1081	106	1302	342	2209	328	2879	9015
Apprch %	6.9	72.4	20.6		5.3	78.9	15.8		8.8	83	8.1		11.9	76.7	11.4		
Total %	2	21.1	6	29.1	1.3	19.3	3.9	24.5	1.3	12	1.2	14.4	3.8	24.5	3.6	31.9	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	162	36	209	14	156	31	201	11	83	7	101	21	201	36	258	769
05:15 PM	12	177	51	240	5	165	24	194	7	104	12	123	30	198	20	248	805
05:30 PM	15	136	28	179	7	161	34	202	5	105	9	119	32	192	17	241	741
05:45 PM	11	157	45	213	15	179	37	231	12	91	6	109	21	194	30	245	798
Total Volume	49	632	160	841	41	661	126	828	35	383	34	452	104	785	103	992	3113
% App. Total	5.8	75.1	19		5	79.8	15.2		7.7	84.7	7.5		10.5	79.1	10.4		
PHF	.817	.893	.784	.876	.683	.923	.851	.896	.729	.912	.708	.919	.813	.976	.715	.961	.967

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	11	162	36	209	14	156	31	201	11	83	7	101	21	201	36	258
+15 mins.	12	177	51	240	5	165	24	194	7	104	12	123	30	198	20	248
+30 mins.	15	136	28	179	7	161	34	202	5	105	9	119	32	192	17	241
+45 mins.	11	157	45	213	15	179	37	231	12	91	6	109	21	194	30	245
Total Volume	49	632	160	841	41	661	126	828	35	383	34	452	104	785	103	992
% App. Total	5.8	75.1	19		5	79.8	15.2		7.7	84.7	7.5		10.5	79.1	10.4	
PHF	.817	.893	.784	.876	.683	.923	.851	.896	.729	.912	.708	.919	.813	.976	.715	.961

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAPM
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

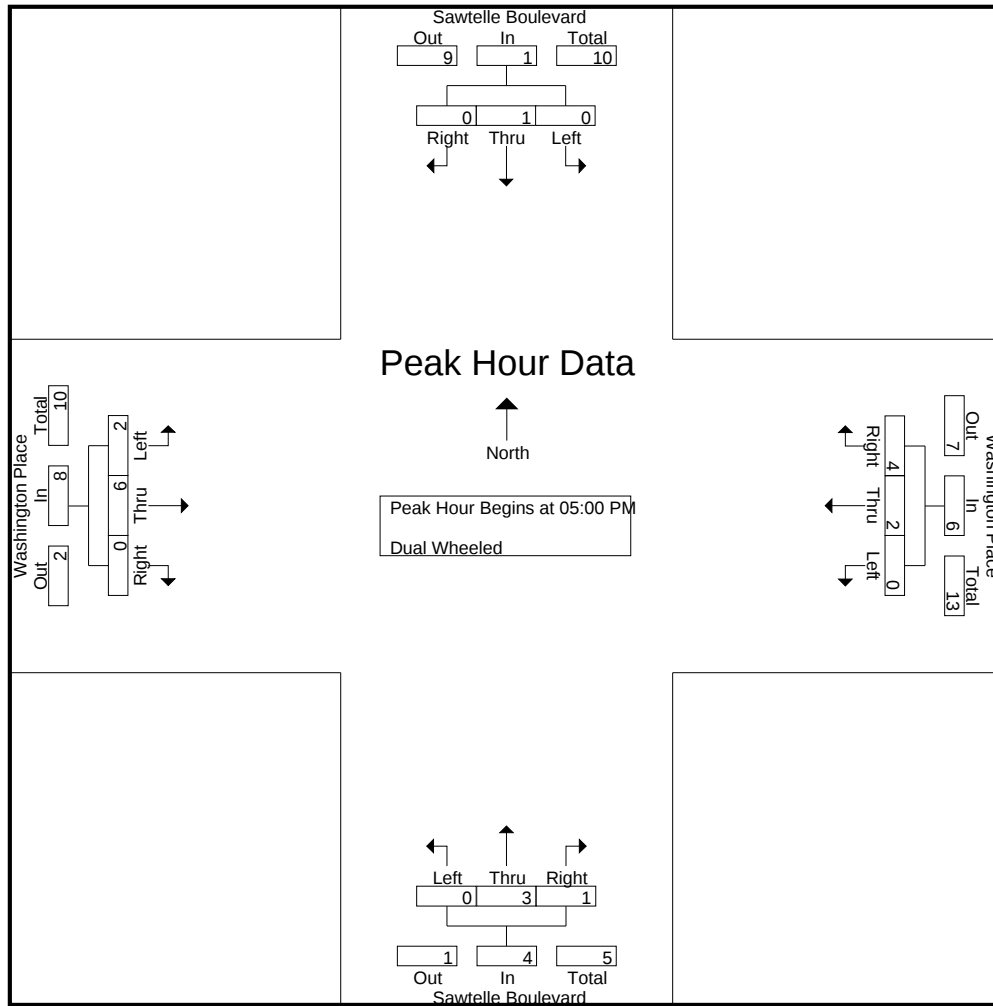
Groups Printed- Dual Wheeled

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	1	2	1	0	1	2	0	0	0	0	0	1	0	1	5
03:15 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	6	1	7	10
03:30 PM	0	0	1	1	0	1	0	1	0	2	0	2	1	1	0	2	6
03:45 PM	0	3	0	3	1	0	1	2	0	0	0	0	0	2	1	3	8
Total	0	5	4	9	2	1	2	5	0	2	0	2	1	10	2	13	29
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	4	0	5	6
04:15 PM	0	3	1	4	0	2	1	3	0	2	0	2	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	1	4	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	3	1	4	0	4	2	6	0	2	0	2	2	8	1	11	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	1	0	1	0	0	1	1	0	2	0	2	1	1	0	2	6
05:30 PM	0	0	0	0	0	1	3	4	0	0	0	0	1	4	0	5	9
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	2	4	6	0	3	1	4	2	6	0	8	19
Grand Total	0	9	5	14	2	7	8	17	0	7	1	8	5	24	3	32	71
Apprch %	0	64.3	35.7		11.8	41.2	47.1		0	87.5	12.5		15.6	75	9.4		
Total %	0	12.7	7	19.7	2.8	9.9	11.3	23.9	0	9.9	1.4	11.3	7	33.8	4.2	45.1	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	1	0	1	0	0	1	1	0	2	0	2	1	1	0	2	6
05:30 PM	0	0	0	0	0	1	3	4	0	0	0	0	1	4	0	5	9
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	2	4	6	0	3	1	4	2	6	0	8	19
% App. Total	0	100	0		0	33.3	66.7		0	75	25		25	75	0		
PHF	.000	.250	.000	.250	.000	.500	.333	.375	.000	.375	.250	.500	.500	.375	.000	.400	.528

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
+15 mins.	0	1	0	1	0	0	1	1	0	2	0	2	1	1	0	2
+30 mins.	0	0	0	0	0	1	3	4	0	0	0	0	1	4	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	2	4	6	0	3	1	4	2	6	0	8
% App. Total	0	100	0		0	33.3	66.7		0	75	25		25	75	0	
PHF	.000	.250	.000	.250	.000	.500	.333	.375	.000	.375	.250	.500	.500	.375	.000	.400

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAPM
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

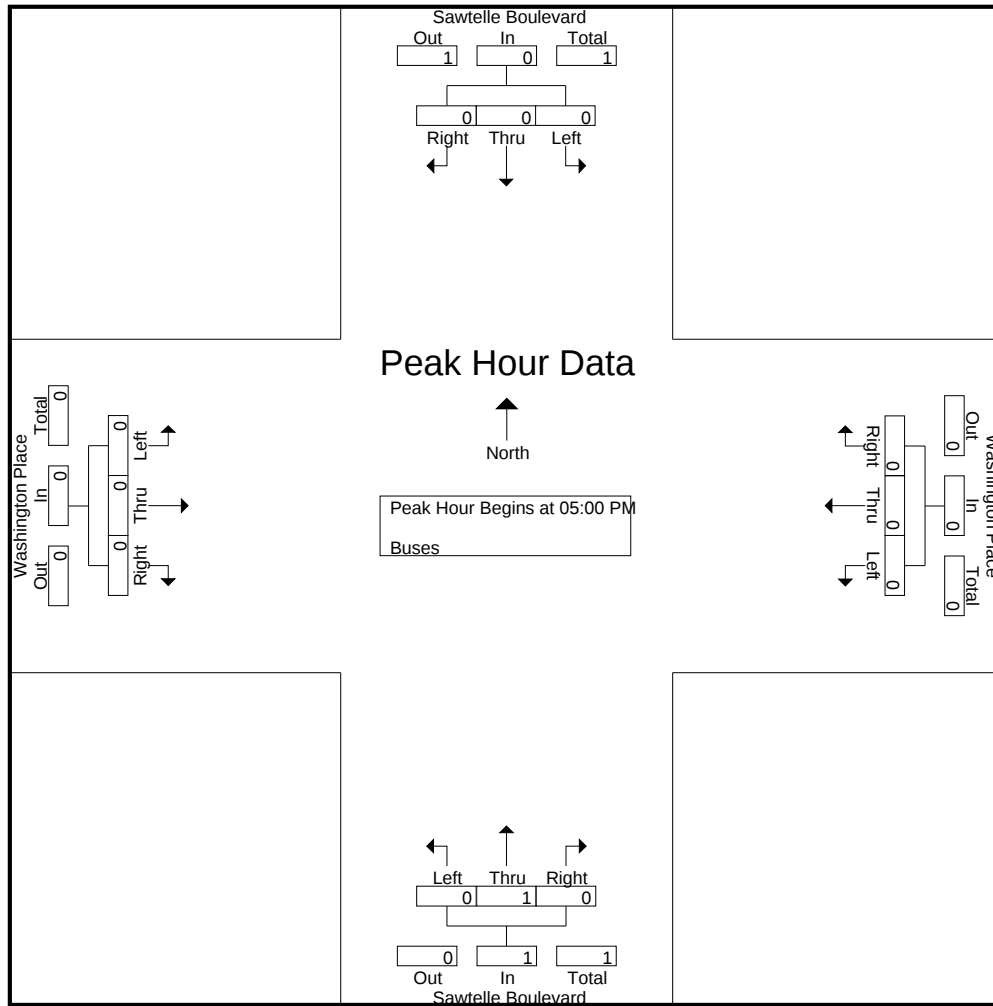
Groups Printed- Buses

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
03:30 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	4	0	4	0	3	0	3	0	2	0	2	0	1	0	1	10
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	4	1	5	0	4	0	4	0	3	0	3	0	2	1	3	15
Apprch %	0	80	20		0	100	0		0	100	0		0	66.7	33.3		
Total %	0	26.7	6.7	33.3	0	26.7	0	26.7	0	20	0	20	0	13.3	6.7	20	

	Sawtelle Boulevard Southbound				Washington Place Westbound				Sawtelle Boulevard Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Los Angeles
N/S: Sawtelle Boulevard
E/W: Washington Place
Weather: Clear

File Name : LACSAWAPM
Site Code : 16616593
Start Date : 11/3/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	0	99	0	99	0	0	6	6	0	121	1	122	231
07:15 AM	3	0	2	5	0	134	2	136	2	0	5	7	0	146	0	146	294
07:30 AM	3	0	0	3	2	163	1	166	1	0	2	3	3	182	1	186	358
07:45 AM	7	0	0	7	1	176	3	180	1	0	1	2	0	216	2	218	407
Total	16	0	3	19	3	572	6	581	4	0	14	18	3	665	4	672	1290
08:00 AM	0	0	0	0	1	179	4	184	1	0	10	11	0	232	3	235	430
08:15 AM	4	0	0	4	5	144	1	150	1	0	6	7	0	253	2	255	416
08:30 AM	2	0	2	4	0	165	1	166	4	1	2	7	1	254	7	262	439
08:45 AM	3	0	1	4	2	176	3	181	0	0	2	2	1	228	2	231	418
Total	9	0	3	12	8	664	9	681	6	1	20	27	2	967	14	983	1703
09:00 AM	4	0	1	5	5	145	1	151	1	0	9	10	0	187	0	187	353
09:15 AM	1	0	0	1	2	147	0	149	1	0	3	4	0	194	2	196	350
09:30 AM	0	0	1	1	4	107	2	113	1	1	8	10	1	205	1	207	331
09:45 AM	0	0	1	1	4	125	2	131	0	1	4	5	0	154	3	157	294
Total	5	0	3	8	15	524	5	544	3	2	24	29	1	740	6	747	1328
10:00 AM	1	0	2	3	2	105	0	107	0	1	6	7	2	186	1	189	306
10:15 AM	1	0	2	3	4	119	1	124	0	0	1	1	1	179	0	180	308
10:30 AM	0	0	1	1	1	112	2	115	0	0	7	7	1	170	3	174	297
10:45 AM	1	1	1	3	4	111	2	117	0	1	8	9	2	158	0	160	289
Total	3	1	6	10	11	447	5	463	0	2	22	24	6	693	4	703	1200
11:00 AM	1	0	3	4	3	122	1	126	1	0	7	8	1	144	1	146	284
11:15 AM	0	0	0	0	1	126	0	127	0	0	12	12	1	208	1	210	349
11:30 AM	0	0	1	1	5	133	0	138	1	0	5	6	0	177	5	182	327
11:45 AM	1	0	2	3	3	111	2	116	2	0	5	7	1	159	1	161	287
Total	2	0	6	8	12	492	3	507	4	0	29	33	3	688	8	699	1247
12:00 PM	3	0	0	3	3	138	1	142	0	0	8	8	2	156	1	159	312
12:15 PM	3	0	3	6	2	153	5	160	1	0	3	4	2	219	1	222	392
12:30 PM	1	0	3	4	5	94	1	100	2	0	5	7	2	139	2	143	254
12:45 PM	2	1	5	8	4	127	0	131	1	0	4	5	2	189	1	192	336
Total	9	1	11	21	14	512	7	533	4	0	20	24	8	703	5	716	1294
01:00 PM	1	0	0	1	4	121	2	127	0	0	5	5	0	183	2	185	318
01:15 PM	2	1	2	5	4	134	1	139	0	0	4	4	2	169	2	173	321
01:30 PM	0	0	0	0	3	135	2	140	1	0	9	10	2	177	1	180	330
01:45 PM	0	0	1	1	8	122	4	134	0	0	7	7	1	166	5	172	314
Total	3	1	3	7	19	512	9	540	1	0	25	26	5	695	10	710	1283
02:00 PM	3	0	1	4	4	125	1	130	0	0	5	5	1	168	3	172	311
02:15 PM	2	0	2	4	4	142	3	149	1	0	6	7	1	221	3	225	385
02:30 PM	1	0	4	5	3	158	3	164	0	0	5	5	0	168	3	171	345
02:45 PM	0	0	0	0	1	118	0	119	2	0	9	11	0	206	4	210	340
Total	6	0	7	13	12	543	7	562	3	0	25	28	2	763	13	778	1381
03:00 PM	1	0	1	2	1	181	1	183	1	1	3	5	1	202	1	204	394
03:15 PM	3	0	0	3	3	167	3	173	1	0	8	9	1	204	2	207	392
03:30 PM	1	1	2	4	2	181	1	184	4	0	3	7	2	207	0	209	404
03:45 PM	0	0	0	0	2	149	2	153	0	0	4	4	2	206	1	209	366
Total	5	1	3	9	8	678	7	693	6	1	18	25	6	819	4	829	1556
04:00 PM	2	0	0	2	2	165	2	169	1	0	3	4	2	207	1	210	385
04:15 PM	0	1	5	6	5	186	4	195	1	0	3	4	2	177	1	180	385
04:30 PM	0	0	0	0	4	185	0	189	2	0	8	10	0	212	2	214	413
04:45 PM	0	0	3	3	7	168	1	176	0	0	3	3	1	206	1	208	390
Total	2	1	8	11	18	704	7	729	4	0	17	21	5	802	5	812	1573

