APPENDIX J.2: Non-CEQA Transportation Analysis

Non-CEQA Transportation Analysis

- City of Los Angeles Department of Transportation (LADOT) Interdepartmental Correspondence Re: Transportation Impact Assessment For The Proposed Mixed-Use Project At 1123 – 1161 South Main Street (ENV-2018-7379-EAF/VTT-82463/ZA- 2018-7378-ZV-TDR-SPR), DOT Case No. CEN18-47813, July 22, 2019.

- Crain & Associates, Transportation Impact Study for the Proposed Main Street Tower Project, City of Los Angeles, June 4, 2019.

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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1123 – 1161 Main St
DOT Case No. CEN 18-47813

Date: July 22, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT AT 1123 - 1161 MAIN STREET (ENV-2018-7379-EAF/VTT-82463/ZA-2018-7378-ZV-TDR-SPR)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Crain and Associates, Inc., dated June 2019, for the proposed mixed-use project located at 1123 - 1161 Main Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. The transportation study included the analysis of **seven** signalized intersections. Based on DOT's current traffic impact criteria[1], none of the intersections would be significantly impacted by project-related traffic. The results of the transportation analysis, which accounted for other known development projects in estimating potential cumulative impacts and adequately evaluated the project's transportation impacts on the surrounding community, are summarized in **Attachment 1.**

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove an existing 26,710 square feet commercial building located on the northwest corner of Main Street and 12th Street within a Transit Oriented Community (TOC) Affordable Housing Incentive Area and construct a 30-story mixed-use development with 363 residential dwelling units and 12,500 square feet of commercial retail space. The project will provide parking for 373 vehicles on-site within the ground floor and levels two thru four. The adjacent north-south alley along the west side of the project will provide vehicular access to the project as illustrated in **Attachment 2**. The applicant proposes to modify operations of the adjacent alley by restricting access to southbound vehicles only. The project is expected to be completed by 2026.

B. Trip Generation

The project is estimated to generate an approximate net increase of 463 daily trips, a net increase of 69 trips during the a.m. peak hour and a net increase of 40 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the project trip generation table can be found in **Attachment 3**.

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

C. Freeway Analysis

The traffic study did not include a freeway impact analysis because project does not generate more than the 150 directional trips threshold for CMP freeway monitoring segments or further analysis. No additional freeway analysis was required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

A. Parking Requirements

The project will provide a total of 373 residential and commercial vehicle parking spaces onsite. The project will also provide 195 bicycle parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for a TOC Tier 3 project.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Main Street**, a Modified Avenue I, would require a 34-foot half-width roadway within a 50-foot half-width right-of-way; **Twelfth Street,** a Modified Collector Street, would require a 20-foot half-width roadway within a 32-foot half-width right-of-way; and the adjacent alley would require a 10-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Project Access and Circulation

The conceptual site plan for the project (see **Attachment 2**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways or operational change of the adjacent alley. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kaylinn Pell of my staff at (213) 972-4993.

Attachments

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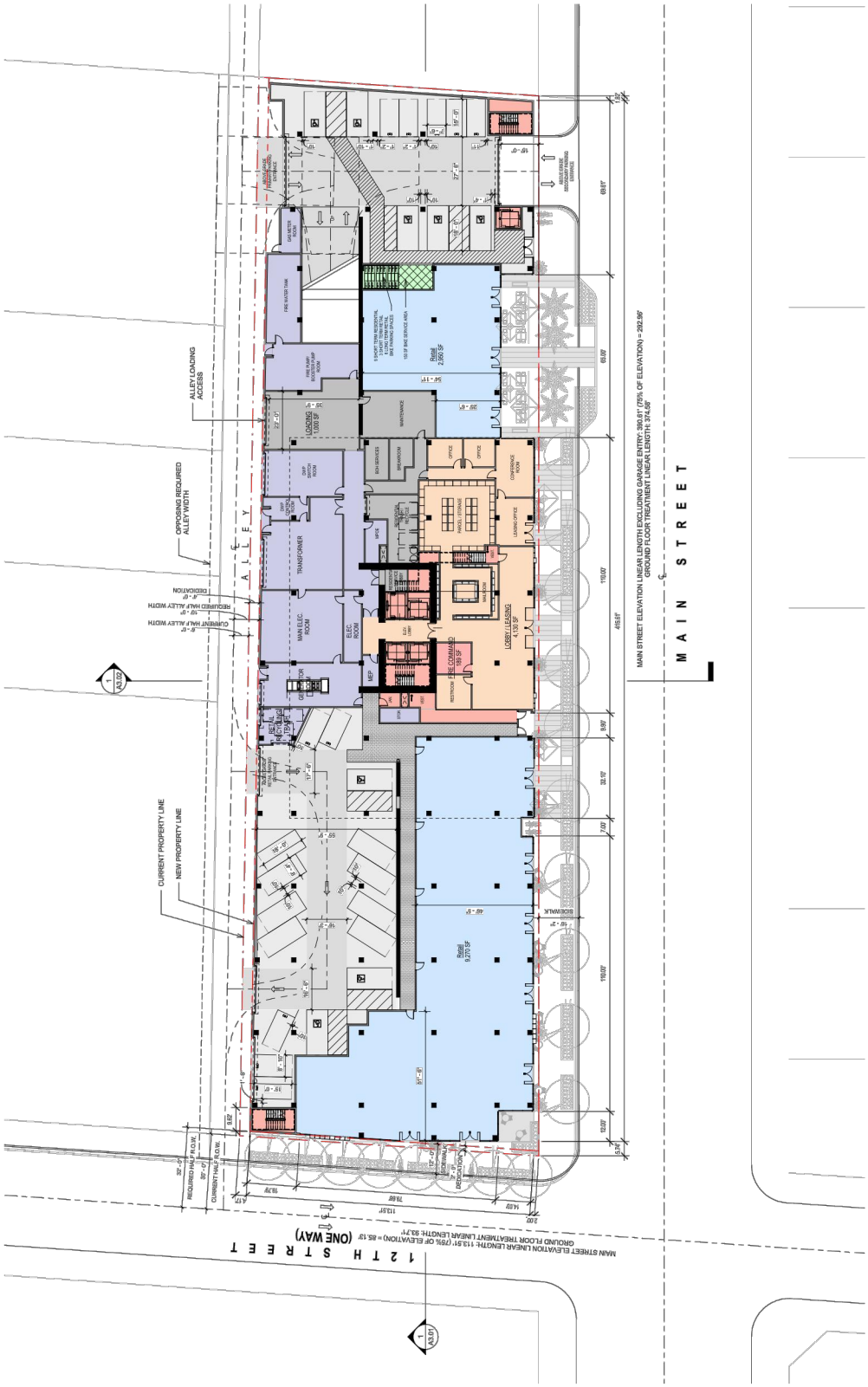
c: Shaylee Papadakis, Council District No. 14
Matthew Masuda, Central District, BOE
Mehrdad Moskar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Ryan Kelly, Crain and Associates, Inc.

Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2019) and Future (2026) Traffic Conditions

			Existing (2019) Conditions					Future (2026) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	V/C	LOS	V/C	LOS	Impact	V/C	LOS	V/C	LOS	Impact	Sig.?
	Broadway &	AM	0.396	A	0.398	A	0.002	0.577	A	0.579	A	0.002	No
	Olympic Boulevard	PM	0.585	A	0.589	A	0.004	0.817	D	0.821	D	0.004	No
2	Broadway &	AM	0.360	A	0.369	A	0.009	0.616	B	0.625	B	0.009	No
	11th Street	PM	0.873	D	0.877	D	0.004	1.197	F	1.200	F	0.003	No
3	Main Street &	AM	0.354	A	0.359	A	0.005	0.560	A	0.564	A	0.004	No
	9th Street	PM	0.482	A	0.483	A	0.001	0.700	C	0.701	C	0.001	No
4	Main Street &	AM	0.404	A	0.409	A	0.005	0.625	B	0.633	B	0.008	No
	Olympic Boulevard	PM	0.519	A	0.524	A	0.005	0.875	D	0.880	D	0.005	No
5	Main Street &	AM	0.212	A	0.221	A	0.009	0.336	A	0.344	A	0.008	No
	11th Street	PM	0.336	A	0.343	A	0.007	0.537	A	0.544	A	0.007	No
6	Main Street &	AM	0.260	A	0.268	A	0.008	0.374	A	0.383	A	0.009	No
	12th Street	PM	0.319	A	0.321	A	0.002	0.571	A	0.577	A	0.006	No
7	Main Street &	AM	0.401	A	0.401	A	0.000	0.541	A	0.541	A	0.000	No
	Pico Boulevard	PM	0.557	A	0.559	A	0.002	0.811	D	0.813	D	0.002	No

Attachment 1

ATTACHMENT 2



12/6/2018

MainStreetTower\SITE PLAN

CONCEPTUAL PROJECT SITE PLAN

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

ATTACHMENT 3

MAIN STREET TOWER PROJECT
WEEKDAY TRIP GENERATION RATES AND SUMMARY[1]

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (High-Rise)	222	1 du	2.07	12%	88%	0.21	70%	30%	0.19
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81