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
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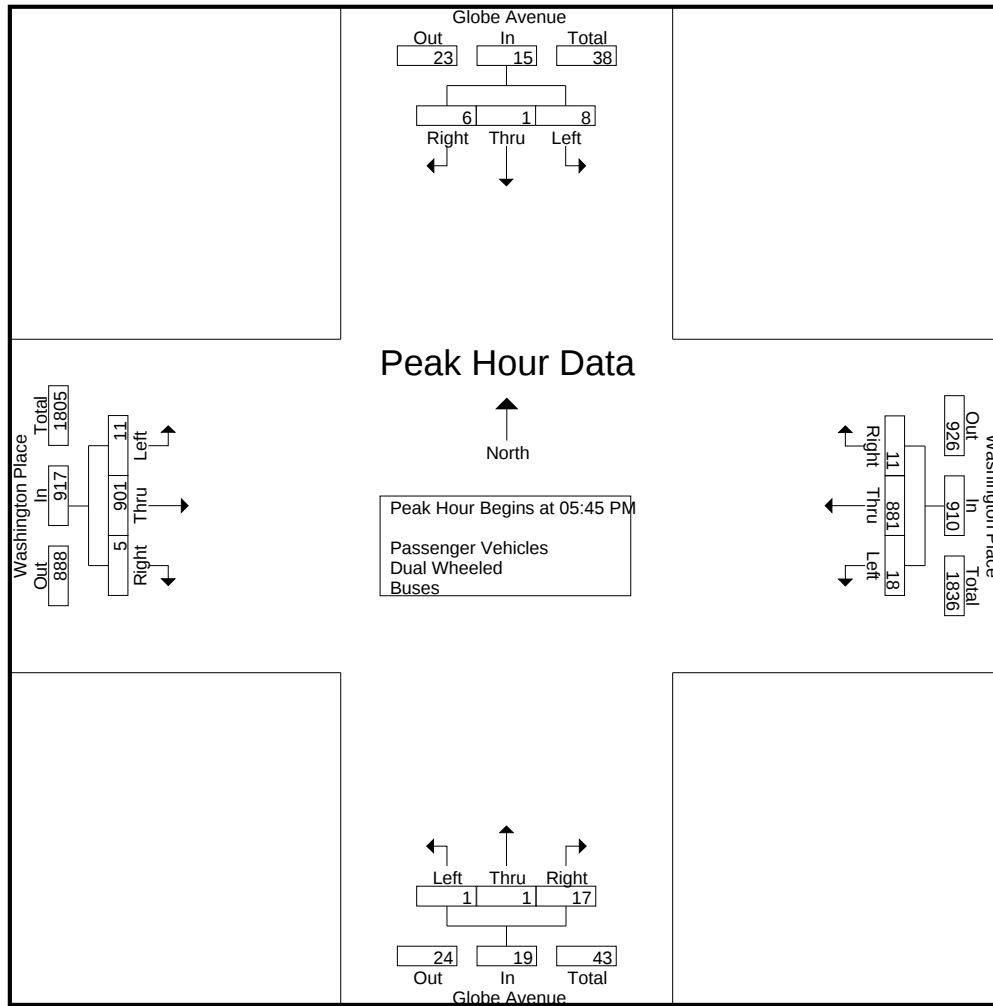
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	2	0	1	3	2	206	0	208	2	0	3	5	0	215	3	218	434
05:15 PM	0	0	0	0	4	196	6	206	0	0	3	3	1	216	2	219	428
05:30 PM	4	0	1	5	6	205	2	213	1	0	3	4	0	218	3	221	443
05:45 PM	2	0	1	3	5	230	2	237	0	0	4	4	2	200	1	203	447
Total	8	0	3	11	17	837	10	864	3	0	13	16	3	849	9	861	1752
06:00 PM	3	1	0	4	6	218	2	226	0	1	6	7	4	228	0	232	469
06:15 PM	1	0	2	3	4	219	4	227	1	0	2	3	4	230	3	237	470
06:30 PM	2	0	3	5	3	214	3	220	0	0	5	5	1	243	1	245	475
06:45 PM	0	1	2	3	2	192	2	196	1	0	4	5	2	192	4	198	402
Total	6	2	7	15	15	843	11	869	2	1	17	20	11	893	8	912	1816
Grand Total	74	7	63	144	152	7328	86	7566	40	7	244	291	55	9277	90	9422	17423
Apprch %	51.4	4.9	43.8		2	96.9	1.1		13.7	2.4	83.8		0.6	98.5	1		
Total %	0.4	0	0.4	0.8	0.9	42.1	0.5	43.4	0.2	0	1.4	1.7	0.3	53.2	0.5	54.1	
Passenger Vehicles	73	7	62	142	149	7224	84	7457	39	7	241	287	55	9185	88	9328	17214
% Passenger Vehicles	98.6	100	98.4	98.6	98	98.6	97.7	98.6	97.5	100	98.8	98.6	100	99	97.8	99	98.8
Dual Wheeled	1	0	1	2	3	91	2	96	1	0	3	4	0	76	2	78	180
% Dual Wheeled	1.4	0	1.6	1.4	2	1.2	2.3	1.3	2.5	0	1.2	1.4	0	0.8	2.2	0.8	1
Buses	0	0	0	0	0	13	0	13	0	0	0	0	0	16	0	16	29
% Buses	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.2	0.2

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	2	0	1	3	5	230	2	237	0	0	4	4	2	200	1	203	447
06:00 PM	3	1	0	4	6	218	2	226	0	1	6	7	4	228	0	232	469
06:15 PM	1	0	2	3	4	219	4	227	1	0	2	3	4	230	3	237	470
06:30 PM	2	0	3	5	3	214	3	220	0	0	5	5	1	243	1	245	475
Total Volume	8	1	6	15	18	881	11	910	1	1	17	19	11	901	5	917	1861
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5		
PHF	.667	.250	.500	.750	.750	.958	.688	.960	.250	.250	.708	.679	.688	.927	.417	.936	.979

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				05:45 PM				10:30 AM				08:00 AM			
+0 mins.	3	0	0	3	5	230	2	237	0	0	7	7	0	232	3	235
+15 mins.	3	0	3	6	6	218	2	226	0	1	8	9	0	253	2	255
+30 mins.	1	0	3	4	4	219	4	227	1	0	7	8	1	254	7	262
+45 mins.	2	1	5	8	3	214	3	220	0	0	12	12	1	228	2	231
Total Volume	9	1	11	21	18	881	11	910	1	1	34	36	2	967	14	983
% App. Total	42.9	4.8	52.4		2	96.8	1.2		2.8	2.8	94.4		0.2	98.4	1.4	
PHF	.750	.250	.550	.656	.750	.958	.688	.960	.250	.250	.708	.750	.500	.952	.500	.938

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
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Groups Printed- Passenger Vehicles

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	0	98	0	98	0	0	6	6	0	121	1	122	230
07:15 AM	3	0	2	5	0	133	2	135	2	0	5	7	0	143	0	143	290
07:30 AM	3	0	0	3	2	161	1	164	1	0	2	3	3	180	1	184	354
07:45 AM	6	0	0	6	1	170	3	174	1	0	1	2	0	215	2	217	399
Total	15	0	3	18	3	562	6	571	4	0	14	18	3	659	4	666	1273
08:00 AM	0	0	0	0	1	175	4	180	1	0	10	11	0	232	3	235	426
08:15 AM	4	0	0	4	5	141	1	147	1	0	6	7	0	252	2	254	412
08:30 AM	2	0	2	4	0	162	1	163	4	1	2	7	1	251	6	258	432
08:45 AM	3	0	1	4	2	173	3	178	0	0	2	2	1	226	2	229	413
Total	9	0	3	12	8	651	9	668	6	1	20	27	2	961	13	976	1683
09:00 AM	4	0	1	5	4	143	1	148	1	0	9	10	0	185	0	185	348
09:15 AM	1	0	0	1	2	143	0	145	1	0	3	4	0	193	2	195	345
09:30 AM	0	0	1	1	4	107	2	113	1	1	8	10	1	199	1	201	325
09:45 AM	0	0	1	1	4	121	2	127	0	1	4	5	0	151	3	154	287
Total	5	0	3	8	14	514	5	533	3	2	24	29	1	728	6	735	1305
10:00 AM	1	0	2	3	2	103	0	105	0	1	6	7	2	186	1	189	304
10:15 AM	1	0	2	3	4	117	1	122	0	0	1	1	1	173	0	174	300
10:30 AM	0	0	1	1	1	111	2	114	0	0	6	6	1	168	3	172	293
10:45 AM	1	1	1	3	4	107	2	113	0	1	8	9	2	156	0	158	283
Total	3	1	6	10	11	438	5	454	0	2	21	23	6	683	4	693	1180
11:00 AM	1	0	3	4	3	120	1	124	1	0	7	8	1	143	1	145	281
11:15 AM	0	0	0	0	1	124	0	125	0	0	12	12	1	207	1	209	346
11:30 AM	0	0	1	1	5	130	0	135	1	0	5	6	0	177	5	182	324
11:45 AM	1	0	2	3	3	110	2	115	2	0	5	7	1	158	1	160	285
Total	2	0	6	8	12	484	3	499	4	0	29	33	3	685	8	696	1236
12:00 PM	3	0	0	3	3	136	1	140	0	0	7	7	2	154	1	157	307
12:15 PM	3	0	3	6	2	151	4	157	1	0	3	4	2	218	1	221	388
12:30 PM	1	0	2	3	5	94	1	100	1	0	5	6	2	136	2	140	249
12:45 PM	2	1	5	8	3	124	0	127	1	0	4	5	2	186	1	189	329
Total	9	1	10	20	13	505	6	524	3	0	19	22	8	694	5	707	1273
01:00 PM	1	0	0	1	3	118	2	123	0	0	5	5	0	182	2	184	313
01:15 PM	2	1	2	5	4	131	1	136	0	0	4	4	2	168	2	172	317
01:30 PM	0	0	0	0	3	133	2	138	1	0	9	10	2	172	1	175	323
01:45 PM	0	0	1	1	8	120	4	132	0	0	7	7	1	166	5	172	312
Total	3	1	3	7	18	502	9	529	1	0	25	26	5	688	10	703	1265
02:00 PM	3	0	1	4	4	122	1	127	0	0	5	5	1	165	3	169	305
02:15 PM	2	0	2	4	4	141	3	148	1	0	6	7	1	220	3	224	383
02:30 PM	1	0	4	5	3	154	3	160	0	0	5	5	0	166	2	168	338
02:45 PM	0	0	0	0	1	116	0	117	2	0	9	11	0	202	4	206	334
Total	6	0	7	13	12	533	7	552	3	0	25	28	2	753	12	767	1360
03:00 PM	1	0	1	2	1	178	1	180	1	1	3	5	1	201	1	203	390
03:15 PM	3	0	0	3	3	165	3	171	1	0	7	8	1	198	2	201	383
03:30 PM	1	1	2	4	2	179	1	182	4	0	3	7	2	206	0	208	401
03:45 PM	0	0	0	0	2	148	2	152	0	0	4	4	2	202	1	205	361
Total	5	1	3	9	8	670	7	685	6	1	17	24	6	807	4	817	1535
04:00 PM	2	0	0	2	2	163	2	167	1	0	3	4	2	203	1	206	379
04:15 PM	0	1	5	6	5	183	4	192	1	0	3	4	2	177	1	180	382
04:30 PM	0	0	0	0	4	183	0	187	2	0	8	10	0	208	2	210	407
04:45 PM	0	0	3	3	7	168	1	176	0	0	3	3	1	205	1	207	389
Total	2	1	8	11	18	697	7	722	4	0	17	21	5	793	5	803	1557

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

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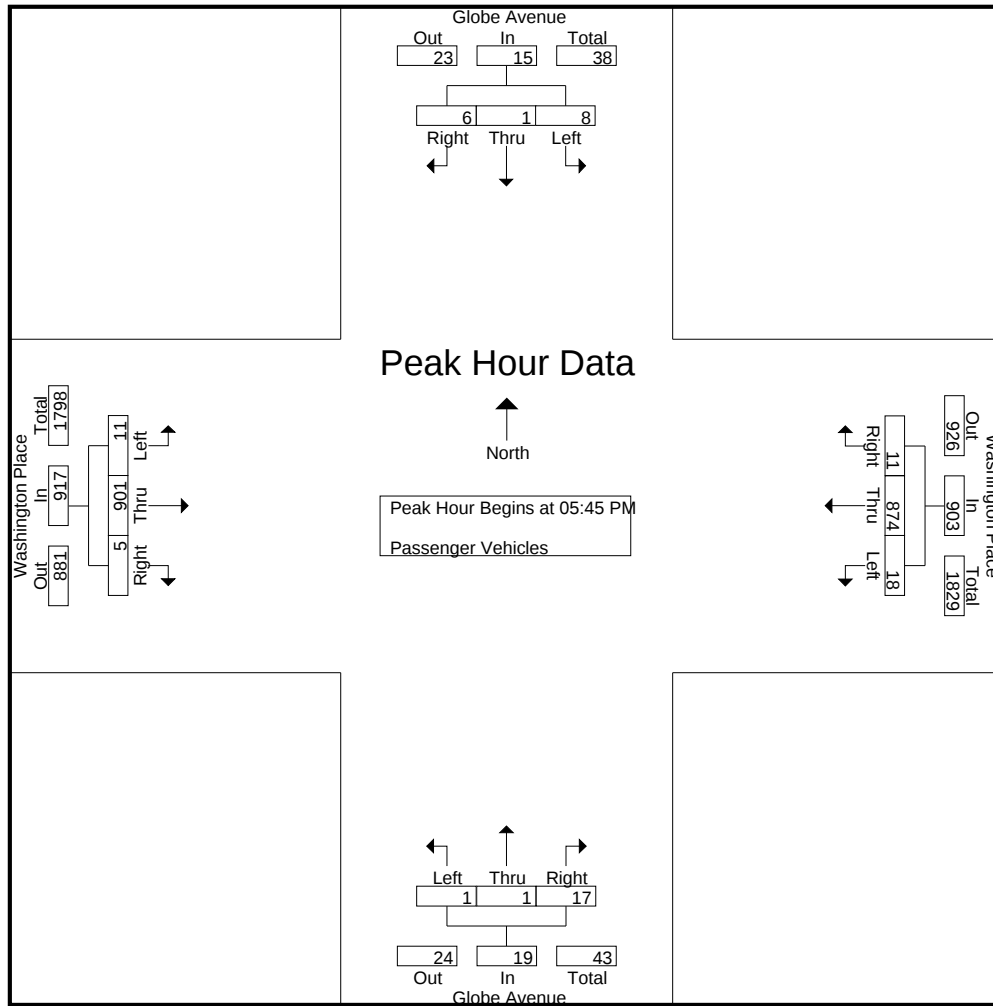
Groups Printed- Passenger Vehicles

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	2	0	1	3	2	206	0	208	2	0	3	5	0	213	3	216	432
05:15 PM	0	0	0	0	4	195	5	204	0	0	3	3	1	215	2	218	425
05:30 PM	4	0	1	5	6	201	2	209	1	0	3	4	0	214	3	217	435
05:45 PM	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203	446
Total	8	0	3	11	17	831	9	857	3	0	13	16	3	842	9	854	1738
06:00 PM	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232	468
06:15 PM	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237	467
06:30 PM	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245	473
06:45 PM	0	1	2	3	2	192	2	196	1	0	4	5	2	191	4	197	401
Total	6	2	7	15	15	837	11	863	2	1	17	20	11	892	8	911	1809
Grand Total	73	7	62	142	149	7224	84	7457	39	7	241	287	55	9185	88	9328	17214
Apprch %	51.4	4.9	43.7		2	96.9	1.1		13.6	2.4	84		0.6	98.5	0.9		
Total %	0.4	0	0.4	0.8	0.9	42	0.5	43.3	0.2	0	1.4	1.7	0.3	53.4	0.5	54.2	

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203	446
06:00 PM	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232	468
06:15 PM	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237	467
06:30 PM	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245	473
Total Volume	8	1	6	15	18	874	11	903	1	1	17	19	11	901	5	917	1854
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5		
PHF	.667	.250	.500	.750	.750	.954	.688	.957	.250	.250	.708	.679	.688	.927	.417	.936	.980

Culver City
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Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203
+15 mins.	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232
+30 mins.	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237
+45 mins.	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245
Total Volume	8	1	6	15	18	874	11	903	1	1	17	19	11	901	5	917
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5	
PHF	.667	.250	.500	.750	.750	.954	.688	.957	.250	.250	.708	.679	.688	.927	.417	.936

Culver City
N/S: Globe Avenue
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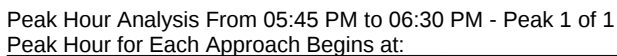
Groups Printed- Dual Wheeled

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
Total	1	0	0	1	0	6	0	6	0	0	0	0	0	5	0	5	12
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	4	1	5	15
09:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	1	10	0	11	0	0	0	0	0	7	0	7	18
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
10:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
10:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	8	0	8	0	0	1	1	0	9	0	9	18
11:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
11:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
12:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
12:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
12:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	2	0	2	4
12:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	1	1	1	7	1	9	1	0	1	2	0	7	0	7	19
01:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	10	0	11	0	0	0	0	0	6	0	6	17
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
02:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	8	1	9	19
03:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	6	0	6	7
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14

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Culver City
N/S: Globe Avenue
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Weather: Clear

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Peak Hour for Each Approach Begins at:																
	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHE	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

Culver City
N/S: Globe Avenue
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Weather: Clear

File Name : CVCGLWA12 hr
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Groups Printed- Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

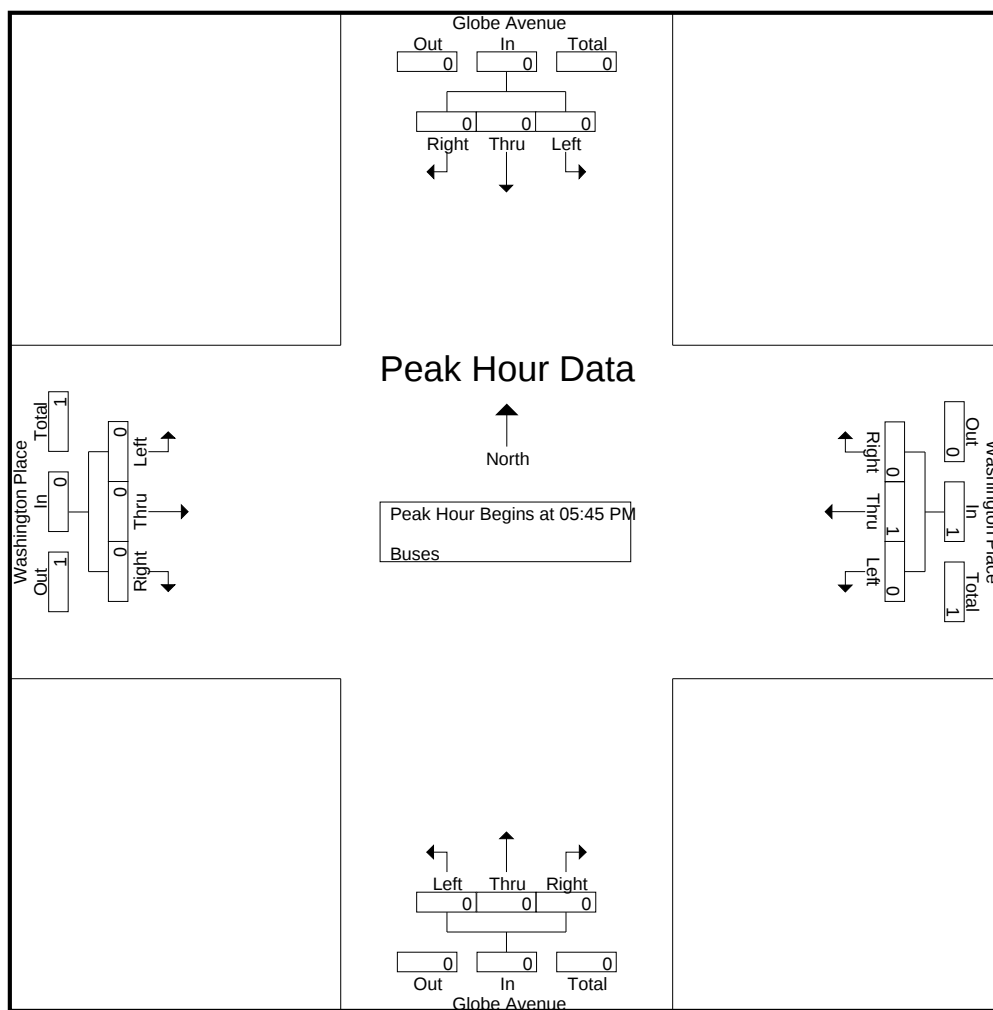
File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 2

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	16	0	16	29
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	44.8	0	44.8	0	0	0	0	0	55.2	0	55.2	

[illegible]

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 3



Each Hour For	Each Approach Begins At:															
	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.

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City of Los Angeles
Sawtelle Boulevard
N/ Alley
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC001
Site Code: 166-16593

Start Time	11/3/2016 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		48	87			45	117				
12:15		22	105			32	161				
12:30		6	85			49	141				
12:45		1	97	77	374	40	142	166	561	243	935
01:00		5	99			49	162				
01:15		1	107			30	146				
01:30		2	78			20	157				
01:45		3	102	11	386	35	145	134	610	145	996
02:00		5	86			25	151				
02:15		2	91			25	162				
02:30		5	95			22	188				
02:45		2	114	14	386	19	221	91	722	105	1108
03:00		4	109			16	193				
03:15		4	157			19	215				
03:30		2	131			20	207				
03:45		7	138	17	535	22	228	77	843	94	1378
04:00		3	159			31	252				
04:15		5	139			27	242				
04:30		6	124			15	216				
04:45		7	125	21	547	23	209	96	919	117	1466
05:00		15	162			17	204				
05:15		14	167			25	224				
05:30		17	135			32	179				
05:45		39	140	85	604	36	212	110	819	195	1423
06:00		49	183			46	224				
06:15		72	182			50	214				
06:30		134	163			56	206				
06:45		177	122	432	650	53	178	205	822	637	1472
07:00		229	127			64	198				
07:15		245	124			69	188				
07:30		227	94			81	221				
07:45		198	61	899	406	120	183	334	790	1233	1196
08:00		207	49			117	221				
08:15		203	59			128	205				
08:30		187	53			126	198				
08:45		199	33	796	194	144	214	515	838	1311	1032
09:00		173	56			124	173				
09:15		138	42			88	132				
09:30		140	34			105	206				
09:45		110	36	561	168	113	192	430	703	991	871
10:00		106	25			116	190				
10:15		95	30			121	213				
10:30		85	23			132	208				
10:45		82	20	368	98	120	131	489	742	857	840
11:00		92	26			140	149				
11:15		87	21			130	101				
11:30		80	14			125	96				
11:45		73	12	332	73	149	84	544	430	876	503
Total		3613	4421	3613	4421	3191	8799	3191	8799	6804	13220
Combined Total		8034		8034		11990		11990		20024	
AM Peak	-	07:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	899	-	-	-	544	-	-	-	-	-
P.H.F.		0.917				0.913					
PM Peak	-	-	05:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	668	-	-	-	938	-	-	-	-
P.H.F.			0.913				0.931				
Percentage		45.0%	55.0%			26.6%	73.4%				
ADT/AADT		ADT 20,024	AADT 20,024								

Counts Unlimited, Inc.

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City of Los Angeles
Sawtelle Boulevard
S/ Alley
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC002
Site Code: 166-16593

Start Time	11/3/2016 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		49	79			46	121				
12:15		49	96			34	161				
12:30		24	107			47	138				
12:45		9	87	131	369	38	130	165	550	296	919
01:00		3	99			48	160				
01:15		6	100			30	145				
01:30		3	118			20	151				
01:45		4	84	16	401	34	142	132	598	148	999
02:00		5	112			24	139				
02:15		8	90			25	161				
02:30		4	96			21	182				
02:45		8	95	25	393	19	164	89	646	114	1039
03:00		4	107			17	156				
03:15		8	119			18	187				
03:30		5	160			19	192				
03:45		3	138	20	524	22	214	76	749	96	1273
04:00		10	139			31	224				
04:15		5	173			25	212				
04:30		6	142			15	192				
04:45		8	135	29	589	24	195	95	823	124	1412
05:00		9	131			17	182				
05:15		16	166			25	169				
05:30		19	170			32	170				
05:45		16	140	60	607	35	189	109	710	169	1317
06:00		36	140			46	199				
06:15		51	184			47	205				
06:30		74	185			56	175				
06:45		134	166	295	675	52	160	201	739	496	1414
07:00		179	124			65	187				
07:15		232	124			64	164				
07:30		241	125			84	209				
07:45		227	97	879	470	110	166	323	726	1202	1196
08:00		202	61			121	199				
08:15		207	54			124	180				
08:30		208	63			125	194				
08:45		185	56	802	234	139	209	509	782	1311	1016
09:00		202	37			125	169				
09:15		174	58			91	119				
09:30		139	46			111	164				
09:45		146	37	661	178	106	169	433	621	1094	799
10:00		112	39			119	156				
10:15		111	29			111	189				
10:30		106	34			121	175				
10:45		93	28	422	130	114	115	465	635	887	765
11:00		91	25			126	139				
11:15		99	28			132	107				
11:30		96	27			121	90				
11:45		87	17	373	97	134	80	513	416	886	513
Total		3713	4667	3713	4667	3110	7995	3110	7995	6823	12662
Combined Total		8380		8380		11105		11105		19485	
AM Peak	-	07:15	-	-	-	08:15	-	-	-	-	-
Vol.	-	902	-	-	-	513	-	-	-	-	-
P.H.F.		0.936				0.923					
PM Peak	-	-	06:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	675	-	-	-	842	-	-	-	-
P.H.F.			0.912				0.940				
Percentage		44.3%	55.7%			28.0%	72.0%				
ADT/AADT		ADT 19,485	AADT 19,485								

Counts Unlimited, Inc.

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City of Los Angeles
Globe Avenue
N/ Alley
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC003
Site Code: 166-16593

Start Time	11/3/2016 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	3			0	3				
12:15		0	4			1	2				
12:30		0	4			0	3				
12:45		0	2	0	13	0	3	1	11	1	24
01:00		0	4			0	2				
01:15		1	2			1	4				
01:30		0	4			0	0				
01:45		0	3	1	13	0	4	1	10	2	23
02:00		0	2			0	0				
02:15		0	3			0	2				
02:30		0	2			0	2				
02:45		0	1	0	8	0	0	0	4	0	12
03:00		0	1			0	1				
03:15		0	0			0	0				
03:30		0	1			0	2				
03:45		0	1	0	3	0	0	0	3	0	6
04:00		0	1			0	2				
04:15		0	1			0	3				
04:30		0	0			0	0				
04:45		0	2	0	4	1	1	1	6	1	10
05:00		0	1			0	1				
05:15		0	4			0	0				
05:30		0	0			0	2				
05:45		1	2	1	7	1	1	1	4	2	11
06:00		1	1			0	1				
06:15		0	2			0	2				
06:30		0	3			0	3				
06:45		0	1	1	7	3	1	3	7	4	14
07:00		0	0			2	1				
07:15		0	1			2	1				
07:30		1	3			1	2				
07:45		1	1	2	5	1	1	6	5	8	10
08:00		2	1			2	1				
08:15		1	0			0	0				
08:30		2	2			1	2				
08:45		2	2	7	5	5	0	8	3	15	8
09:00		0	0			1	1				
09:15		0	2			1	2				
09:30		1	1			1	2				
09:45		2	2	3	5	1	0	4	5	7	10
10:00		3	0			2	0				
10:15		0	0			3	1				
10:30		2	2			1	0				
10:45		3	0	8	2	3	1	9	2	17	4
11:00		1	2			0	1				
11:15		1	0			0	0				
11:30		1	1			2	0				
11:45		0	0	3	3	0	0	2	1	5	4
Total		26	75	26	75	36	61	36	61	62	136
Combined Total		101		101		97		97		198	
AM Peak	-	10:00	-	-	-	10:00	-	-	-	-	-
Vol.	-	8	-	-	-	9	-	-	-	-	-
P.H.F.		0.667				0.450					
PM Peak	-	-	00:15	-	-	-	00:30	-	-	-	-
Vol.	-	-	14	-	-	-	12	-	-	-	-
P.H.F.			0.875				0.750				
Percentage		25.7%	74.3%			37.1%	62.9%				
ADT/AADT		ADT 198		AADT 198							

Counts Unlimited, Inc.