Trip Generation Summary									
Description	**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES								
Residential								
Multifamily Housing	363 du	751	9	67	76	48	21	69
10% Internal Capture Adjustment[3]		(40)	0	(1)	(1)	(2)	(2)	(4)
Multifamily Housing Total		711	9	66	75	46	19	65
Commercial								
Shopping Center	12.500 ksf	472	7	5	12	23	25	48
15% Transit/Walk Adjustment[4]		(71)	(1)	(1)	(2)	(3)	(4)	(7)
Shopping Center With Transit/Walk Adjustment Subtotal		401	6	4	10	20	21	41
10% Internal Capture Adjustment[3]		(40)	(1)	0	(1)	(2)	(2)	(4)
Shopping Center With Internal Capture Adjustment Subtotal		361	5	4	9	18	19	37
50% Pass-By Adjustment[5]		(180)	(2)	(2)	(4)	(9)	(9)	(18)
Shopping Center Total		181	3	2	5	9	10	19
Proposed Project Driveway Trips (including Pass-By Trips)		**1,072**	**14**	**70**	**84**	**64**	**38**	**102**
Proposed Project Trips		**892**	**12**	**68**	**80**	**55**	**29**	**84**
EXISTING USE								
Commercial								
Shopping Center	26.710 ksf	1,008	16	9	25	49	53	102
15% Transit/Walk Adjustment[4]		(151)	(3)	(1)	(4)	(7)	(8)	(15)
Shopping Center With Transit/Walk Adjustment Subtotal		857	13	8	21	42	45	87
50% Pass-By Adjustment[5]		(428)	(6)	(4)	(10)	(21)	(22)	(43)
Shopping Center Total		429	7	4	11	21	23	44
Existing Project Driveway Trips (including Pass-By Trips)		**857**	**13**	**8**	**21**	**42**	**45**	**87**
Existing Project Trips		**429**	**7**	**4**	**11**	**21**	**23**	**44**
Net Project Driveway Trips (including Pass-By Trips)		**215**	**1**	**62**	**63**	**22**	**-7**	**15**
Net Project Trips		**463**	**5**	**64**	**69**	**34**	**6**	**40**

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied. For Land Use Code 222 (Multifamily Housing [High-Rise]), rates for the Dense Multi-Use Urban setting were used, as this setting is more applicable to the Project site than the General Urban/Suburban setting and there is an adequate number of studies in the peak-hour time period datasets. For Land Use Code 820 (Shopping Center), rates for the General Urban/Suburban setting were used, as no daily rate is provided for the Dense Multi-Use Urban setting and the peak-hour rates are based on very limited data. Transit/walk adjustments were, therefore, only applied to the Shopping Center land use.
2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area.
3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower peak-hour trip-generating component of the uses sharing trips with each other (Shopping Center use). The internal trips for the higher trip-generating component (Multifamily Housing use) are then balanced with the internal trips to/from the lower trip-generating component.
4) Consistent with current LADOT *Transportation Impact Study Guidelines* , a 15 percent transit/walk adjustment has been assumed for the Shopping Center use (given that the Project is located within an approximately one-quarter mile walking distance of Metro rapid bus and rail service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines* , appropriate pass-by trip adjustments have been applied to the Shopping Center land use category.

TRANSPORTATION IMPACT STUDY FOR THE PROPOSED MAIN STREET TOWER PROJECT, CITY OF LOS ANGELES

Prepared for:

FRONTIER HOLDINGS WEST, LLC
REGAL GROUP, LLC
MAIN FUND ASSOCIATES, LLC
888 S. Figueroa Street, Suite 1900
Los Angeles, CA 90017

Prepared by:

CRAIN & ASSOCIATES
300 Corporate Pointe, Suite 470
Culver City, CA 90230
(310) 473-6508

June 4, 2019

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INTRODUCTION

Crain & Associates has prepared this transportation impact study to assess the potential traffic impacts of the Main Street Tower project (the "Project"), a proposed 30-story high rise residential mixed-use building. The proposed residential component of the Project would consist of up to 363 residential dwelling units. The proposed commercial component of the Project would consist of approximately 12,500 square feet of ground-floor commercial retail space. The Project site is presently occupied by approximately 26,710 square feet of active specialty retail space (a diversity of businesses selling jewelry, cosmetics, handbags, and other fashion accessories). This existing retail space would be removed in conjunction with development of the Project.

The Project is located at the northwest corner Main Street & 12th Street, at 1123-1161 S. Main Street, in the Central City Community Plan area of the City of Los Angeles (the "site"). The site is generally bounded by a parking lot to the north, 12th Street to the south, Main Street to the east, and a north-south alley to the west. Project parking would be provided on-site on the ground level and levels two through four. Primary residential and commercial retail access/egress would be via the alley at the west side of the site. From the alley, a full-access driveway would provide a connection to the limited commercial retail parking on the ground level and the vast majority of the residential parking in the above-ground parking levels. Americans with Disabilities Act (ADA) accessible parking spaces would be provided at the ground level with access via separate one-way inbound and outbound driveways from the alley. A secondary driveway would access the parking on the ground level from the west side of Main Street, between 11th and 12th Streets, serving both residential and commercial retail uses, and it would connect to the parking on levels two through four and the one-way alley at the rear of the site. As part of the Project, the alley at the rear of the site would

be converted to one-way southbound operation. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersection Location Map.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation ("LADOT") *Transportation Impact Study Guidelines* (December 2016). The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los Angeles County. The scope of work contained in this report was presented to and approved by the LADOT in a Transportation Impact Study Memorandum of Understanding (MOU), signed and approved on March 21, 2019 (Appendix E). The MOU outlined the preparation of a detailed analysis of existing (2019) and future (2026) traffic conditions, during the weekday AM and PM peak hours, at the seven signalized intersections near the Project site expected to experience the most substantial Project-related traffic impacts. The Project study area contains the following seven study intersections, which are also depicted in Figure 1:

Study Intersections

1. Broadway & Olympic Boulevard
2. Broadway & 11th Street
3. Main Street & 9th Street
4. Main Street & Olympic Boulevard
5. Main Street & 11th Street
6. Main Street & 12th Street
7. Main Street & Pico Boulevard

The following traffic conditions have been analyzed: Existing (2019) traffic volumes, Existing (2019) Plus Project traffic volumes, Future (2026) Without Project traffic volumes, and Future (2026) With Project traffic volumes. The analyses of future (2026)

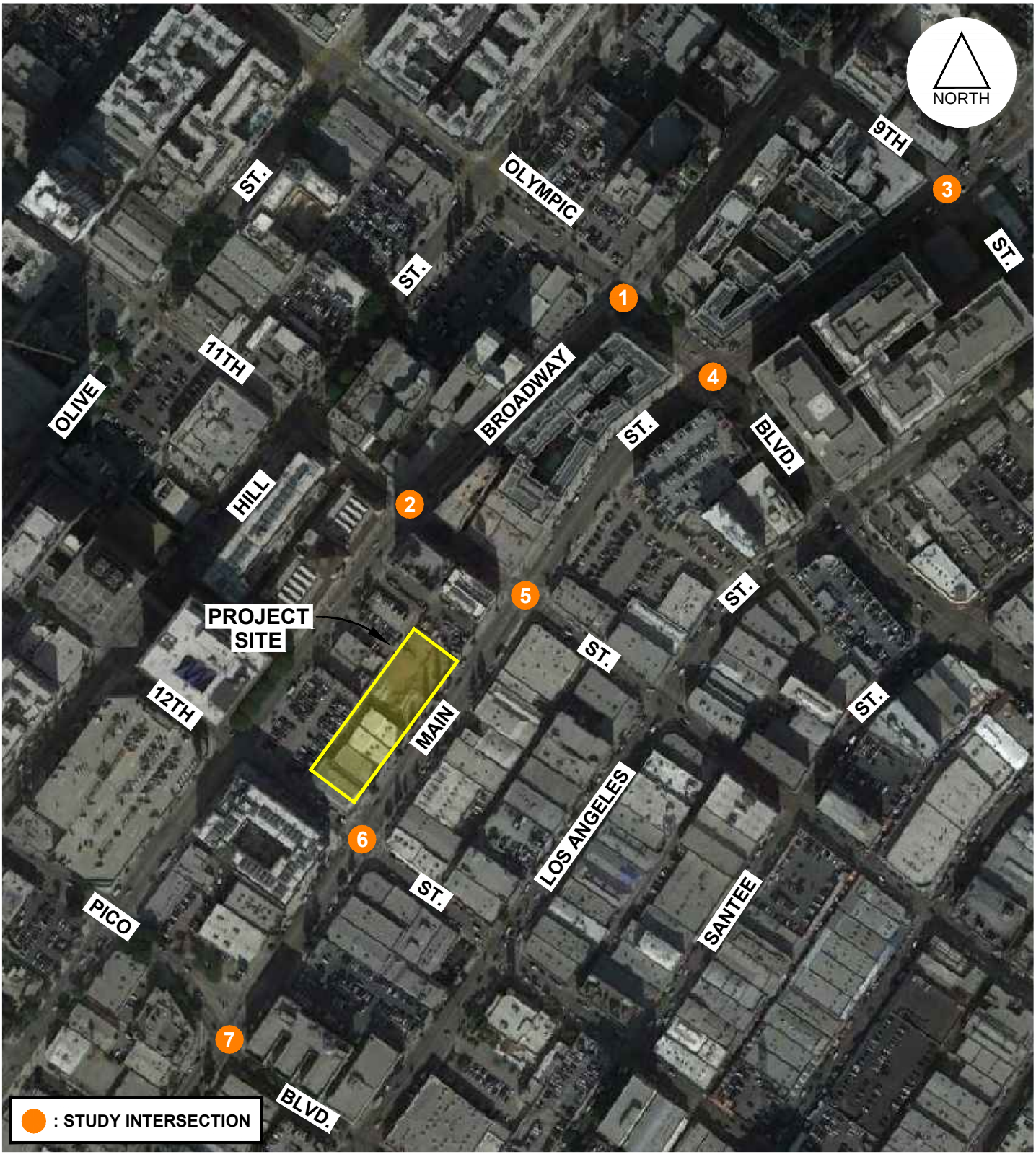

FIGURE 1

4/17/2019

MainStreetTower\STUDY-INTS

PROJECT SITE VICINITY AND STUDY INTERSECTIONS

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

conditions included cumulative traffic attributable to ambient growth and related projects within the Project study area.