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City of Los Angeles
Globe Avenue
S/ Alley
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC004
Site Code: 166-16593

Start Time	11/3/2016 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	4				
12:15		0	7			1	5				
12:30		1	3			0	5				
12:45		0	2	1	16	1	7	2	21	3	37
01:00		0	3			0	0				
01:15		0	2			1	5				
01:30		0	6			0	0				
01:45		0	3	0	14	0	1	1	6	1	20
02:00		0	3			0	3				
02:15		0	3			0	4				
02:30		0	2			0	5				
02:45		0	0	0	8	0	0	0	12	0	20
03:00		0	3			0	2				
03:15		0	3			0	3				
03:30		0	6			0	3				
03:45		0	3	0	15	1	0	1	8	1	23
04:00		0	3			0	3				
04:15		0	4			0	5				
04:30		0	0			0	1				
04:45		0	2	0	9	2	1	2	10	2	19
05:00		0	0			0	3				
05:15		0	10			0	1				
05:30		0	0			0	6				
05:45		1	4	1	14	2	2	2	12	3	26
06:00		1	5			1	5				
06:15		0	6			1	2				
06:30		0	3			1	5				
06:45		4	3	5	17	10	3	13	15	18	32
07:00		0	1			5	1				
07:15		2	3			4	0				
07:30		3	4			3	4				
07:45		6	3	11	11	7	3	19	8	30	19
08:00		2	1			3	2				
08:15		1	1			1	0				
08:30		3	4			4	1				
08:45		4	3	10	9	4	2	12	5	22	14
09:00		1	1			5	2				
09:15		1	2			1	4				
09:30		3	1			2	2				
09:45		3	3	8	7	0	0	8	8	16	15
10:00		4	0			3	0				
10:15		1	0			3	1				
10:30		4	3			1	0				
10:45		5	0	14	3	3	1	10	2	24	5
11:00		1	2			4	1				
11:15		1	1			0	0				
11:30		1	2			1	0				
11:45		2	0	5	5	3	0	8	1	13	6
Total		55	128	55	128	78	108	78	108	133	236
Combined Total		183		183		186		186		369	
AM Peak	-	10:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	14	-	-	-	22	-	-	-	-	-
P.H.F.		0.583				0.550					
PM Peak	-	-	05:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	19	-	-	-	21	-	-	-	-
P.H.F.			0.475				0.750				
Percentage		30.1%	69.9%			41.9%	58.1%				
ADT/AADT		ADT 369		AADT 369							

Counts Unlimited, Inc.

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City of Los Angeles
Alley
E/ Sawtelle Boulevard
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC005
Site Code: 166-16593

Start Time	11/3/2016 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	1			0	1				
12:15		0	0			0	1				
12:30		0	0			0	0				
12:45		1	0	2	1	0	0	0	2	2	3
01:00		0	4			0	3				
01:15		0	3			0	1				
01:30		0	1			0	2				
01:45		0	1	0	9	0	1	0	7	0	16
02:00		0	1			0	0				
02:15		0	1			0	2				
02:30		0	0			0	0				
02:45		0	0	0	2	0	1	0	3	0	5
03:00		0	2			0	0				
03:15		1	1			0	1				
03:30		0	1			0	0				
03:45		0	0	1	4	1	1	1	2	2	6
04:00		0	0			0	2				
04:15		0	1			0	1				
04:30		0	0			0	0				
04:45		0	0	0	1	0	0	0	3	0	4
05:00		0	0			0	1				
05:15		0	2			1	1				
05:30		0	2			0	4				
05:45		0	0	0	4	0	1	1	7	1	11
06:00		1	0			0	1				
06:15		1	0			0	0				
06:30		0	3			1	1				
06:45		0	1	2	4	0	1	1	3	3	7
07:00		0	2			1	0				
07:15		0	2			2	3				
07:30		1	1			0	0				
07:45		0	3	1	8	1	1	4	4	5	12
08:00		0	2			1	2				
08:15		0	1			2	0				
08:30		0	0			0	0				
08:45		0	3	0	6	3	1	6	3	6	9
09:00		2	1			2	0				
09:15		0	1			0	3				
09:30		0	0			1	0				
09:45		1	0	3	2	1	0	4	3	7	5
10:00		0	0			1	0				
10:15		0	0			0	0				
10:30		0	2			0	0				
10:45		0	1	0	3	0	0	1	0	1	3
11:00		1	0			0	1				
11:15		2	2			1	0				
11:30		2	1			2	0				
11:45		1	0	6	3	1	0	4	1	10	4
Total		15	47	15	47	22	38	22	38	37	85
Combined Total		62		62		60		60		122	
AM Peak	-	11:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	6	-	-	-	7	-	-	-	-	-
P.H.F.		0.750				0.583					
PM Peak	-	-	01:00	-	-	-	01:00	-	-	-	-
Vol.	-	-	9	-	-	-	7	-	-	-	-
P.H.F.			0.563				0.583				
Percentage		24.2%	75.8%			36.7%	63.3%				
ADT/AADT		ADT 122		AADT 122							

Counts Unlimited, Inc.

Page 1

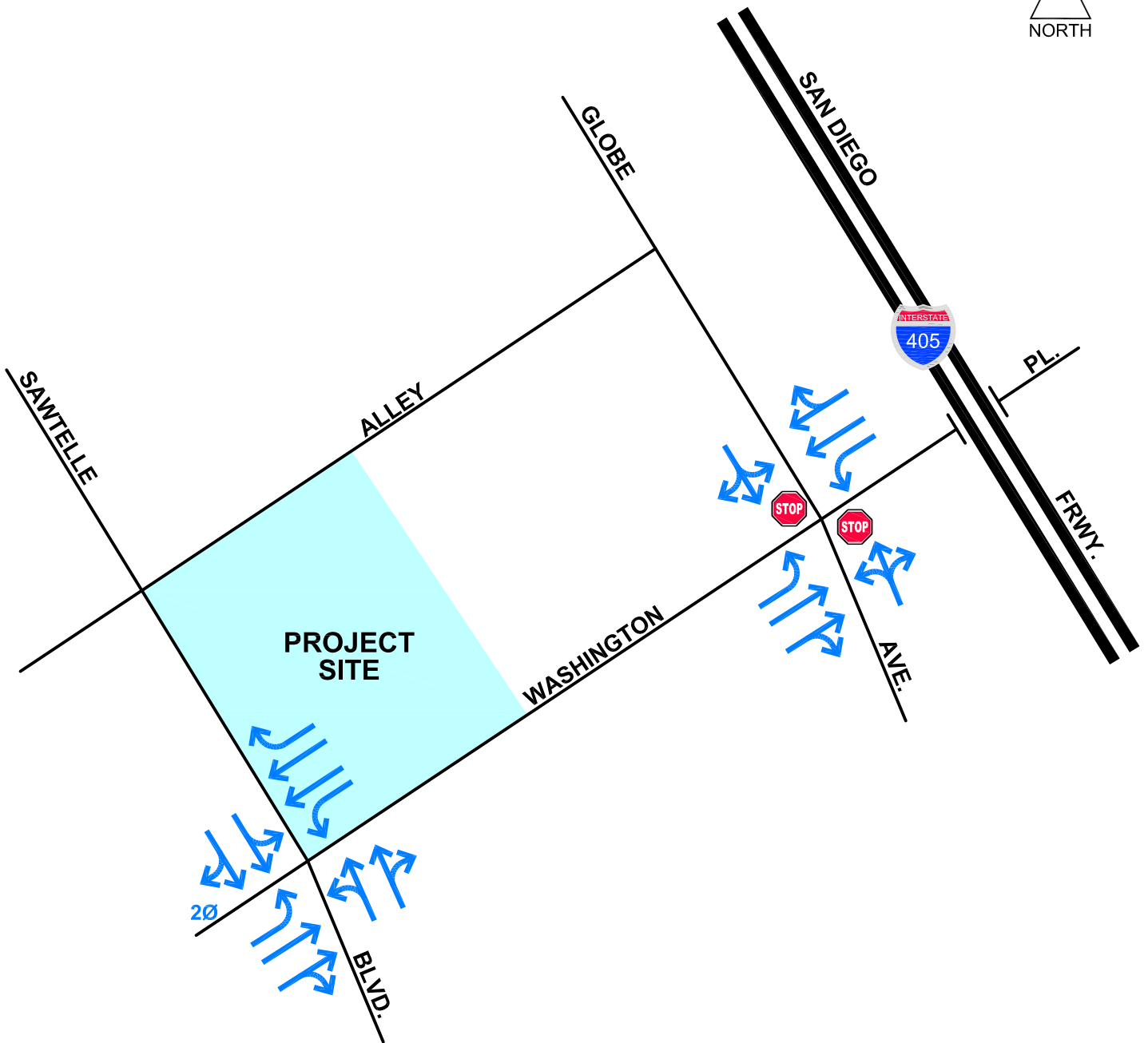
City of Los Angeles
Alley
W/ Globe Avenue
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC006
Site Code: 166-16593

Start Time	11/3/2016 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		0	3			0	1				
12:30		1	1			1	0				
12:45		0	0	1	4	0	0	1	2	2	6
01:00		0	4			1	1				
01:15		0	0			0	3				
01:30		1	0			0	0				
01:45		0	0	1	4	0	2	1	6	2	10
02:00		0	0			0	0				
02:15		0	2			0	1				
02:30		0	2			0	1				
02:45		0	1	0	5	0	0	0	2	0	7
03:00		0	0			0	0				
03:15		0	3			0	1				
03:30		0	1			0	1				
03:45		0	0	0	4	0	1	0	3	0	7
04:00		0	0			0	1				
04:15		0	3			0	3				
04:30		0	1			0	0				
04:45		1	0	1	4	0	0	0	4	1	8
05:00		0	0			0	0				
05:15		0	0			0	6				
05:30		0	3			0	2				
05:45		0	1	0	4	0	1	0	9	0	13
06:00		1	0			0	3				
06:15		0	0			0	1				
06:30		2	1			0	2				
06:45		5	2	8	3	1	2	1	8	9	11
07:00		4	0			1	0				
07:15		0	0			1	1				
07:30		3	0			0	0				
07:45		4	2	11	2	2	0	4	1	15	3
08:00		0	0			2	0				
08:15		0	0			1	1				
08:30		3	0			0	0				
08:45		0	2	3	2	6	0	9	1	12	3
09:00		4	1			0	0				
09:15		0	1			0	1				
09:30		1	1			0	1				
09:45		0	0	5	3	0	1	0	3	5	6
10:00		2	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	1	2	1	0	0	0	0	2	1
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		1	0			0	0				
11:45		2	0	3	0	1	0	1	0	4	0
Total		35	36	35	36	17	39	17	39	52	75
Combined Total		71		71		56		56		127	
AM Peak	-	06:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	12	-	-	-	9	-	-	-	-	-
P.H.F.		0.600				0.375					
PM Peak	-	-	00:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	8	-	-	-	12	-	-	-	-
P.H.F.			0.500				0.500				
Percentage		49.3%	50.7%			30.4%	69.6%				
ADT/AADT		ADT 127		AADT 127							