PROJECT DESCRIPTION

Under consideration is the Main Street Tower project (the "Project") to be located on an approximately 1.12-acre parcel at the northwest corner of the intersection of Main Street & 12th Street in the Central City Community Plan area of the City of Los Angeles (the "site"). The site is generally bounded by a parking lot to the north, 12th Street to the south, Main Street to the east, and a north-south alley to the west. The existing on-site uses consist of approximately 26,710 square feet of specialty retail businesses, mainly selling jewelry, cosmetics, handbags, and other fashion accessories. Occupancy records for the existing buildings are provided in Appendix A. This existing retail space would be removed in conjunction with development of the Project. The Project's proposed uses are divisible into two primary categories: residential and commercial retail. The residential component of the Project would consist of up to 363 residential dwelling units. The commercial component of the Project would consist of 12,500 square feet of floor area on the ground level.

As shown in Figure 2, Conceptual Project Site Plan, the Project would provide on-site parking on the ground floor and within levels two through four. Primary residential and commercial retail access/egress would be via the alley at the rear of the site. From the alley, a full-access driveway would provide a connection to the limited commercial retail parking on the ground level and the vast majority of the residential parking in the above-ground levels. ADA parking spaces would be provided at the ground level with access via separate one-way inbound and outbound driveways from the alley. A secondary driveway would access the parking on the ground level from the west side of Main Street, between 11th and 12th Streets, serving both residential and commercial uses, and it would connect to the parking on levels two through four and the one-way alley at the rear of the site. As part of the Project, the alley at the rear of the site would be converted to one-way southbound operation.

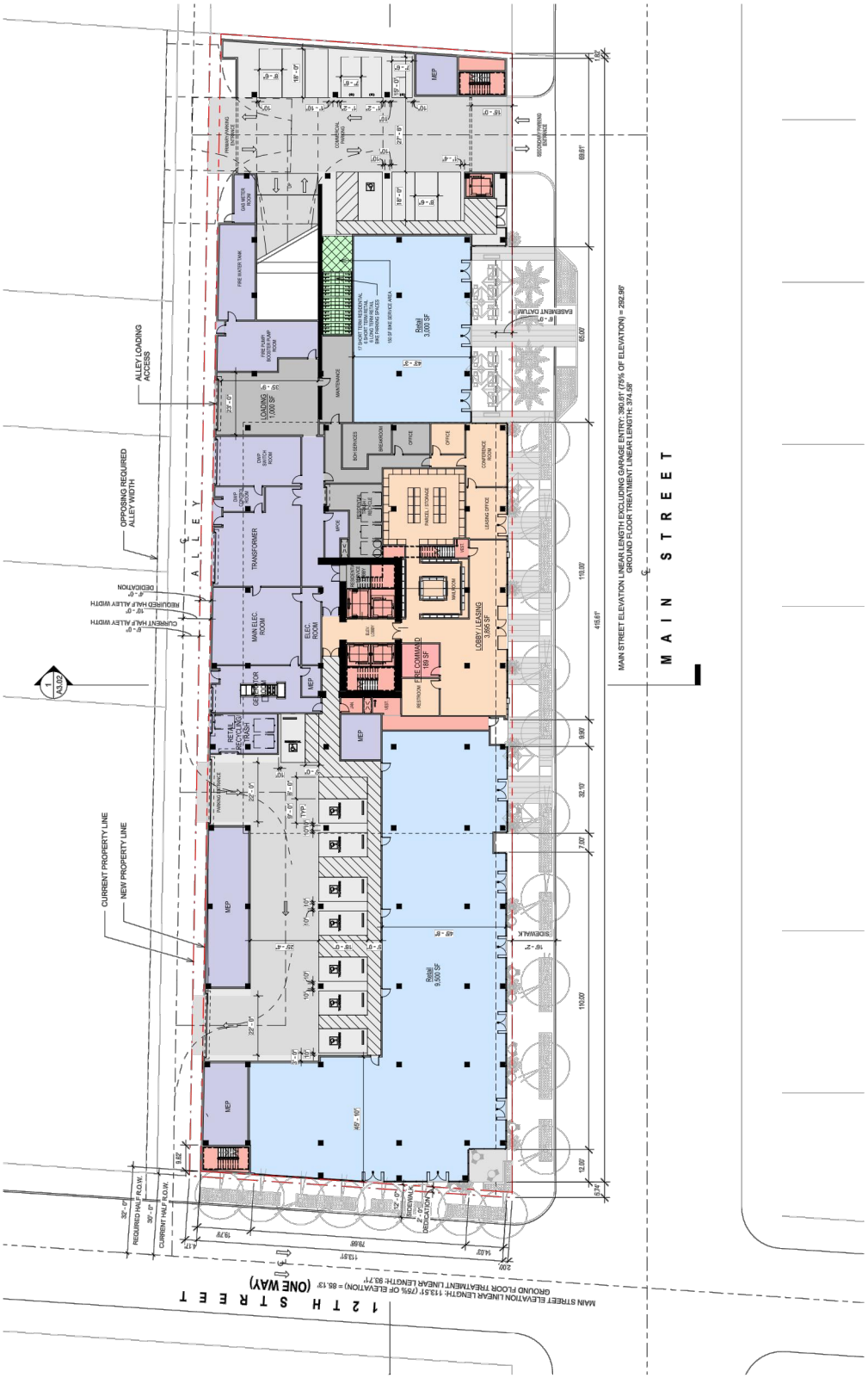

FIGURE 2

4/17/2019

MainStreetTower\SITE PLAN

CONCEPTUAL PROJECT SITE PLAN

CRAIN & ASSOCIATES
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Approximately 355 parking spaces would be provided within levels two through four of the Project for the proposed residential uses. In addition, eight ADA parking spaces would be provided at the ground level for the proposed residential uses. The commercial retail uses would be provided with 10 parking spaces (including one ADA space) at the ground level. Therefore, the overall parking provided on-site would total 373 parking spaces. This parking supply would meet the requirements of the City of Los Angeles Municipal Code (LAMC).

The Project would take measures to align with the City's Vision Zero Los Angeles Initiative. Vision Zero was launched by Executive Order Number 10 in August 2015 with the goals of reducing traffic fatalities by 20 percent by 2017 and eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. Development projects proposed on a roadway identified as part of the City's High Injury Network (HIN) should be designed to enhance safety. The Project is not located on a HIN roadway.

Although the Project is not located within the HIN, the Project would take measures to align with Vision Zero policies. The Project plans to provide 23 short-term and 172 long-term bicycle parking spaces, as well as a bicycle service area adjacent to a portion of the short- and long-term spaces on the ground floor, thereby incentivizing Project residents to travel via bicycle and creating a bicycle-friendly environment surrounding the Project. A portion of the short-term bicycle parking spaces and an enclosed retail patio area will be provided along the Project's Main Street frontage, adjacent to the proposed commercial retail space, thus enriching the existing pedestrian/bicyclist experience and activating the block as a pedestrian/bicyclist-safe environment.

The Project would also embrace the objectives of the City of Los Angeles Mobility Plan 2035, which includes the goals and policies of the City of Los Angeles 2010 Bicycle

Plan. The Mobility Plan 2035 aims to complete its proposed paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements. The Project site has been designed with consideration for the ultimate roadway and right-of-way dimensions for Main Street, 12th Street, and the alley, per the Mobility Plan 2035.

ENVIRONMENTAL SETTING

The Project is located at 1123-1161 S. Main Street. Situated within the Central City Community Plan area of the City, the Project site is generally bounded by a parking lot to the north, 12th Street to the south, Main Street to the east, and a north-south alley to the west.

The Project site is surrounded by a diverse urban area comprised of industrial, commercial, medical, government, institutional, residential, office, school, and retail land uses. The larger of these uses include the Herald Examiner Building, located to the northwest on Broadway and 11th Street, and the Los Angeles City Public Works Building, located to the west on Broadway and 12th Street. Educational institutions nearby include the Green Dot Public Schools and the Coast Career Institute.

The Project site and surrounding uses in the Central City Community Plan area are well-served by Freeways, Boulevards, Avenues, and Collector Streets. Freeways are located around the Project site and provide convenient access to the larger, regional roadway network. In the Project study area, Olympic Boulevard is classified as a Boulevard II between Broadway and Maple Avenue, per the City of Los Angeles Mobility Plan 2035. Pico Boulevard is designated as an Avenue I (between Flower Street and Broadway), while Olympic Boulevard (west of Broadway) and Main Street (south of 9th Street) are each classified as Modified Avenue I. Similarly, 9th Street is an Avenue II roadway (east of Main Street), while 9th Street (west of Olive Street) and Broadway are each designated as Modified Avenue II. There are two roadways in the study area which carry the Modified Avenue III designation: 9th Street (between Olive Street and Main Street) and Pico Boulevard (between Broadway and Main Street). In addition to these boulevards and avenues, the Project study area also encompasses two Modified Collector Streets (11th Street and 12th Street), as well as a Modified Local Street (Pico

Boulevard, east of Main Street). The Project study area transportation facilities, depicted previously in Figure 1, are described below in more detail.

Existing Freeways

Regional access to the Project vicinity is provided via multiple freeways, including the Harbor Freeway (State Route 110 [SR-110]), Hollywood Freeway (U.S. Highway 101 [US-101]), and Santa Monica Freeway (Interstate 10 [I-10]). These freeways all have interchanges with the surface street network in the greater Project vicinity. The following paragraphs describe each of these freeways in more detail. The annual average daily traffic (AADT) volumes provided are from the most current (2017) data available through the State of California Department of Transportation ("Caltrans") website.

The Harbor Freeway (SR-110) begins as Interstate 110 (I-110) in San Pedro to the south, becoming SR-110 as it passes through Downtown Los Angeles and continues northeasterly as the Arroyo Seco Parkway into the City of Pasadena. It provides access for the Project to the greater Los Angeles metropolitan area. The freeway is an eight- to ten-lane facility in the Project study area and has interchanges with the Hollywood Freeway and with the Santa Monica Freeway. South of Olympic Boulevard, the Harbor Freeway experiences AADT volumes of approximately 279,000 vehicles per day. A northbound on-ramp and southbound on- and off-ramps are provided on 11th Street, and northbound on- and off-ramps are provided on 9th Street. Several additional northbound and southbound, entering and exiting ramps are provided near 8th Street and 5th/6th Streets.