APPENDIX C
STUDY INTERSECTIONS GEOMETRICS



2 : NUMBER OF SIGNAL PHASES

APPENDIX C

11/16/2016

FN: Washington(11281)/LANE-CONFIGS

STUDY INTERSECTIONS GEOMETRICS
AND SIGNAL INFORMATION



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

APPENDIX D
LEVEL OF SERVICE CALCULATION SHEETS

I/S #:	North-South Street:	SAWTELLE BOULEVARD			Year of Count: 2016			Ambient Growth: (%): 1.5			Conducted by:		Date:	11/14/2016					
1	East-West Street:	WASHINGTON PLACE			Projection Year: 2020			Peak Hour: AM			Reviewed by:		RS	Project:					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2			2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB--		SB--			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB--		WB--			
Override Capacity		1			1			1			1								
		0			0			0			0								
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52		52	0	52	52	3	55	0	55	0	55	0	55		55		0
	Left-Through		1							1				1					
	Through	547		350	1	548	350	34	581	0	371	1	582	0	372		582		0
	Through-Right		1							1				1					
	Right	48		350	0	48	350	3	51	0	371	0	51	0	372		51		0
	Left-Through-Right									0				0					
	Left-Right									0				0					
SOUTHBOUND	Left	62		62	1	63	63	4	66	0	66	1	67	0	67		67		0
	Left-Through		1							1				1					
	Through	292		296	1	293	297	18	310	0	380	1	311	0	383		311		0
	Through-Right		1							1				1					
	Right	175		296	0	175	297	11	186	0	380	0	186	0	383		186		0
	Left-Through-Right									0				0					
	Left-Right									0				0					
EASTBOUND	Left	130	1	130	0	130	130	8	138	1	138	0	138	1	138		138		0
	Left-Through									0				0					
	Through	871	1	463	0	871	463	53	924	1	491	0	924	1	491		924		0
	Through-Right		1							1				1					
	Right	54		54	0	54	54	3	57	0	57	0	57	0	57		57		0
	Left-Through-Right									0				0					
	Left-Right									0				0					
WESTBOUND	Left	31	1	31	0	31	31	2	33	1	33	0	33	1	33		33		0
	Left-Through									0				0					
	Through	514	2	257	0	514	257	32	546	2	273	0	546	2	273		546		0
	Through-Right									0				0					
	Right	137	1	137	1	138	138	8	145	1	145	1	146	1	146		146		0
	Left-Through-Right									0				0					
	Left-Right									0				0					
CRITICAL VOLUMES		North-South: 412 East-West: 494 SUM: 906			North-South: 413 East-West: 494 SUM: 907			North-South: 437 East-West: 524 SUM: 961			North-South: 439 East-West: 524 SUM: 963			North-South: 0 East-West: 0 SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.604			0.605			0.641			0.642			0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.534			0.535			0.571			0.572			0.000					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	$\Delta v/c$ after mitigation:	-0.571
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:			SAWTELLE BOULEVARD			Year of Count: 2016			Ambient Growth: (%): 1.5			Conducted by:			Date: 11/14/2016		
1		East-West Street:			WASHINGTON PLACE			Projection Year: 2020			Peak Hour: PM			Reviewed by: RS			Project:		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		
		ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1					
		Override Capacity			0			0			0			0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	2	37	0	37	0	37	0	37		37	0	
	Left-Through		1							1			1						
	Through	387	0	281	2	389	282	24	411	0	298	2	413	0	299		413	0	
	Through-Right		1							1			1						
	Right	35	0	281	0	35	282	2	37	0	298	0	37	0	299		37	0	
	Left-Through-Right		0							0			0						
	Left-Right																		
SOUTHBOUND	Left	49	0	49	1	50	50	3	52	0	52	1	53	0	53		53	0	
	Left-Through		1							1			1						
	Through	633	0	446	2	635	448	39	672	0	473	2	674	0	476		674	0	
	Through-Right		1							1			1						
	Right	160	0	446	1	161	448	10	170	0	473	1	171	0	476		171	0	
	Left-Through-Right		0							0			0						
	Left-Right																		
EASTBOUND	Left	106	1	106	1	107	107	7	113	1	113	1	114	1	114		114	0	
	Left-Through		0							0			0						
	Through	791	1	447	0	791	447	49	840	1	475	0	840	1	475		840	0	
	Through-Right		1							1			1						
	Right	103	0	103	0	103	103	6	109	0	109	0	109	0	109		109	0	
	Left-Through-Right		0							0			0						
	Left-Right																		
WESTBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44		44	0	
	Left-Through		0							0			0						
	Through	663	2	332	0	663	332	41	704	2	352	0	704	2	352		704	0	
	Through-Right		0							0			0						
	Right	130	1	130	4	134	134	8	138	1	138	4	142	1	142		142	0	
	Left-Through-Right		0							0			0						
	Left-Right																		
CRITICAL VOLUMES		North-South: 481 East-West: 488 SUM: 969			North-South: 483 East-West: 488 SUM: 971			North-South: 510 East-West: 519 SUM: 1029				North-South: 513 East-West: 519 SUM: 1032				North-South: 513 East-West: 519 SUM: 1032			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.646 0.576 A			0.647 0.577 A			0.686 0.616 B				0.688 0.618 B				0.000 0.000 A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	$\Delta v/c$ after mitigation:	-0.616
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:			GLOBE AVENUE			Year of Count:			2016			Ambient Growth: (%)			1.5			Conducted by:			Date:			11/14/2016		
2		East-West Street:			WASHINGTON PLACE			Projection Year:			2020			Peak Hour:			AM			Reviewed by:			RS			Project:		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity					NB-- 2 SB-- 2 EB-- 2 WB-- 2 1200			NB-- 2 SB-- 2 EB-- 2 WB-- 2 1200			NB-- 2 SB-- 2 EB-- 2 WB-- 2 1200			NB-- 2 SB-- 2 EB-- 2 WB-- 2 1200			NB-- 2 SB-- 2 EB-- 2 WB-- 2 1200			NB-- SB-- EB-- WB--								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	6		6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6		6		0					
	Left-Through									0		0		0		0		0										
	Through	1		27	0	1	27	0	1	0	28	0	1	0	28	0	1	0	28		1		0					
	Through-Right									0		0		0		0		0										
	Right	20		0	0	20	0	1	21	0	0	0	21	0	0	0	21	0	0		21		0					
	Left-Through-Right		1							1		1		1		1		1										
	Left-Right																											
SOUTHBOUND	Left	9		9	0	9	9	1	10	0	10	0	10	0	10	0	10	0	10		10		0					
	Left-Through									0		0		0		0		0										
	Through	0		12	0	0	12	0	0	0	13	0	0	0	13	0	0	0	13		0		0					
	Through-Right									0		0		0		0		0										
	Right	3		0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0		3		0					
	Left-Through-Right		1							1		1		1		1		1										
	Left-Right																											
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2		2		0					
	Left-Through									0		0		0		0		0										
	Through	967	1	491	1	968	491	59	1026	1	521	1	1027	1	521	1	1027	1	521		1027		0					
	Through-Right		1							1		1		1		1		1										
	Right	14		14	0	14	14	1	15	0	15	0	15	0	15	0	15	0	15		15		0					
	Left-Through-Right									0		0		0		0		0										
	Left-Right																											
WESTBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8		8		0					
	Left-Through									0		0		0		0		0										
	Through	664	1	337	1	665	337	41	705	1	358	1	706	1	358	1	706	1	358		706		0					
	Through-Right		1							1		1		1		1		1										
	Right	9		9	0	9	9	1	10	0	10	0	10	0	10	0	10	0	10		10		0					
	Left-Through-Right									0		0		0		0		0										
	Left-Right																											
CRITICAL VOLUMES					North-South: 36 East-West: 499 SUM: 535			North-South: 36 East-West: 499 SUM: 535			North-South: 38 East-West: 529 SUM: 567				North-South: 38 East-West: 529 SUM: 567				North-South: 0 East-West: 0 SUM: 0									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):					0.446 0.446 A			0.446 0.446 A			0.473 0.473 A				0.473 0.473 A				0.000 0.000 A									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.000	$\Delta v/c$ after mitigation:	-0.473
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	GLOBE AVENUE		Year of Count:	2016		Ambient Growth: (%):	1.5		Conducted by:			Date:	11/14/2016					
2	East-West Street:	WASHINGTON PLACE		Projection Year:	2020		Peak Hour:	PM		Reviewed by:	RS		Project:						
No. of Phases		0		0		0		0		0		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2				
Override Capacity		1200		1200		1200		1200		1200		1200							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1		1		0
	Left-Through		0							0				0					
	Through	1	0	19	0	1	19	0	1	0	20	0	1	0	20		1		0
	Through-Right		0							0				0					
	Right	17	0	0	0	17	0	1	18	0	0	0	18	0	0		18		0
SOUTHBOUND	Left-Through-Right		1							1				1					
	Left	8	0	8	1	9	9	0	8	0	8	1	9	0	9		9		0
	Left-Through		0							0				0					
	Through	1	0	15	0	1	16	0	1	0	15	0	1	0	16		1		0
	Through-Right		0							0				0					
EASTBOUND	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0		6		0
	Left-Through-Right		1							1				1					
	Left	11	1	11	0	11	11	1	12	1	12	0	12	1	12		12		0
	Left-Through		0							0				0					
	Through	901	1	453	1	902	454	55	956	1	481	1	957	1	481		957		0
WESTBOUND	Through-Right		1							1				1					
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5		5		0
	Left-Through-Right		0							0				0					
	Left	18	1	18	0	18	18	1	19	1	19	0	19	1	19		19		0
	Left-Through		0							0				0					
CRITICAL VOLUMES	Through	881	1	446	4	885	449	54	935	1	474	4	939	1	476		939		0
	Through-Right		1							1				1					
	Right	11	0	11	1	12	12	1	12	0	12	1	13	0	13		13		0
	Left-Through-Right		0							0				0					
	Left																		
VOLUME/CAPACITY (V/C) RATIO:		0.415		0.417		0.440		0.441		0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.415		0.417		0.440		0.441		0.000									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	-0.440
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX E
SYNCHRO ANALYSIS ALONG SOUTHBOUND GLOBE AVENUE AT WASHINGTON
PLACE

HCM Unsignalized Intersection Capacity Analysis

2: Washington Pl. & Globe Ave.

11/21/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	1	21	10	0	3	2	1026	15	8	705	10
Future Volume (Veh/h)	6	1	21	10	0	3	2	1026	15	8	705	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	7	1	23	11	0	3	2	1115	16	9	766	11
Pedestrians		15			9			6			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								335				
pX, platoon unblocked	0.74	0.74	0.74	0.74	0.74					0.74		
vC, conflicting volume	1552	1946	582	1384	1948	404	786			1146		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1054	1583	0	829	1587	404	786			508		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	97	94	100	99	100			99		
cM capacity (veh/h)	127	77	794	181	77	588	822			772		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	31	14	2	743	388	9	511	266				
Volume Left	7	11	2	0	0	9	0	0				
Volume Right	23	3	0	0	16	0	0	11				
cSH	320	213	822	1700	1700	772	1700	1700				
Volume to Capacity	0.10	0.07	0.00	0.44	0.23	0.01	0.30	0.16				
Queue Length 95th (ft)	8	5	0	0	0	1	0	0				
Control Delay (s)	17.5	23.1	9.4	0.0	0.0	9.7	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	17.5	23.1	0.0			0.1						
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			40.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Washington Pl. & Globe Ave.

11/21/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	1	21	10	0	3	2	1027	15	8	706	10
Future Volume (Veh/h)	6	1	21	10	0	3	2	1027	15	8	706	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	7	1	23	11	0	3	2	1116	16	9	767	11
Pedestrians		15			9			6			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								335				
pX, platoon unblocked	0.74	0.74	0.74	0.74	0.74					0.74		
vC, conflicting volume	1554	1948	582	1386	1950	404	787			1147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1056	1586	0	831	1589	404	787			509		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	97	94	100	99	100			99		
cM capacity (veh/h)	127	77	794	181	76	588	821			771		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	31	14	2	744	388	9	511	267				
Volume Left	7	11	2	0	0	9	0	0				
Volume Right	23	3	0	0	16	0	0	11				
cSH	319	212	821	1700	1700	771	1700	1700				
Volume to Capacity	0.10	0.07	0.00	0.44	0.23	0.01	0.30	0.16				
Queue Length 95th (ft)	8	5	0	0	0	1	0	0				
Control Delay (s)	17.5	23.2	9.4	0.0	0.0	9.7	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	17.5	23.2	0.0			0.1						
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			40.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Washington Pl. & Globe Ave.

11/21/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	1	18	8	1	6	12	956	5	19	935	12
Future Volume (Veh/h)	1	1	18	8	1	6	12	956	5	19	935	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	1	1	20	9	1	7	13	1039	5	21	1016	13
Pedestrians		17			19						8	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		2			2						1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								335				
pX, platoon unblocked	0.77	0.77	0.77	0.77	0.77					0.77		
vC, conflicting volume	1642	2174	547	1658	2170	534	1048			1061		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1236	1928	0	1256	1923	534	1048			481		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	98	90	98	99	98			97		
cM capacity (veh/h)	91	47	815	87	47	482	648			816		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	22	17	13	693	351	21	677	352				
Volume Left	1	9	13	0	0	21	0	0				
Volume Right	20	7	0	0	5	0	0	13				
cSH	387	122	648	1700	1700	816	1700	1700				
Volume to Capacity	0.06	0.14	0.02	0.41	0.21	0.03	0.40	0.21				
Queue Length 95th (ft)	5	12	2	0	0	2	0	0				
Control Delay (s)	14.9	39.3	10.7	0.0	0.0	9.5	0.0	0.0				
Lane LOS	B	E	B			A						
Approach Delay (s)	14.9	39.3	0.1			0.2						
Approach LOS	B	E										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			38.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Washington Pl. & Globe Ave.

11/21/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	1	18	9	1	6	12	957	5	19	939	13
Future Volume (Veh/h)	1	1	18	9	1	6	12	957	5	19	939	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	1	1	20	10	1	7	13	1040	5	21	1021	14
Pedestrians		17			19						8	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		2			2						1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								335				
pX, platoon unblocked	0.77	0.77	0.77	0.77	0.77					0.77		
vC, conflicting volume	1646	2182	548	1664	2177	536	1054			1062		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1241	1937	0	1264	1931	536	1054			483		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	98	88	98	99	98			97		
cM capacity (veh/h)	91	46	815	85	46	480	644			815		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	22	18	13	693	352	21	681	354				
Volume Left	1	10	13	0	0	21	0	0				
Volume Right	20	7	0	0	5	0	0	14				
cSH	384	118	644	1700	1700	815	1700	1700				
Volume to Capacity	0.06	0.15	0.02	0.41	0.21	0.03	0.40	0.21				
Queue Length 95th (ft)	5	13	2	0	0	2	0	0				
Control Delay (s)	14.9	41.1	10.7	0.0	0.0	9.5	0.0	0.0				
Lane LOS	B	E	B			A						
Approach Delay (s)	14.9	41.1	0.1			0.2						
Approach LOS	B	E										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			39.0%		ICU Level of Service				A			
Analysis Period (min)			15									

APPENDIX F
SIGNAL WARRANT ANALYSIS
GLOBE AVENUE & WASHINGTON PLACE

Signal Warrant Analysis Globe Avenue & Washington Place

To address neighborhood community concern, the intersection of Globe Avenue & Washington Place was evaluated for the potential future need for a traffic signal. Currently, this intersection is controlled by a two-way STOP sign on Globe Avenue.

The California Department of Transportation has adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. MUTCD Chapter 4 provides standard for the signal warrant analysis:

- o The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Satisfaction of one or more traffic signal warrant shall not in itself require the installation of a traffic control signal, but it is a common traffic engineer practice to determine if a traffic signal is needed. These nine signal warrants analyses were conducted and summarized in the table below:

Signal Warrant Analysis Results Future (2020) With Project Conditions

	<u>Met the Warrant?</u>
Warrant 1 Eight-Hour Vehicular Volume	Not Met
Warrant 2 Four-Hour Vehicular Volume	Not Met
Warrant 3 Peak Hour	Not Met
Warrant 4 Pedestrian Volumes	Not Met
Warrant 5 School Crossing	Not Met
Warrant 6 Coordinated Signal System	Not Met
Warrant 7 Crash Experience	Not Met
Warrant 8 Roadway Network	Not Met
Warrant 9 Intersection Near a Grade Crossing	Not Met

None of the abovementioned warrants are met under the Future (2020) With Project conditions. Therefore, it is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

Future (2020) With Project Conditions
Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

7 LA COUNT DATE November 3, 2016

DIST CO RTE PM CALC _____ DATE _____

Major St: Washington Place Critical Approach Speed _____ mph

Minor St: Globe Avenue Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 population..... ☐ }

☒ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED** YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☒

80% SATISFIED YES ☐ NO ☒

Not all of the each of 8 peak hours would satisfy this condition.

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8am	9am	10am	11am	12pm	1pm	2pm	3pm	Hour
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1767	1371	1238	1281	1329	1330	1426	1619	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	29	31	25	35	25	28	30	27	

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☐ NO ☒

80% SATISFIED YES ☐ NO ☒

Not all of the each of 8 peak hours would satisfy this condition.

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8am	9am	10am	11am	12pm	1pm	2pm	3pm	Hour
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1767	1371	1238	1281	1329	1330	1426	1619	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	29	31	25	35	25	28	30	27	

Combination of Conditions A & B

SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future (2020) With Project Conditions
Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	8am	9am	11am	2pm	Hour
Both Approaches - Major Street		X	1767	1371	1281	1426	
Higher Approach - Minor Street	X		29	31	35	30	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☒
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☒

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

PART B

SATISFIED YES ☒ NO ☐

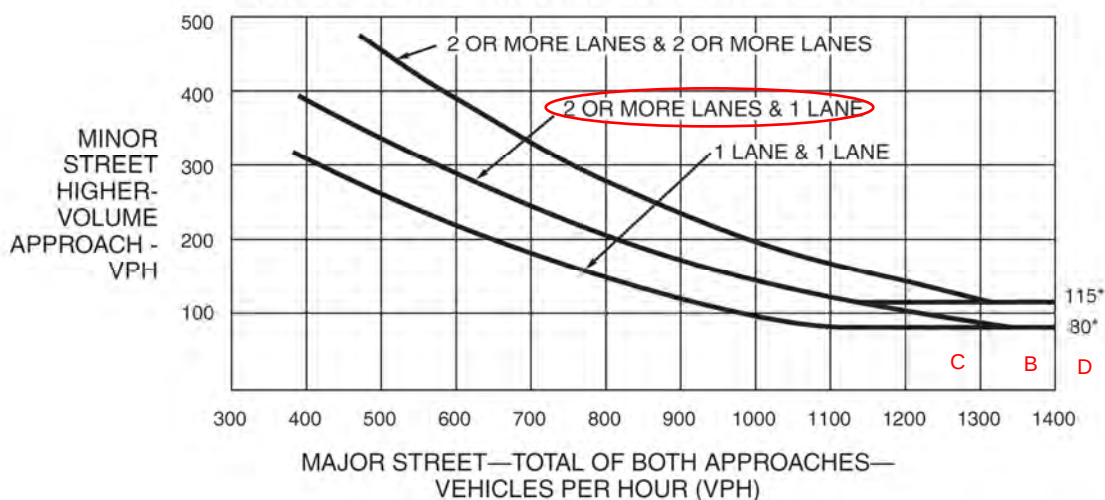
APPROACH LANES	One	2 or More	11am	Hour
Both Approaches - Major Street		X	1281	
Higher Approach - Minor Street	X		35	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future (2020) With Project Conditions