The Hollywood Freeway (US-101) is a north-south highway spanning the country's west coastline, beginning in the Seattle area of Washington State and terminating where it merges with the Golden State Freeway (Interstate 5 [I-5]) near the southeast corner of

Downtown Los Angeles. Near the Project site, the Hollywood Freeway generally provides four to five mixed-flow lanes in each direction, with AADT volumes of approximately 200,000 vehicles per day west of Los Angeles Street. The nearest eastbound on- and off-ramps on the Hollywood Freeway are provided on Broadway. Westbound on-ramp access is located on Los Angeles Street, with a westbound off-ramp connecting to Alameda Street. These ramps are all approximately 1.5 miles north of the Project site.

The Santa Monica Freeway (I-10) extends eastward from its origin in the City of Santa Monica, past the Project study area and across the country as a main southern east-west interstate. The Santa Monica Freeway is located approximately one-half mile south of the Project site and generally provides four to five mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations and at its interchange with the Harbor Freeway (SR-110). This freeway carries AADT volume of approximately 259,000 vehicles per day west of Los Angeles Street. The nearest westbound on-ramp is provided at the intersection of Grand Avenue & 17th Street, and westbound traffic can exit the freeway via an off-ramp to Los Angeles Street. Eastbound traffic can access the freeway via an on-ramp on Los Angeles Street and an off-ramp to Grand Avenue.

Existing Highways and Streets

9th Street is an east-west roadway located roughly 1,500 feet north of the Project site. In the Project vicinity, 9th Street is designated as a Modified Avenue II west of Olive Street, a Modified Avenue III between Olive Street and Main Street, and an Avenue II east of Main Street. 9th Street starts in Mid-Wilshire, runs discontinuously to roughly Crenshaw Boulevard, passes through Koreatown (sharing the more commonly used name, James M. Wood Boulevard), and travels through Downtown Los Angeles until it becomes Olympic Boulevard. From the Harbor Freeway (SR-110) to Santee Street, 9th

Street runs one-way, providing roughly two to three eastbound travel lanes with right- and left-turn channelization at many intersections. East of Santee Street, 9th Street usually features two travel lanes in each direction. Near the Project site, lanes on 9th Street are roughly nine to eleven feet wide. Parking is generally allowed on 9th Street.

11th Street is an east-west Modified Collector Street located less than 200 feet north of the Project site. 11th Street is disjoint near its western terminus in Koreatown, and stretches continuously between Hoover Street and San Pedro Street. This roadway generally features one travel lane in each direction, with limited left-turn channelization. As part of the MyFigueroa Streetscape Project (MyFig), six blocks of 11th Street between Figueroa and Broadway have been reduced from two westbound travel lanes to one westbound travel lane. This improvement accommodates vehicles and the future Los Angeles Streetcar, along with providing a one-way westbound bicycle facility with a painted buffer on the north side of the street, and on-street parking to be located on the south side of the street. A sharrow route is featured between Los Angeles Street and Figueroa Street.

12th Street is an east-west Modified Collector Street that forms the southern boundary of the Project site. The roadway runs discontinuously through the City from Cochran Avenue in the Mid-City neighborhood to its easterly terminus with Pico Boulevard in the Boyle Heights community. Near the Project site, 12th Street runs continuously between Figueroa Street and Hooper Avenue. Between Figueroa Street and Wall Street, 12th Street provides one-way eastbound travel, typically with two through lanes and occasional left- and right-turn channelization. Near the Project site, lanes on 12th Street range from approximately ten to twelve feet in width. Parking is generally allowed on both the north and south sides of 12th Street within the Project study area.

Broadway is a north-south Modified Avenue II within the Project study area, and is located approximately 150 feet west of the Project site. This roadway extends from

Montecito Heights through Chinatown, Downtown Los Angeles, Southeast Los Angeles, South Park, Harbor Gateway North, Willowbrook, and Carson, where it merges with Main Street. North of Downtown Los Angeles, Broadway generally features two through travel lanes in each direction, with a center two-way left-turn lane (TWLTL) in segments, along with left-turn channelization at major intersections. Within part of Downtown Los Angeles (between approximately 2nd Street and 11th Street), Broadway provides two northbound through travel lanes and one southbound through travel lane. South of Downtown Los Angeles, Broadway provides two through travel lanes in each direction, with left-turn channelization at most intersections and is intermittently separated by a TWLTL. On-street parking is permitted on most segments of Broadway outside of Downtown Los Angeles and is permitted intermittently on Broadway within Downtown Los Angeles. Near the Project site, most lanes on Broadway feature a width between roughly nine and twelve feet. Broadway features bicycle routes with shared-arrows (sharrows) through parts of Downtown Los Angeles. Broadway connects to the Hollywood Freeway (US-101) with a northbound on-ramp and a southbound off-ramp (at Aliso Street).

Main Street is a north-south roadway that forms the eastern boundary of the Project site. This roadway traverses continuously from Montecito Heights in the north to Wilmington in the south, passing through the communities of Chinatown, Downtown Los Angeles, South Los Angeles, Willowbrook, and Carson. Near the Project site, Main Street is designated as a Modified Avenue I. For the most part, Main Street offers two travel lanes in each direction with a TWLTL and left-turn channelization at select intersections. Near the Project site, there are two travel lanes in the northbound direction and one travel lane southbound. Near the Project site, the roadway maintains lane widths of roughly nine to eleven feet. Main Street becomes a one-way street between 9th Street and Alameda Street, typically providing three to four northbound

through lanes. Between 16th Street and Cesar E Chavez Avenue, Main Street features bicycle lanes, although these lanes are only provided for northbound bicycle traffic in some segments, mainly north of 9th Street. Near the Project site, on-street parking is generally allowed on most sections of Main Street.

Olympic Boulevard is an east-west roadway located approximately 800 feet north of the Project site. Near the Project site, Olympic Boulevard is designated as a Modified Avenue I west of Broadway, a Boulevard II between Broadway and Maple Avenue, and a Modified Avenue III east of Maple Avenue. This roadway extends from the Pacific Coast to just past Montebello Boulevard, with a discontinuous section in Downtown Los Angeles. This roadway is striped generally with two through travel lanes, left-turn channelization at most intersections, and right-turn channelization at select intersections. One notable exception to this striping configuration is between Maple Avenue and San Julian Street, where Olympic Boulevard typically features one through travel lane in each direction, with left-turn channelization. Near the Project site, lanes typically feature widths between nine and ten feet. Within the Project vicinity, Olympic Boulevard generally allows limited on street parking, with tow-away restrictions during peak hours to increase roadway vehicular capacity.

Pico Boulevard is an east-west roadway located approximately 500 feet south of the Project site. This roadway extends from the Fashion District near Downtown Los Angeles, through Pico Union, Mid-City, Pico-Robertson, Century City, Rancho Park, West Los Angeles, and the City of Santa Monica, before reaching its western terminus near the Pacific Ocean. In the Project vicinity, Pico Boulevard is designated as an Avenue I west of Broadway, a Modified Avenue III between Broadway and Main Street, and a Modified Local Street east of Main Street. In the Project study area, the roadway generally provides one to two travel lanes per direction, and right- and left-turn channelization at major intersections. Near the Project site, lanes on Pico Boulevard

range from approximately nine to twelve feet wide. On-street parking is generally permitted along Pico Boulevard, however many segments have tow-away parking restrictions during peak periods to increase roadway vehicular capacity.

Existing (2019) Traffic Volumes

Traffic volumes for existing conditions were obtained from manual traffic counts conducted between 2016 and 2019 at the study area intersections. Due to ongoing construction in the direct Project vicinity, it was necessary to obtain traffic counts unaffected by construction in order to represent typical weekday conditions. Current traffic counts unaffected by ongoing construction could not be obtained for the intersections of Broadway & Olympic Boulevard and Broadway & 11th Street.

Thus, traffic counts conducted in 2016 for these two intersections were taken from previous project transportation impact studies prepared for the LADOT. Although these traffic counts are more than two years old, they represent typical traffic conditions for their year of collection. In accordance with the LADOT *Transportation Impact Study Guidelines* (December 2016), the remaining five intersection traffic counts for this study were completed in January 2019 on a typical weekday during the morning and afternoon peak commute periods, which range from 7:00 to 10:00 AM and 3:00 to 6:00 PM, respectively.

Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. In order to account for potential increases in traffic volumes between the count dates in 2016 and the existing analysis year of 2019, the historical traffic counts were factored upward by 1.0 percent compounded annually in order to develop 2019 traffic volumes. This growth rate has been determined by LADOT to be appropriate for recent growth in Downtown Los Angeles.

The Existing (2019) AM and PM peak-hour volumes at the study intersections are illustrated in Figures 3(a) and 3(b), respectively. The intersection count data sheets are provided in Appendix B.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix C.

Existing Public Transportation

The roadways adjacent to the Project site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority ("Metro"), LADOT DASH and Commuter Express, Santa Monica Big Blue Bus ("BBB"), City of Gardena ("GTrans"), and Montebello Bus Lines. The Project site's proximity to the Pico Rail Station, approximately one-half mile west, and the 7th Street / Metro Center Station, less than one mile northwest, provides opportunities to access other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and other municipal bus operators. The bus lines within a "reasonable walking distance" (approximately one-quarter mile) of the Project site are shown in Figure 4 and described below.