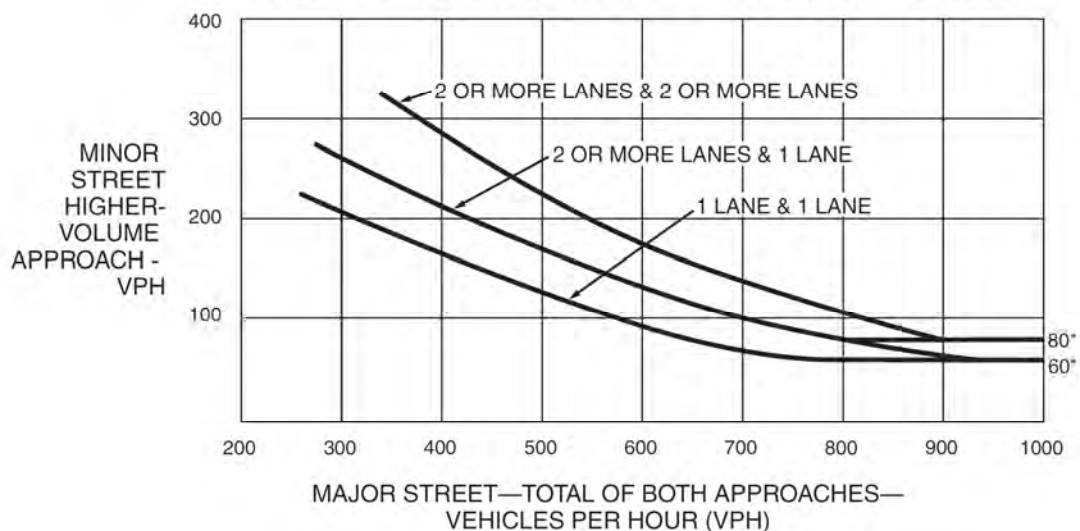
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Future (2020) With Project Conditions

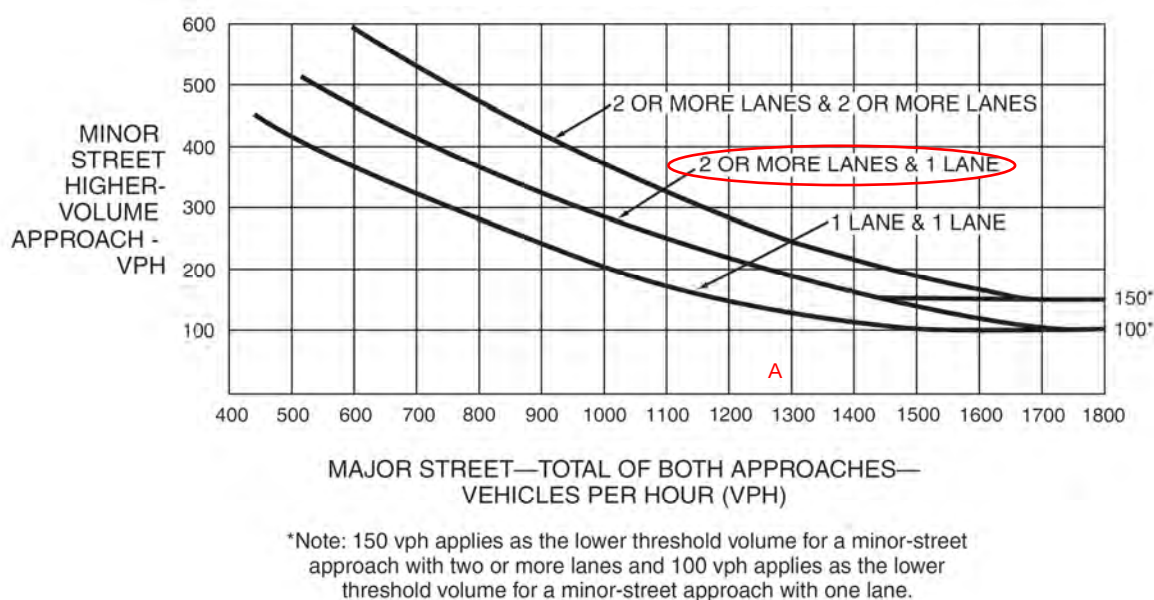
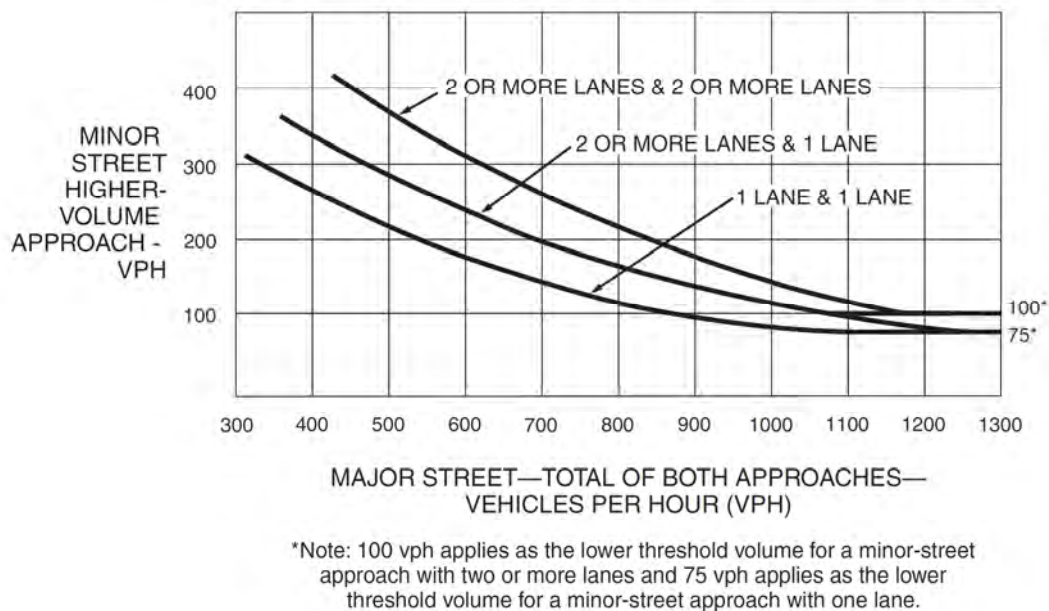


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



Future (2020) With Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume (Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

Hours -->	7am	8am	9am	3pm
A. Vehicles per hour for any 4 hours	1330	1767	1371	1619
Pedestrians per hour for any 4 hours	2	2	7	8

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

Hours -->	7am			
B. Vehicles per hour for any 1 hour	1619			
Pedestrians per hour for any 1 hour	8			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2

SATISFIED YES ☐ NO ☒

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☒
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☒

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	1	

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☒

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

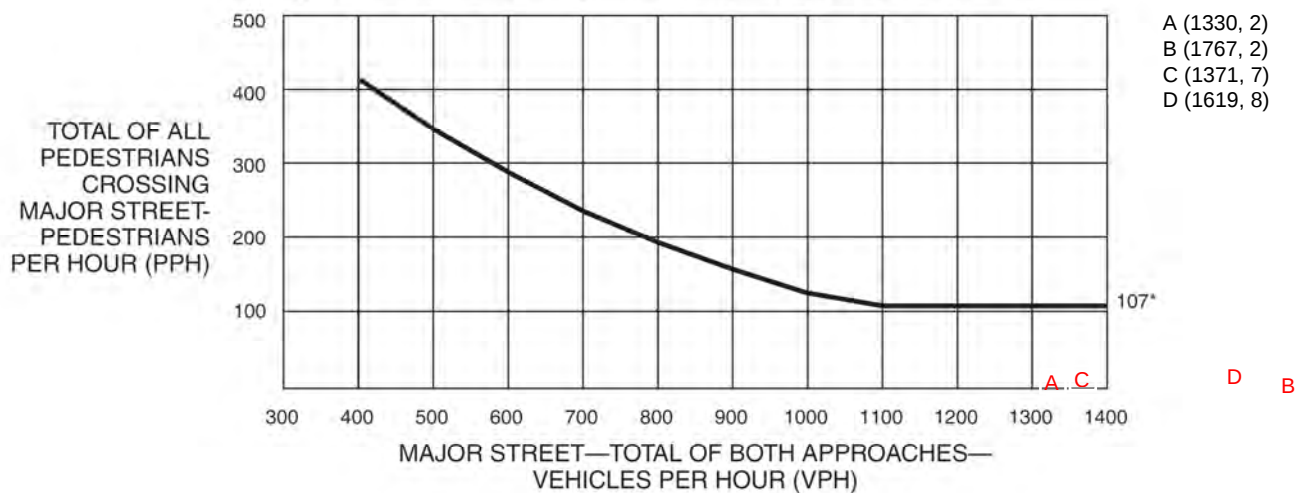
SATISFIED YES ☐ NO ☒

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☒
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

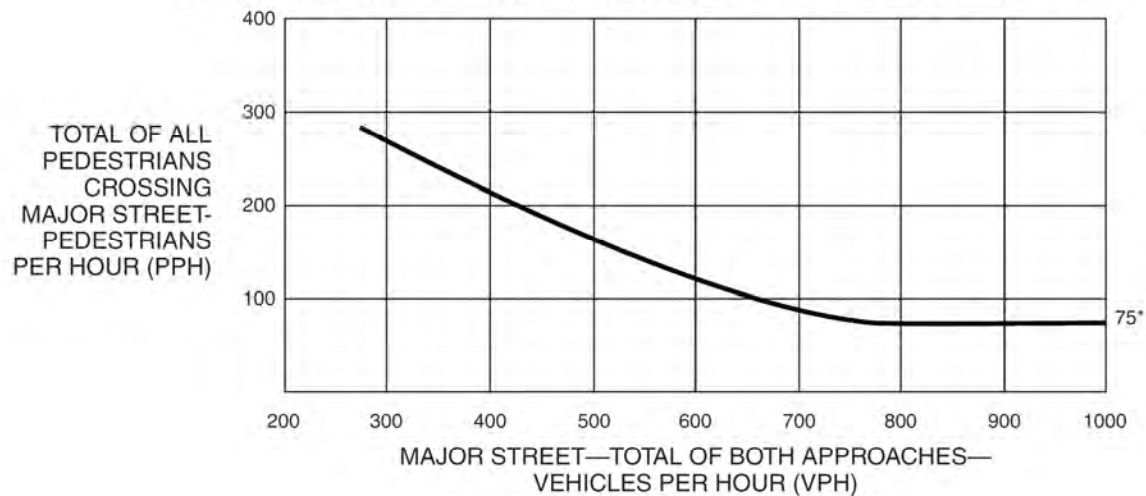
Future (2020) With Project Conditions

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

Future (2020) With Project Conditions

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



A (1619, 8)

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E 560 ft, W 270 ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☐ No ☒	
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒	
5 OR MORE	2		
REQUIREMENTS	CONDITIONS	Yes ☐ No ☒	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

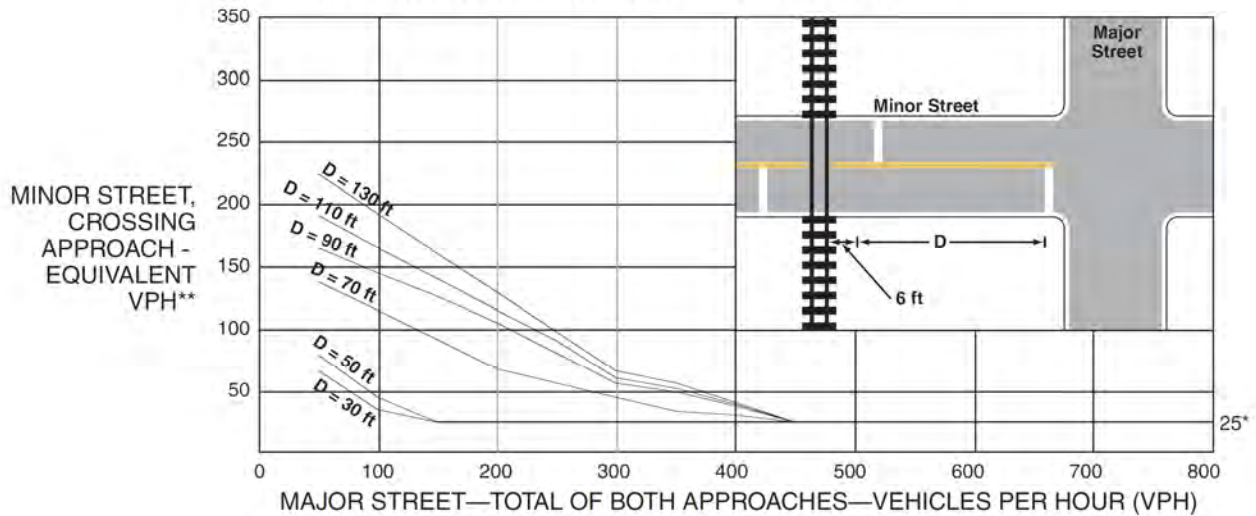
SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour > 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		X	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan		X	
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

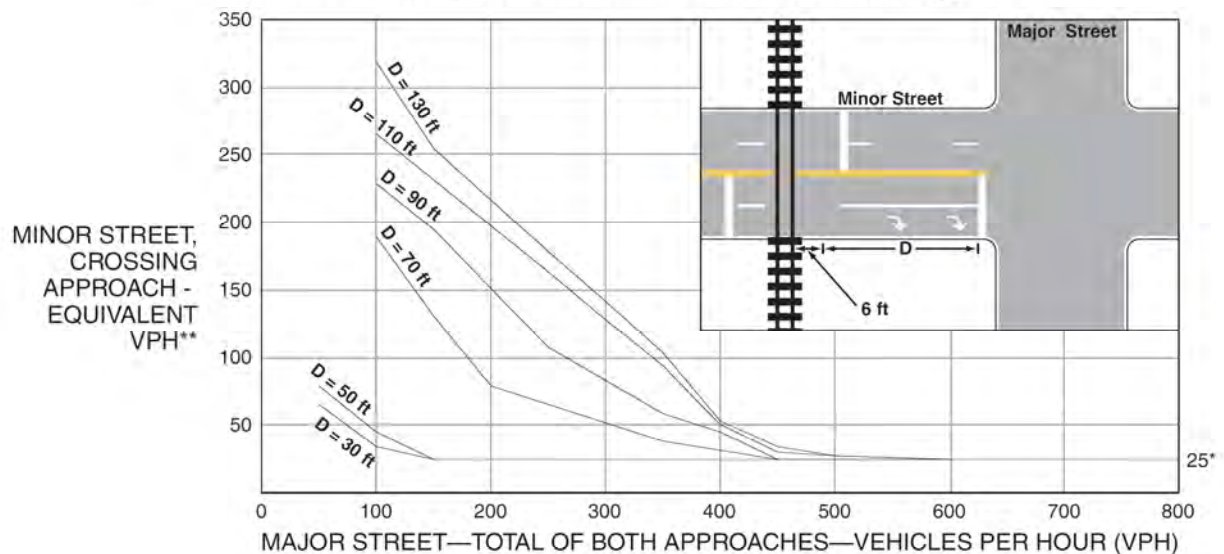
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing
(One Approach Lane at the Track Crossing)**

No



**Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing
(Two or More Approach Lanes at the Track Crossing)**



Future (2020) With Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing (Both Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

<u>PART A</u> A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
<u>PART B</u> There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____

2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Globe Avenue & Washington Place Counts