Metro

Lines 2 and 302 provide east-west service between Downtown Los Angeles, Echo Park, Silver Lake, Hollywood, West Hollywood, Beverly Hills, and Westwood. Lines 2 and 302 follow the same route, but Line 302 makes limited stops in the middle of the route, providing faster service. The nearest westbound stop for both lines is located at the intersection of Broadway & 12th Street. Eastbound passengers can board both lines near the corner of Hill Street & 12th Street. Line 2 operates daily

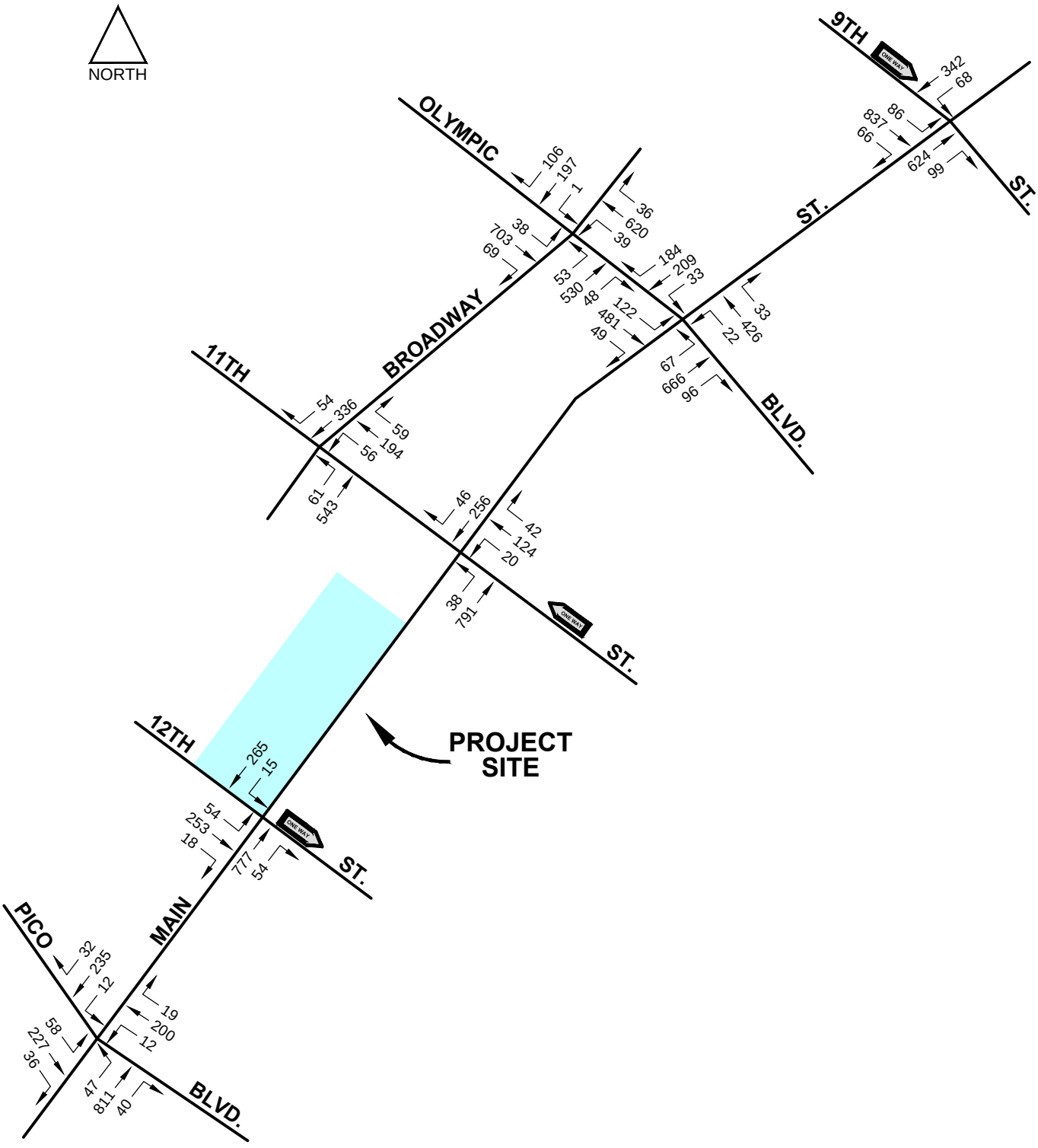

FIGURE 3(a)

4/17/2019

MainStreetTower\AM2019

EXISTING (2019) TRAFFIC VOLUMES
AM PEAK HOUR

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

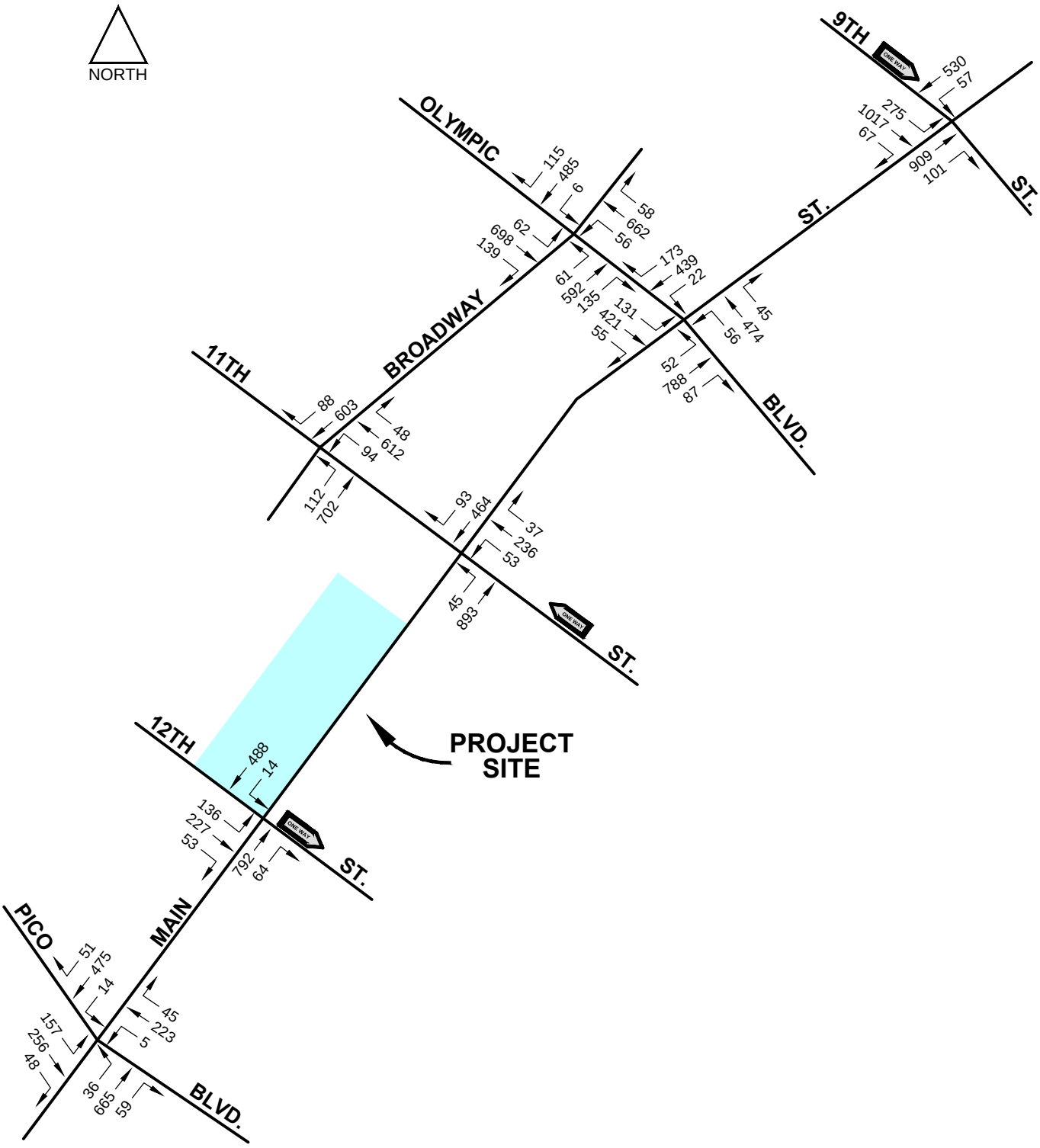

FIGURE 3(b)