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	0	99	0	99	0	0	6	6	0	121	1	122	231
07:15 AM	3	0	2	5	0	134	2	136	2	0	5	7	0	146	0	146	294
07:30 AM	3	0	0	3	2	163	1	166	1	0	2	3	3	182	1	186	358
07:45 AM	7	0	0	7	1	176	3	180	1	0	1	2	0	216	2	218	407
Total	16	0	3	19	3	572	6	581	4	0	14	18	3	665	4	672	1290
08:00 AM	0	0	0	0	1	179	4	184	1	0	10	11	0	232	3	235	430
08:15 AM	4	0	0	4	5	144	1	150	1	0	6	7	0	253	2	255	416
08:30 AM	2	0	2	4	0	165	1	166	4	1	2	7	1	254	7	262	439
08:45 AM	3	0	1	4	2	176	3	181	0	0	2	2	1	228	2	231	418
Total	9	0	3	12	8	664	9	681	6	1	20	27	2	967	14	983	1703
09:00 AM	4	0	1	5	5	145	1	151	1	0	9	10	0	187	0	187	353
09:15 AM	1	0	0	1	2	147	0	149	1	0	3	4	0	194	2	196	350
09:30 AM	0	0	1	1	4	107	2	113	1	1	8	10	1	205	1	207	331
09:45 AM	0	0	1	1	4	125	2	131	0	1	4	5	0	154	3	157	294
Total	5	0	3	8	15	524	5	544	3	2	24	29	1	740	6	747	1328
10:00 AM	1	0	2	3	2	105	0	107	0	1	6	7	2	186	1	189	306
10:15 AM	1	0	2	3	4	119	1	124	0	0	1	1	1	179	0	180	308
10:30 AM	0	0	1	1	1	112	2	115	0	0	7	7	1	170	3	174	297
10:45 AM	1	1	1	3	4	111	2	117	0	1	8	9	2	158	0	160	289
Total	3	1	6	10	11	447	5	463	0	2	22	24	6	693	4	703	1200
11:00 AM	1	0	3	4	3	122	1	126	1	0	7	8	1	144	1	146	284
11:15 AM	0	0	0	0	1	126	0	127	0	0	12	12	1	208	1	210	349
11:30 AM	0	0	1	1	5	133	0	138	1	0	5	6	0	177	5	182	327
11:45 AM	1	0	2	3	3	111	2	116	2	0	5	7	1	159	1	161	287
Total	2	0	6	8	12	492	3	507	4	0	29	33	3	688	8	699	1247
12:00 PM	3	0	0	3	3	138	1	142	0	0	8	8	2	156	1	159	312
12:15 PM	3	0	3	6	2	153	5	160	1	0	3	4	2	219	1	222	392
12:30 PM	1	0	3	4	5	94	1	100	2	0	5	7	2	139	2	143	254
12:45 PM	2	1	5	8	4	127	0	131	1	0	4	5	2	189	1	192	336
Total	9	1	11	21	14	512	7	533	4	0	20	24	8	703	5	716	1294
01:00 PM	1	0	0	1	4	121	2	127	0	0	5	5	0	183	2	185	318
01:15 PM	2	1	2	5	4	134	1	139	0	0	4	4	2	169	2	173	321
01:30 PM	0	0	0	0	3	135	2	140	1	0	9	10	2	177	1	180	330
01:45 PM	0	0	1	1	8	122	4	134	0	0	7	7	1	166	5	172	314
Total	3	1	3	7	19	512	9	540	1	0	25	26	5	695	10	710	1283
02:00 PM	3	0	1	4	4	125	1	130	0	0	5	5	1	168	3	172	311
02:15 PM	2	0	2	4	4	142	3	149	1	0	6	7	1	221	3	225	385
02:30 PM	1	0	4	5	3	158	3	164	0	0	5	5	0	168	3	171	345
02:45 PM	0	0	0	0	1	118	0	119	2	0	9	11	0	206	4	210	340
Total	6	0	7	13	12	543	7	562	3	0	25	28	2	763	13	778	1381
03:00 PM	1	0	1	2	1	181	1	183	1	1	3	5	1	202	1	204	394
03:15 PM	3	0	0	3	3	167	3	173	1	0	8	9	1	204	2	207	392
03:30 PM	1	1	2	4	2	181	1	184	4	0	3	7	2	207	0	209	404
03:45 PM	0	0	0	0	2	149	2	153	0	0	4	4	2	206	1	209	366
Total	5	1	3	9	8	678	7	693	6	1	18	25	6	819	4	829	1556
04:00 PM	2	0	0	2	2	165	2	169	1	0	3	4	2	207	1	210	385
04:15 PM	0	1	5	6	5	186	4	195	1	0	3	4	2	177	1	180	385
04:30 PM	0	0	0	0	4	185	0	189	2	0	8	10	0	212	2	214	413
04:45 PM	0	0	3	3	7	168	1	176	0	0	3	3	1	206	1	208	390
Total	2	1	8	11	18	704	7	729	4	0	17	21	5	802	5	812	1573

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

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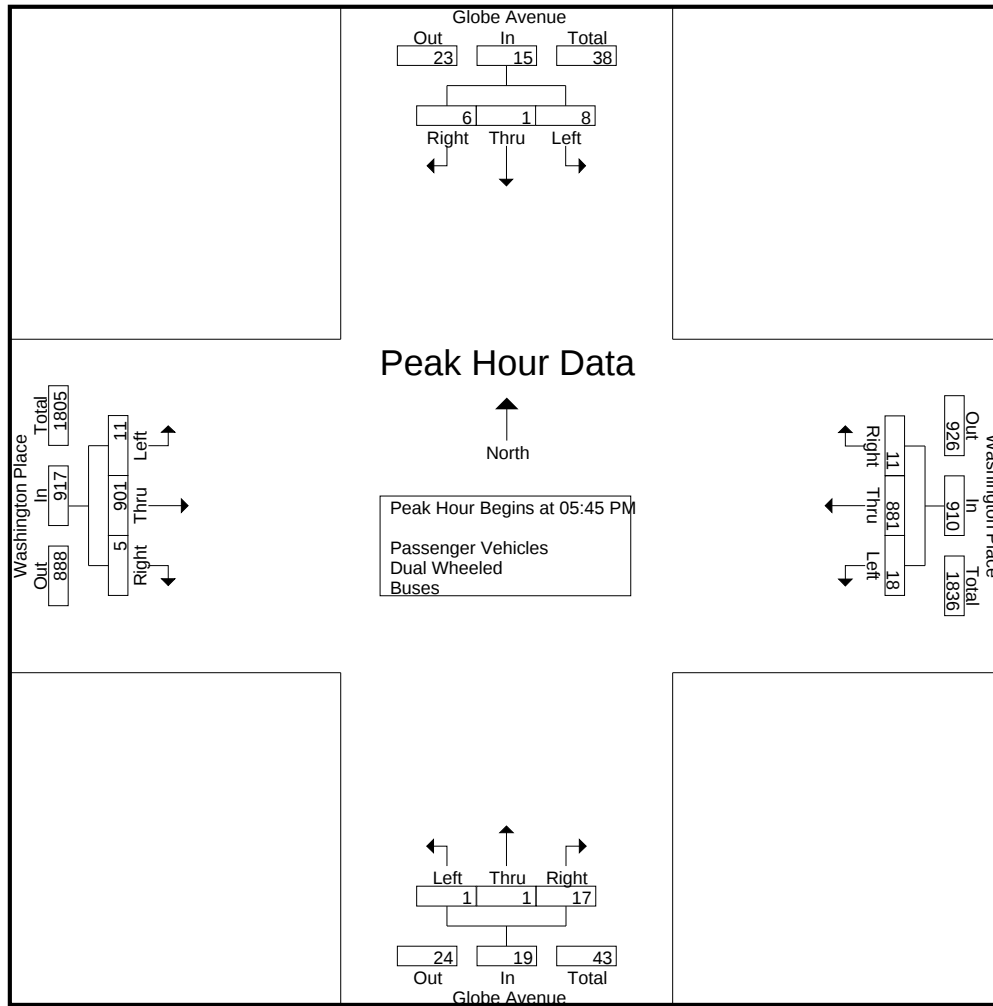
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	2	0	1	3	2	206	0	208	2	0	3	5	0	215	3	218	434
05:15 PM	0	0	0	0	4	196	6	206	0	0	3	3	1	216	2	219	428
05:30 PM	4	0	1	5	6	205	2	213	1	0	3	4	0	218	3	221	443
05:45 PM	2	0	1	3	5	230	2	237	0	0	4	4	2	200	1	203	447
Total	8	0	3	11	17	837	10	864	3	0	13	16	3	849	9	861	1752
06:00 PM	3	1	0	4	6	218	2	226	0	1	6	7	4	228	0	232	469
06:15 PM	1	0	2	3	4	219	4	227	1	0	2	3	4	230	3	237	470
06:30 PM	2	0	3	5	3	214	3	220	0	0	5	5	1	243	1	245	475
06:45 PM	0	1	2	3	2	192	2	196	1	0	4	5	2	192	4	198	402
Total	6	2	7	15	15	843	11	869	2	1	17	20	11	893	8	912	1816
Grand Total	74	7	63	144	152	7328	86	7566	40	7	244	291	55	9277	90	9422	17423
Apprch %	51.4	4.9	43.8		2	96.9	1.1		13.7	2.4	83.8		0.6	98.5	1		
Total %	0.4	0	0.4	0.8	0.9	42.1	0.5	43.4	0.2	0	1.4	1.7	0.3	53.2	0.5	54.1	
Passenger Vehicles	73	7	62	142	149	7224	84	7457	39	7	241	287	55	9185	88	9328	17214
% Passenger Vehicles	98.6	100	98.4	98.6	98	98.6	97.7	98.6	97.5	100	98.8	98.6	100	99	97.8	99	98.8
Dual Wheeled	1	0	1	2	3	91	2	96	1	0	3	4	0	76	2	78	180
% Dual Wheeled	1.4	0	1.6	1.4	2	1.2	2.3	1.3	2.5	0	1.2	1.4	0	0.8	2.2	0.8	1
Buses	0	0	0	0	0	13	0	13	0	0	0	0	0	16	0	16	29
% Buses	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.2	0.2

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	2	0	1	3	5	230	2	237	0	0	4	4	2	200	1	203	447
06:00 PM	3	1	0	4	6	218	2	226	0	1	6	7	4	228	0	232	469
06:15 PM	1	0	2	3	4	219	4	227	1	0	2	3	4	230	3	237	470
06:30 PM	2	0	3	5	3	214	3	220	0	0	5	5	1	243	1	245	475
Total Volume	8	1	6	15	18	881	11	910	1	1	17	19	11	901	5	917	1861
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5		
PHF	.667	.250	.500	.750	.750	.958	.688	.960	.250	.250	.708	.679	.688	.927	.417	.936	.979

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				05:45 PM				10:30 AM				08:00 AM			
+0 mins.	3	0	0	3	5	230	2	237	0	0	7	7	0	232	3	235
+15 mins.	3	0	3	6	6	218	2	226	0	1	8	9	0	253	2	255
+30 mins.	1	0	3	4	4	219	4	227	1	0	7	8	1	254	7	262
+45 mins.	2	1	5	8	3	214	3	220	0	0	12	12	1	228	2	231
Total Volume	9	1	11	21	18	881	11	910	1	1	34	36	2	967	14	983
% App. Total	42.9	4.8	52.4		2	96.8	1.2		2.8	2.8	94.4		0.2	98.4	1.4	
PHF	.750	.250	.550	.656	.750	.958	.688	.960	.250	.250	.708	.750	.500	.952	.500	.938

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
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Groups Printed- Passenger Vehicles

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	0	98	0	98	0	0	6	6	0	121	1	122	230
07:15 AM	3	0	2	5	0	133	2	135	2	0	5	7	0	143	0	143	290
07:30 AM	3	0	0	3	2	161	1	164	1	0	2	3	3	180	1	184	354
07:45 AM	6	0	0	6	1	170	3	174	1	0	1	2	0	215	2	217	399
Total	15	0	3	18	3	562	6	571	4	0	14	18	3	659	4	666	1273
08:00 AM	0	0	0	0	1	175	4	180	1	0	10	11	0	232	3	235	426
08:15 AM	4	0	0	4	5	141	1	147	1	0	6	7	0	252	2	254	412
08:30 AM	2	0	2	4	0	162	1	163	4	1	2	7	1	251	6	258	432
08:45 AM	3	0	1	4	2	173	3	178	0	0	2	2	1	226	2	229	413
Total	9	0	3	12	8	651	9	668	6	1	20	27	2	961	13	976	1683
09:00 AM	4	0	1	5	4	143	1	148	1	0	9	10	0	185	0	185	348
09:15 AM	1	0	0	1	2	143	0	145	1	0	3	4	0	193	2	195	345
09:30 AM	0	0	1	1	4	107	2	113	1	1	8	10	1	199	1	201	325
09:45 AM	0	0	1	1	4	121	2	127	0	1	4	5	0	151	3	154	287
Total	5	0	3	8	14	514	5	533	3	2	24	29	1	728	6	735	1305
10:00 AM	1	0	2	3	2	103	0	105	0	1	6	7	2	186	1	189	304
10:15 AM	1	0	2	3	4	117	1	122	0	0	1	1	1	173	0	174	300
10:30 AM	0	0	1	1	1	111	2	114	0	0	6	6	1	168	3	172	293
10:45 AM	1	1	1	3	4	107	2	113	0	1	8	9	2	156	0	158	283
Total	3	1	6	10	11	438	5	454	0	2	21	23	6	683	4	693	1180
11:00 AM	1	0	3	4	3	120	1	124	1	0	7	8	1	143	1	145	281
11:15 AM	0	0	0	0	1	124	0	125	0	0	12	12	1	207	1	209	346
11:30 AM	0	0	1	1	5	130	0	135	1	0	5	6	0	177	5	182	324
11:45 AM	1	0	2	3	3	110	2	115	2	0	5	7	1	158	1	160	285
Total	2	0	6	8	12	484	3	499	4	0	29	33	3	685	8	696	1236
12:00 PM	3	0	0	3	3	136	1	140	0	0	7	7	2	154	1	157	307
12:15 PM	3	0	3	6	2	151	4	157	1	0	3	4	2	218	1	221	388
12:30 PM	1	0	2	3	5	94	1	100	1	0	5	6	2	136	2	140	249
12:45 PM	2	1	5	8	3	124	0	127	1	0	4	5	2	186	1	189	329
Total	9	1	10	20	13	505	6	524	3	0	19	22	8	694	5	707	1273
01:00 PM	1	0	0	1	3	118	2	123	0	0	5	5	0	182	2	184	313
01:15 PM	2	1	2	5	4	131	1	136	0	0	4	4	2	168	2	172	317
01:30 PM	0	0	0	0	3	133	2	138	1	0	9	10	2	172	1	175	323
01:45 PM	0	0	1	1	8	120	4	132	0	0	7	7	1	166	5	172	312
Total	3	1	3	7	18	502	9	529	1	0	25	26	5	688	10	703	1265
02:00 PM	3	0	1	4	4	122	1	127	0	0	5	5	1	165	3	169	305
02:15 PM	2	0	2	4	4	141	3	148	1	0	6	7	1	220	3	224	383
02:30 PM	1	0	4	5	3	154	3	160	0	0	5	5	0	166	2	168	338
02:45 PM	0	0	0	0	1	116	0	117	2	0	9	11	0	202	4	206	334
Total	6	0	7	13	12	533	7	552	3	0	25	28	2	753	12	767	1360
03:00 PM	1	0	1	2	1	178	1	180	1	1	3	5	1	201	1	203	390
03:15 PM	3	0	0	3	3	165	3	171	1	0	7	8	1	198	2	201	383
03:30 PM	1	1	2	4	2	179	1	182	4	0	3	7	2	206	0	208	401
03:45 PM	0	0	0	0	2	148	2	152	0	0	4	4	2	202	1	205	361
Total	5	1	3	9	8	670	7	685	6	1	17	24	6	807	4	817	1535
04:00 PM	2	0	0	2	2	163	2	167	1	0	3	4	2	203	1	206	379
04:15 PM	0	1	5	6	5	183	4	192	1	0	3	4	2	177	1	180	382
04:30 PM	0	0	0	0	4	183	0	187	2	0	8	10	0	208	2	210	407
04:45 PM	0	0	3	3	7	168	1	176	0	0	3	3	1	205	1	207	389
Total	2	1	8	11	18	697	7	722	4	0	17	21	5	793	5	803	1557

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
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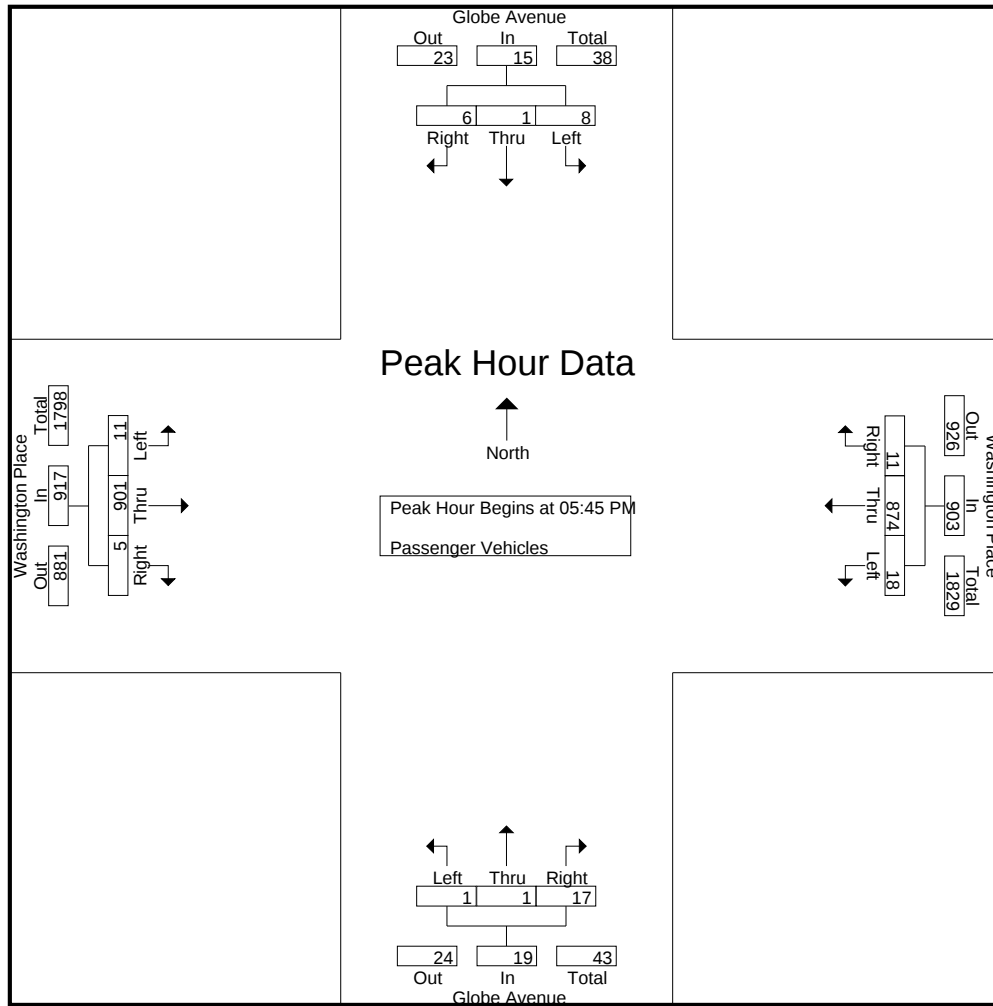
Groups Printed- Passenger Vehicles

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	2	0	1	3	2	206	0	208	2	0	3	5	0	213	3	216	432
05:15 PM	0	0	0	0	4	195	5	204	0	0	3	3	1	215	2	218	425
05:30 PM	4	0	1	5	6	201	2	209	1	0	3	4	0	214	3	217	435
05:45 PM	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203	446
Total	8	0	3	11	17	831	9	857	3	0	13	16	3	842	9	854	1738
06:00 PM	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232	468
06:15 PM	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237	467
06:30 PM	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245	473
06:45 PM	0	1	2	3	2	192	2	196	1	0	4	5	2	191	4	197	401
Total	6	2	7	15	15	837	11	863	2	1	17	20	11	892	8	911	1809
Grand Total	73	7	62	142	149	7224	84	7457	39	7	241	287	55	9185	88	9328	17214
Apprch %	51.4	4.9	43.7		2	96.9	1.1		13.6	2.4	84		0.6	98.5	0.9		
Total %	0.4	0	0.4	0.8	0.9	42	0.5	43.3	0.2	0	1.4	1.7	0.3	53.4	0.5	54.2	

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203	446
06:00 PM	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232	468
06:15 PM	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237	467
06:30 PM	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245	473
Total Volume	8	1	6	15	18	874	11	903	1	1	17	19	11	901	5	917	1854
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5		
PHF	.667	.250	.500	.750	.750	.954	.688	.957	.250	.250	.708	.679	.688	.927	.417	.936	.980

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
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Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	2	0	1	3	5	229	2	236	0	0	4	4	2	200	1	203
+15 mins.	3	1	0	4	6	217	2	225	0	1	6	7	4	228	0	232
+30 mins.	1	0	2	3	4	216	4	224	1	0	2	3	4	230	3	237
+45 mins.	2	0	3	5	3	212	3	218	0	0	5	5	1	243	1	245
Total Volume	8	1	6	15	18	874	11	903	1	1	17	19	11	901	5	917
% App. Total	53.3	6.7	40		2	96.8	1.2		5.3	5.3	89.5		1.2	98.3	0.5	
PHF	.667	.250	.500	.750	.750	.954	.688	.957	.250	.250	.708	.679	.688	.927	.417	.936

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

Groups Printed- Dual Wheeled

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
Total	1	0	0	1	0	6	0	6	0	0	0	0	0	5	0	5	12
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	4	1	5	15
09:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	1	10	0	11	0	0	0	0	0	7	0	7	18
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
10:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
10:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	8	0	8	0	0	1	1	0	9	0	9	18
11:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
11:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
12:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
12:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
12:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	2	0	2	4
12:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	1	1	1	7	1	9	1	0	1	2	0	7	0	7	19
01:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	10	0	11	0	0	0	0	0	6	0	6	17
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
02:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	8	1	9	19
03:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	6	0	6	7
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14

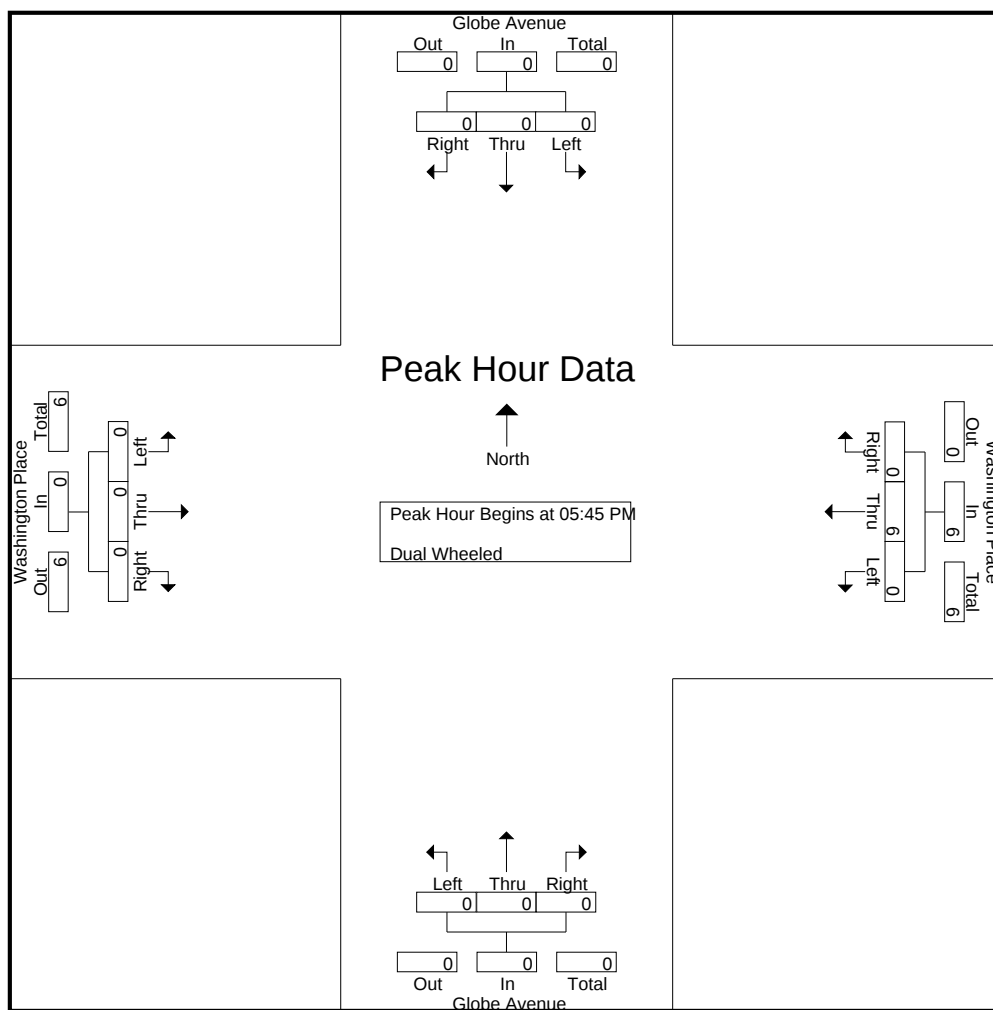
File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 2

Groups: Limited Dual-Wheeled																		
	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	0	4	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	1	7	0	0	0	0	0	7	0	7		14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	0	1	6
Grand Total	1	0	1	2	3	91	2	96	1	0	3	4	0	76	2	78		180
Apprch %	50	0	50		3.1	94.8	2.1		25	0	75		0	97.4	2.6			
Total %	0.6	0	0.6	1.1	1.7	50.6	1.1	53.3	0.6	0	1.7	2.2	0	42.2	1.1	43.3		

[illegible]

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
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Each Approach Begins at:																
	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 1

Groups Printed- Buses

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

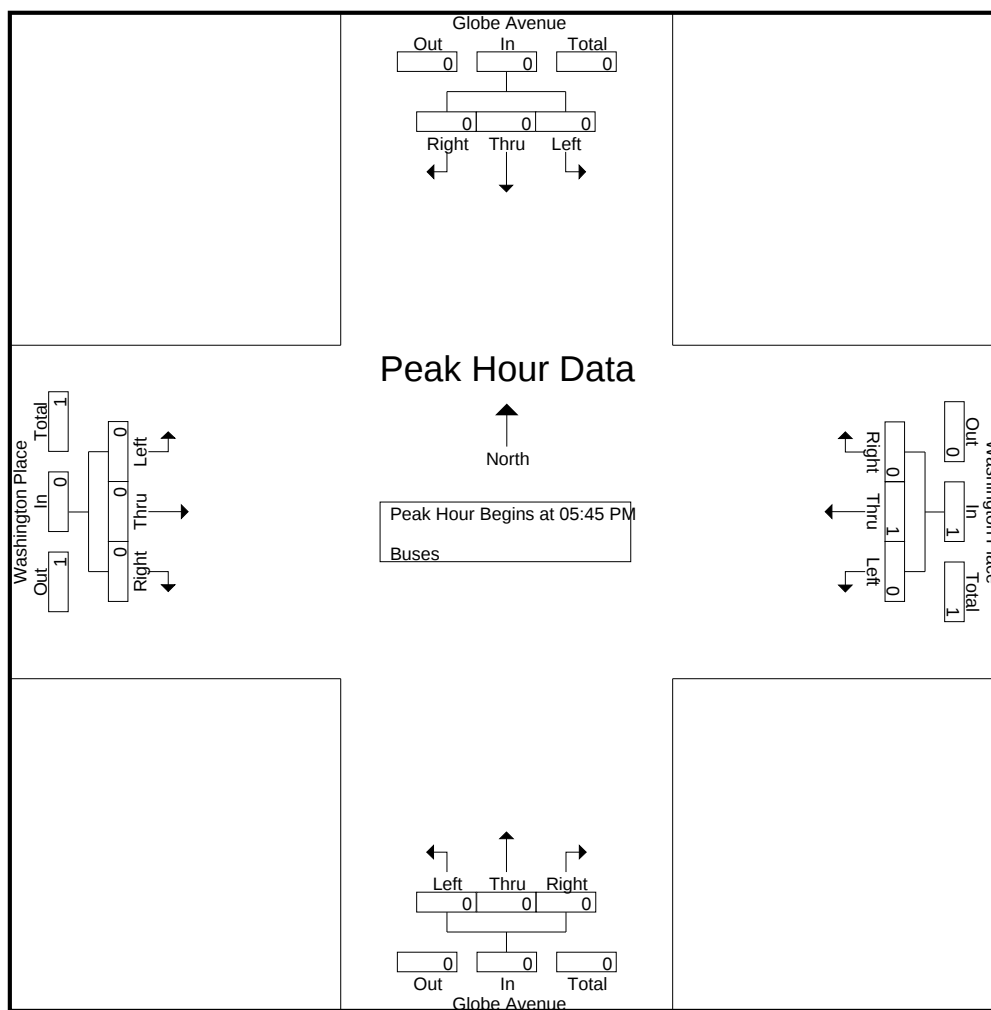
File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 2

	Globe Avenue Southbound				Washington Place Westbound				Globe Avenue Northbound				Washington Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	16	0	16	29
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	44.8	0	44.8	0	0	0	0	0	55.2	0	55.2	

[illegible]

Culver City
N/S: Globe Avenue
E/W: Washington Place
Weather: Clear

File Name : CVCGLWA12 hr
Site Code : 16616593
Start Date : 11/3/2016
Page No : 3



Each Approach Begins at:																
	05:45 PM				05:45 PM				05:45 PM				05:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Globe Avenue & Washington Place Accident Data

City of Culver City
PW/Engineering -- Traffic Engineering Section

From 01/01/2001 to 04/01/2015

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

11/17/16

WASHINGTON PL & GLOBE AVE

Page 1 of 1

2579182	03/25/2006	20:30	Saturday	WASHINGTON PL & GLOBE AVE	0'	Direction: Not State	Dark - No Street Li	Clear	Pty at Fault:
	Sideswipe		Parked Motor Vehicle	Other		Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Not State	Age:			
Veh Type:	Pickup Truck		Sobriety: Impairment	Not Kno	Assoc Factor: Not Stated	Unknown		Not Stated	
Party 2	Parked Vehicle		East	Parked	Not State	Age:			
Veh Type:	Pickup Truck		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated	

Settings for Query:

Street: WASHINGTON PL

Cross Street: GLOBE AVE

Intersection Related: True

Sorted By: Date and Time