4/17/2019

MainStreetTower\PM2019

EXISTING (2019) TRAFFIC VOLUMES
PM PEAK HOUR

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

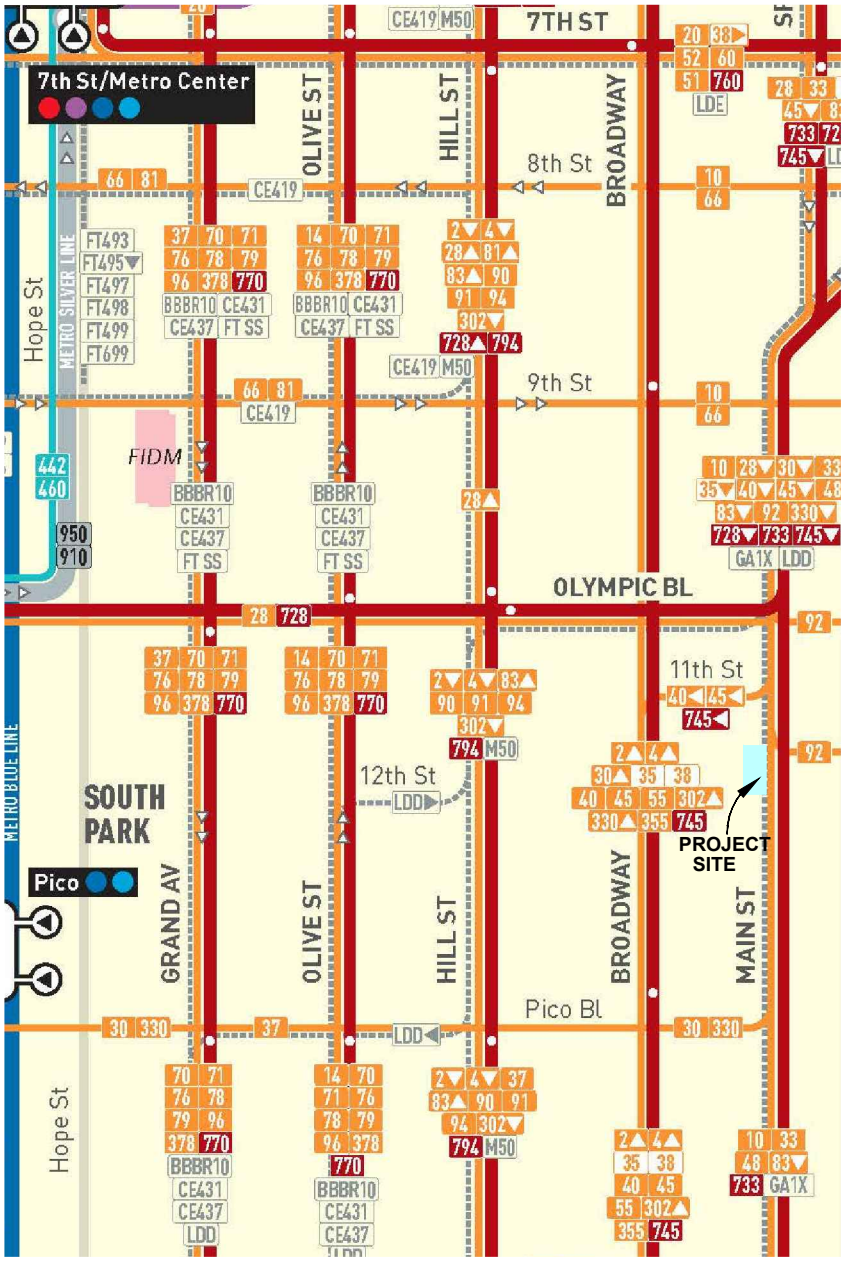

FIGURE 4

4/18/2019

MainStreetTower\TRANSIT

PROJECT AREA TRANSIT ROUTES

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

with headways of approximately 5 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 13 to 60 minutes. Line 302 operates weekdays only, with headways of approximately 20 to 40 minutes during AM and PM peak hours.

Line 4 traverses east-west from West Los Angeles to Downtown Los Angeles via Santa Monica Boulevard and Sunset Boulevard. While most service on this route ends in West Los Angeles at the San Diego Freeway (I-405), coverage extends west to Downtown Santa Monica during the early morning, evening, and late-night periods. Near the Project site, Line 4 stops in the westbound direction near the intersection of Broadway & 12th Street and in the eastbound direction near the intersection of Hill Street & Olympic Boulevard. Line 4 runs daily, with weekday AM and PM peak-hour headways of approximately 9 to 12 minutes. Saturday service is provided roughly every 10 to 15 minutes. Buses run on Sundays and holidays with approximately 12- to 30-minute headways.

Line 10 travels east-west between Downtown Los Angeles and West Hollywood, mostly along Melrose Avenue and Temple Street. Near the Project site, Line 10 stops in both eastbound and westbound directions near the intersection of Main Street & 11th Street, and eastbound at the intersection of Main Street & 12th Street. Line 10 operates daily, with AM and PM peak-hour headways of approximately 8 to 15 minutes. Weekend service is provided at roughly 20- to 30-minute headways.

Line 14 provides east-west service, traveling between Downtown Los Angeles, Westlake, Rampart Village, Larchmont Village, Fairfax, and Beverly Hills mainly via Beverly Boulevard. Near the Project Site, westbound buses stop near the intersection of Olive Street & Pico Boulevard and eastbound buses stop near the intersection of Hill Street & Pico Boulevard. Line 14 operates daily, with headways of approximately 5 to 8 minutes during the weekday AM and PM peak hours.

Saturday, Sunday, and holiday service operates with headways of approximately 15 to 30 minutes.

Line 28 provides east-west service, traveling between Eagle Rock, Glassell Park, Downtown Los Angeles, Koreatown, Beverly Hills, and Century City, mostly via Olympic Boulevard and Eagle Rock Boulevard. Near the Project Site, both eastbound and westbound bus stops are located near the intersection of Hill Street & Olympic Boulevard. Line 28 operates daily, with headways of approximately 6 to 15 minutes during weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 10 to 15 minutes.

Lines 30 and 330 provide east-west service between East Los Angeles, Boyle Heights, Downtown Los Angeles, Mid-City, Beverly Grove, and the Sunset Strip in West Hollywood. Lines 30 and 330 follow the same route from West Hollywood through Downtown Los Angeles, but Line 330 terminates in Downtown Los Angeles and makes limited stops in the middle of the route, providing faster service. The nearest eastbound stop for both lines is located near the intersection of Broadway & 12th Street. Westbound passengers can board both lines near the corner of Main Street & 12th Street. Line 30 operates daily with headways of approximately 6 to 12 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 8 to 15 minutes. Line 330 operates weekdays only, with headways of approximately 20 to 30 minutes during the AM and PM peak hours.

Line 33 provides east-west service between Downtown Los Angeles, Culver City, Venice, and Santa Monica via Venice Boulevard. Near the Project site, Line 33 stops in both directions near the corner of Main Street & 11th Street. Line 33 operates daily with headways of approximately 6 to 15 minutes during the weekday

AM and PM peak hours. Saturday, Sunday, and holiday service is provided with roughly 15- to 25-minute headways.

Line 35 travels east-west, primarily along Washington Boulevard, connecting Downtown Los Angeles, Pico Union, Mid-City, and eastern Culver City. Service on Line 35 typically terminates near the corner of Broadway & Venice Boulevard, just over one-quarter mile south of the Project site and outside the abovementioned "reasonable walking distance." Limited late-night service stops near the Project site, with eastbound and westbound service provided near the intersection of Broadway & 12th Street. Line 35 operates on roughly 12-minute headways during the weekday AM and PM peak hours; however, no peak-hour service passes directly by the Project site. Saturday service is offered approximately every 15 minutes. Buses on Sundays and holidays arrive with roughly 20-minute frequency. For all days of service, Line 35 directly passes near the Project site only after 7:00 PM.

Line 37 provides east-west service between Downtown Los Angeles, University Park, Jefferson, and eastern Culver City generally via Adams Boulevard. Near the Project Site, westbound Line 37 buses stop near the corner of Grand Avenue & 11th Street, slightly outside the "reasonable walking distance" of one-quarter mile. To continue further into Downtown Los Angeles, a transfer is required to Line 14, which has a bus stop near the intersection of Olive Street & 11th Street. Line 37 operates daily, with headways of approximately 5 to 8 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 15 to 30 minutes.

Line 38 traverses east-west, mainly via Jefferson Boulevard, from Downtown Los Angeles to University of Southern California, Jefferson Park, and eastern Culver City. Most service on Line 38 terminates at Broadway & Venice Boulevard,

approximately one-half mile south of the Project site, outside of the abovementioned “reasonable walking distance.” Late-night routes, however, extend northbound, passing near the Project site. Westbound and eastbound bus stops are provided near the intersection of Broadway & 12th Street. Line 38 operates daily on roughly 12- to 24-minute headways during weekday AM and PM peak hours; however, no peak-hour service passes directly by the Project site. Saturday service is offered approximately every 30 minutes. Buses on Sundays and holidays arrive with roughly 40-minute frequency. For all days of service, Line 38 only directly passes near the Project site after 9:00 PM.

Line 40 operates north-south local service connecting Chinatown, Downtown Los Angeles, Leimert Park, Inglewood, Hawthorne, and Redondo Beach. Late-night service on Line 40 also connects to the Los Angeles International Airport Bus Center. Near the Project site, service in both directions is provided at stops near the intersection of Broadway & 12th Street. Line 40 runs on approximate headways of 7 to 12 minutes during the weekday AM and PM peak hours. Weekend and holiday service is provided on roughly 15-minute intervals.

Line 45 provides north-south service between Lincoln Heights, Downtown Los Angeles, South Los Angeles, and Rosewood. Near the Project site, northbound and southbound bus stops can be accessed near the corner of Broadway & 12th Street. Line 45 operates daily, with headways of approximately 4 to 8 minutes during weekday AM and PM peak hours. Saturday service is provided approximately every 8 to 15 minutes. Sunday and holiday service operates on headways of approximately 10 to 15 minutes.

Line 48 travels north-south between Downtown Los Angeles, South Los Angeles, and Willowbrook, mainly via San Pedro Street and Main Street. Near the Project site, service in the southbound direction stops near the intersection of Main Street &

12th Street. The northbound direction of Line 48 terminates at Main Street & Venice Boulevard, and a transfer is required to Line 10 to continue northbound into Downtown Los Angeles. Line 48 operates on approximate headways of 8 to 15 minutes during the weekday AM and PM peak hours. Saturday service runs on roughly 20-minute frequencies. Sunday and holiday service is provided approximately every 30 to 40 minutes.

Lines 55 and 355 provide north-south service between Downtown Los Angeles, Southeast Los Angeles, Watts, and Willowbrook, generally via Compton Avenue. Lines 55 and 355 follow the same route, but Line 355 makes limited stops in the middle of the route, providing faster service. Near the Project site, both lines feature stops in both directions near the intersection of Main Street & 11th Street for northbound travel and near the intersection of Main Street & 12th Street for southbound travel. Line 55 operates daily with headways of approximately 8 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 12 to 23 minutes. Line 355 operates weekdays only, with headways of approximately 8 to 60 minutes during AM and PM peak hours.

Line 66 provides east-west service between Montebello, East Los Angeles, Downtown Los Angeles, Koreatown, and Wilshire Center, via 8th Street and Olympic Boulevard. Near the Project site, eastbound service stops near the intersection of Main Street & 9th Street. Westbound service stops near the intersection of Spring Street & 8th Street, which is outside of the one-quarter mile "reasonable walking distance." Line 66 operates daily, with headways of approximately 3 to 12 minutes during the weekday AM and PM peak hours. Saturday service is provided approximately every 5 to 14 minutes. Sunday and holiday service operates on headways of approximately 20 minutes.

Line 70 provides east-west service between El Monte, Monterey Park, East Los Angeles, and Downtown Los Angeles. Near the Project site, eastbound service stops near the intersection of Olive Street & 11th Street. Westbound service stops near the intersection of Grand Avenue & 11th Street, slightly outside of the one-quarter mile "reasonable walking distance." Line 70 operates daily, with headways of approximately 10 to 15 minutes during the weekday AM and PM peak hours. Saturday service is provided approximately every 16 minutes. Sunday and holiday service operates on headways of approximately 12 to 15 minutes.

Line 71 provides east-west service between the California State University Los Angeles Station, City Terrace, Chinatown, and Downtown Los Angeles. Near the Project site, eastbound service stops near the intersection of Olive Street & 11th Street. Westbound service stops near the intersection of Grand Avenue & 11th Street, slightly outside of the one-quarter mile "reasonable walking distance." Line 71 operates daily, with headways of approximately 15 to 35 minutes during weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided approximately every 60 minutes.

Line 76 provides east-west service between El Monte, Rosemead, Alhambra, and Downtown Los Angeles mainly via Valley Boulevard. Near the Project site, eastbound service stops near the intersection of Olive Street & 11th Street. Westbound service stops near the intersection of Grand Avenue & 11th Street, just outside of the one-quarter mile "reasonable walking distance." Line 76 operates daily, with headways of approximately 12 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 15 to 20 minutes.

Lines 78, 79, and 378 provide east-west service between the Arcadia, Alhambra, El Sereno, and Downtown Los Angeles. Lines 78 and 378 follow the same route, with

an eastern terminus in South Arcadia. Line 79 follows the same route as Lines 78 and 378 from Downtown Los Angeles to South Pasadena, but then veers north as it approaches South Pasadena. Line 378 makes limited stops in the middle of its route, providing faster service than Line 78. Near the Project site, all three lines follow the same route and provide an eastbound stop near the intersection of Olive Street & 11th Street. Westbound service stops near the intersection of Grand Avenue & 11th Street, slightly outside of the one-quarter mile "reasonable walking distance." Line 78 operates daily, with headways of approximately 6 to 20 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided approximately every 14 to 30 minutes. Line 79 operates daily, with headways of approximately 15 to 30 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided approximately every 15 to 20 minutes. Line 378 operates on weekdays only, with headways of approximately 11 to 28 minutes during the AM and PM peak hours.

Line 83 provides north-south service between Eagle Rock, Highland Park, Cypress Park, and Downtown Los Angeles. Near the Project site, southbound service stops near the intersection of Main Street & 11th Street, and northbound service stops near the intersection of Hill Street & 12th Street. Line 83 operates daily, with headways of approximately 20 to 30 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 30 minutes.

Lines 90 and 91 provide north-south service between San Fernando, La Crescenta, Glendale, and Downtown Los Angeles, mainly via Foothill Boulevard and Glendale Avenue. Line 90 provides service between San Fernando and Downtown Los Angeles. Line 91 follows the same route, but it truncates service at its northern terminus in Sunland. Passengers can board both lines in either direction near the

intersection of Hill Street & 12th Street. Line 90 operates daily with headways of approximately 12 to 30 minutes during the weekday AM and PM peak hours. Line 91 operates daily with headways of approximately 30 to 50 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided approximately every 60 minutes per line.

Line 92 runs north-south, serving Sylmar, Sun Valley, Burbank, Glendale, Echo Park, and Downtown Los Angeles. The southern terminus of Line 92 is located near the Project site on Main Street at Olympic Boulevard. Near this intersection, passengers can board northbound service and alight southbound service. Line 92 operates on weekday with headways of approximately 16 to 20 minutes during the AM and PM peak hours. Saturday service is provided roughly every 26 to 30 minutes, and Sunday and holiday service runs approximately every 40 minutes.

Lines 94 is a north-south oriented route which operates between Sylmar, Burbank, Glendale, and Downtown Los Angeles via San Fernando Road and Hill Street. Near the Project site, Line 94 provides stops in both directions near the intersection of Hill Street & 12th Street. Line 94 operates daily, with headways of approximately 15 to 20 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided approximately every 20 minutes.

Line 96 provides north-south service between Burbank, Griffith Park, Chinatown, and Downtown Los Angeles. Near the Project site, northbound service stops near the intersection of Olive Street & 11th Street. Southbound service stops near the intersection of Grand Avenue & 11th Street, slightly outside of the one-quarter mile "reasonable walking distance." Line 96 operates daily, with headways of approximately 30 to 35 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 50 to 60 minutes.

Line 728 provides east-west service between Union Station, Downtown Los Angeles, Koreatown, Miracle Mile, Beverly Hills, and Century City. Line 728 is part of the greater Metro Rapid Program, which uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. Near the Project site, Line 728 provides stops in both directions near the intersection of Hill Street & Olympic Boulevard, which is slightly outside of the one-quarter mile "reasonable walking distance." Line 728 operates on weekdays with headways of approximately 10 to 15 minutes during the AM and PM peak hours. Line 728 does not provide service on Saturdays, Sundays, or holidays.

Line 733 provides east-west service between Downtown Los Angeles, Culver City, Venice, and Santa Monica via Venice Boulevard. Line 733 follows the same route as Line 33, but Line 733 is a Metro Rapid Line that uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. Near the Project site, Line 733 provides stops in both directions near the intersection of Main Street & 11th Street. Line 733 operates daily, with headways of approximately 10 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided with approximately 20- to 25-minute headways.

Line 745 provides north-south service between Los Angeles Union Station, Chinatown, Downtown Los Angeles, and South Los Angeles, terminating at the Harbor Freeway Green Line Light Rail Station. Line 745 is a Metro Rapid Line, with limited stops reserved for major intersections. In the Project vicinity, the nearest northbound and southbound bus stops are located near the corner of Broadway & Pico Boulevard. Line 745 operates daily with headways of approximately 5 to 13 minutes during the weekday AM and PM peak hours. Saturday service is offered approximately every 12 to 20 minutes. Line 745 operates on Sundays and holidays with headways of approximately 25 to 30 minutes.

Line 770 provides east-west service between Downtown Los Angeles, Chinatown, Boyle Heights, Monterey Park, and El Monte, terminating at the El Monte Station. Line 770 is a Metro Rapid Line, with limited stops reserved for major intersections. Near the Project site, northbound service stops near the intersection of Olive Street & Pico Boulevard. Southbound service stops near the intersection of Grand Avenue & Pico Boulevard. Both bus stops are located slightly outside of the one-quarter mile "reasonable walking distance." Line 770 operates with headways of approximately 10 to 15 minutes during the weekday AM and PM peak hours. Saturday service is offered approximately every 20 minutes. Line 770 does not provide service on Sundays or holidays.

Line 794 is a north-south oriented route which operates between San Fernando, Burbank, Glendale, and Downtown Los Angeles via San Fernando Road and Hill Street. Line 794 follows the same route as Line 94, but as a Metro Rapid Line, stops are limited to major intersections in order to minimize travel time. Near the Project site, Line 794 provides northbound and southbound stops near the intersection of Hill Street and Pico Boulevard. Line 794 operates on weekdays, with headways of approximately 15 to 20 minutes during the AM and PM peak hours. Line 794 does not offer service on Saturdays, Sundays, or holidays.

LADOT

Commuter Express 409 provides north-south express service between Sunland, Tujunga, La Crescenta, La Canada, Glendale, and Downtown Los Angeles. Limited service extends farther north to Sylmar. The southern terminus of Commuter Express 409 is located near the Project site. Passengers can board northbound buses and alight southbound buses from the end of the line, near the corner of Hill Street & 12th Street. Commuter Express 409 offers southbound service in the morning and northbound service in the evening. Service operates

weekdays only, with headways of approximately 10 to 20 minutes during the AM and PM peak hours.

Commuter Express 431 is an east-west commuter express line that runs between the communities of Westwood, Rancho Park, Palms, Downtown Los Angeles, and Union Station. The main portion of the route operates along the Santa Monica Freeway (I-10), Venice Boulevard, Grand Avenue, Olive Street, and Temple Street. Within the vicinity of the Project site, eastbound service stops near the intersection of Olive Street & 12th Street. Westbound service stops near the intersection of Grand Avenue & Pico Boulevard, outside of the one-quarter mile "reasonable walking distance." Commuter Express 431 offers eastbound service in the morning and westbound service in the evening. Commuter Express 431 operates on weekdays, with AM and PM peak-hour headways of approximately 25 to 35 minutes. This line does not operate on weekends and holidays.

Commuter Express 437 is an east-west commuter express line that runs between the communities of Venice, Marina Del Rey, Mar Vista, Culver City, and Downtown Los Angeles. The main portion of the route operates along Culver Boulevard, the Santa Monica Freeway (I-10), Grand Avenue, Olive Street, and Temple Street. Within the Project vicinity, eastbound service stops near the intersection of Olive Street & 12th Street. Westbound service stops near the intersection of Grand Avenue & Pico Boulevard, outside of the one-quarter mile "reasonable walking distance." This commuter line operates on weekdays with AM peak-period service from Venice to Downtown with headways of approximately 15 to 24 minutes, and PM peak-period service from Downtown to Venice with headways of approximately 15 to 55 minutes. Commuter Express 437 does not operate on weekends and holidays.

DASH Downtown D runs north-south between Union Station and Los Angeles Trade Technical College, via Downtown Los Angeles. In the Project vicinity, DASH Downtown D stops in both directions near the intersection of Hill Street & 12th Street. DASH Downtown D operates weekdays only, with approximate 5-minute headways during the AM and PM peak hours.

DASH Downtown E provides north-south service, between Westlake, Downtown Los Angeles, and the Fashion District. In the Project vicinity, DASH Downtown E stops in both directions near the intersection of Los Angeles Street & 12th Street. DASH Downtown E operates with headways of approximately 5 minutes during the weekday AM and PM peak hours. Saturday service is provided approximately every 10 minutes. Sunday service operates on headways of approximately 15 minutes. There is no holiday service.

GTrans

Line 1X runs from Redondo Beach to Downtown Los Angeles and travels through the communities of Hawthorne, Torrance, and Gardena. This line is an express route, which runs nonstop via the Harbor Freeway (I-110) between Gardena and Downtown Los Angeles. Near the Project site, service in both directions stops near the intersection of Main Street & 11th Street. Line 1X primarily operates on weekdays, with limited service on weekends that terminates at the Harbor Gateway Transit Center and does not continue to Downtown Los Angeles. Service on Line 1X runs on approximately 30- to 40-minute headways during the weekday AM and PM peak hours. Weekend and holiday service operates on 45-minute headways, and does not run near the Project site.

Santa Monica BBB

Rapid 10 provides express service between Santa Monica and Union Station. Near the Project site, Rapid 10 stops near the intersection of Olive Street & Olympic Boulevard, with drop-off-only eastbound service. Drop-off only eastbound service is provided near Olive Street & Pico Boulevard during the AM peak hour. Pick-up-only westbound service is provided near the corner of Grand Avenue & Pico Boulevard during the PM peak hour. Both bus stop locations are slightly outside the one-quarter mile "reasonable walking distance," as described above. Rapid 10 operates only during the weekday AM and PM peak hours, with headways of 30 minutes. Rapid 10 does not operate on weekends and holidays.

Montebello Bus Line

Line 50 provides east-west service between La Mirada, Whittier, Pico Rivera, Commerce, Boyle Heights, and Downtown Los Angeles via Washington Boulevard and Hill Street. Near the Project site, bus stops are located at the intersection of Hill Street & 12th Street for eastbound and westbound directions of travel. Line 50 operates during the weekday AM and PM peak hours with headways of approximately 25 to 45 minutes. Saturday and holiday service is provided approximately every 60 minutes. There is no service on Sundays.

As evidenced by the above information, the Project site and surrounding area are well served by public transit. When transfer opportunities are considered, the site is very accessible to and from the greater Los Angeles region via public transit. Thus, it is expected that some of the person trips generated by the Project would utilize public transit as the primary travel mode instead of private vehicles.

Analysis of Existing (2019) Traffic Conditions

The seven study intersections listed below were analyzed for existing traffic conditions. All of these intersections are signalized. They were selected in consultation with the LADOT for the analysis of potential Project traffic impacts. Per current LADOT policy, when determining which intersections should be included in the impact analysis for development projects, only signalized locations should be included. Unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices, but will not be included in the impact analysis. The existing peak-hour traffic volumes for these intersections were discussed previously and presented in Figures 3(a) and 3(b). These volumes, along with information pertaining to intersection geometrics, traffic signal operations, and on-street parking restrictions were analyzed using established traffic engineering techniques.

1. Broadway & Olympic Boulevard
2. Broadway & 11th Street
3. Main Street & 9th Street
4. Main Street & Olympic Boulevard
5. Main Street & 11th Street
6. Main Street & 12th Street
7. Main Street & Pico Boulevard

The LADOT *Transportation Impact Study Guidelines* (December 2016) require the use of the Critical Movement Analysis (CMA) methodology to analyze signalized intersections for land use development projects. This methodology is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity. Using the CMA procedures, a determination can be made of the operating characteristics of an intersection in terms of the Level of Service

for different levels of traffic volume and other variables, such as critical signal phases and the number and type of traffic lanes.

The term “Level of Service” (LOS) describes the quality of traffic flow. LOS A through C are indicative of excellent-to-good traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 1 can be used to determine the appropriate LOS.

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

	Maximum Sum of Critical Volumes (Vehicles/Hour)		
LOS	**Two Phases**	**Three Phases**	**Four or More Phases**
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----------		

* For planning applications only.

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for signalized intersections equates to the maximum critical movement value at LOS E, as indicated in Table 1.

The CMA volume-to-capacity (V/C) ratios used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding V/C values is shown in Table 2.

Table 2
Level of Service (LOS)
As a Function of V/C Ratios

LOS	Range of V/C Ratios
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	≥ 1.001

Applying this analysis procedure, the V/C ratio and corresponding LOS can be calculated for each study intersection for Existing (2019) traffic conditions. These standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections currently operating under the City's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS). ATSAC/ATCS is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies signal timing in real time to maximize capacity and decrease overall delay.

The ATSAC system has been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity. Therefore, per LADOT policy, the standard V/C ratios were decreased by 0.070 where only the ATSAC system is in effect and by 0.100 where the combined ATSAC/ATCS is in effect. Per discussions with LADOT staff, five study intersections currently operate under the combined ATSAC/ATCS system (Broadway & Olympic Boulevard, Main Street & 9th Street, Main Street & Olympic Boulevard, Main Street & 11th Street, and Main Street & 12th Street). The remaining two study intersections (Broadway & 11th Street and Main Street & Pico Boulevard) currently operate under only the ATSAC system. Existing (2019) and Future (2026) ATSAC and ATCS conditions are displayed graphically for the study intersections in Appendix C.

The analyses of Existing (2019) AM and PM peak-hour conditions at the study intersections are summarized in Table 3. As shown in Table 3, all seven study intersections currently operate at LOS A during both peak hours, except for the intersection of Broadway & 11th Street. That intersection operates at LOS A during the AM peak hour and LOS D during the PM peak hour. All CMA/LOS calculations were performed using the standard LADOT LOS Worksheet. The CMA/LOS calculation worksheets for the seven study intersections are included in Appendix D.

Table 3
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary Existing (2019) Traffic Conditions

No.	Intersection	Peak Hour	V/C Ratio	LOS
1	Broadway &	AM	0.396	A
	Olympic Boulevard	PM	0.585	A
2	Broadway &	AM	0.360	A
	11th Street	PM	0.873	D
3	Main Street &	AM	0.354	A
	9th Street	PM	0.482	A
4	Main Street &	AM	0.404	A
	Olympic Boulevard	PM	0.519	A
5	Main Street &	AM	0.212	A
	11th Street	PM	0.336	A
6	Main Street &	AM	0.260	A
	12th Street	PM	0.319	A
7	Main Street &	AM	0.401	A
	Pico Boulevard	PM	0.557	A

PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution, and assignment of traffic resulting from the Project. The Project's proposed uses are divisible into two primary categories: residential and commercial retail. The residential component of the Project would consist of up to 363 high-rise multifamily dwelling units. The proposed commercial component of the Project would consist of approximately 12,500 square feet of ground-floor commercial space. The Project site is presently occupied by approximately 26,710 square feet of active specialty retail space (a diversity of businesses selling jewelry, cosmetics, handbags, and other fashion accessories). Occupancy records for the existing buildings are provided in Appendix A. This existing retail space would be removed in conjunction with development of the Project. Project vehicular access/egress and parking are described at the end of this section.

Project Trip Generation

Per the approved Memorandum of Understanding (MOU) signed by LADOT staff on March 21, 2019 and included as Appendix E of this report, the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most transportation impact studies conducted in the City of Los Angeles and surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 222 – Multifamily Housing (High-Rise) and LUC 820 – Shopping Center. Table 4 presents the trip generation rates used to generate the daily and peak-hour traffic volumes for the Project.

Table 4
Project Trip Generation Rates[1]

Multifamily Housing (High-Rise), ITE LUC 222 - General Urban/Suburban setting (trips per dwelling unit)

Daily:	T = 2.07 (DU)
AM Peak Hour:	T = 0.21 (DU); IB = 12%, OB = 88%
PM Peak Hour:	T = 0.19 (DU); IB = 70%, OB = 30%

Shopping Center, ITE LUC 820 - General Urban/Suburban setting (trips per 1,000 square feet of gross floor area)

Daily:	T = 37.75 (A)
AM Peak Hour:	T = 0.94 (A); IB = 62%, OB = 38%
PM Peak Hour:	T = 3.81 (A); IB = 48%, OB = 52%

Notes

[1] Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).

By applying the trip rates provided in Table 4, baseline daily, AM peak-hour, and PM peak-hour trips were calculated for the Project uses. As these rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips, the baseline trips reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a project and, therefore, adjustments were made to the Project's baseline trip generation estimates.

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, employees, visitors, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, employees, visitors, and patrons; service providers; accessibility; and other factors[1]. For the Project, some of the residents and employees would be expected to patronize the on-site commercial retail uses. Thus, a reduction in trips between the residential and commercial retail uses would be expected. Based on the mix of uses, an internal

[1] Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (3rd Edition, 2017).

capture adjustment of 10 percent, based on the Project's commercial retail land use baseline trips, has conservatively been assumed for the proposed Project. This internal capture adjustment has been approved by LADOT staff in an MOU signed on March 21, 2019 and included as Appendix E.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transportation section of this report, the Project is well served by bus and rail lines of multiple transit operators. These transit operators provide both local and regional routes that are readily accessible to Project residents, employees, visitors, and patrons. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Project trip generation to account for transit usage associated with the proposed and existing commercial retail land uses. Based on the abundance of available transit options within a comfortable walking distance of the Project site (including Metro Rapid Bus service), a combined transit/walk adjustment of 15 percent has been assumed for the Project's proposed and existing commercial retail land uses. This transit/walk adjustment has been approved by LADOT staff in an MOU signed on March 21, 2019 and included as Appendix E.

Trip reduction factors for the Project also account for the presence of "pass-by" trips. As some motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered to be newly generated Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these

guidelines, pass-by trip reductions were applied to the Project's commercial land uses (proposed commercial retail and existing specialty retail). Each of the pass-by trip adjustment factors has been approved by LADOT staff in an MOU signed on March 21, 2019 and included as Appendix E.

Based on the trip generation rates and aforementioned trip reduction factors, projections of the amount of traffic to be generated for the Project were derived. Table 5 summarizes the trip generation for the Project. As shown in Table 5, once completed and occupied, the Project is anticipated to generate a total of 463 net trips per day, with 69 net trips during the AM peak hour and 40 net trips during the PM peak hour. These peak-hour trips were distributed to analyze Project impacts at the seven study intersections.

Per LADOT policy and as a conservative procedure, trip reductions for commercial use pass-by activity were not applied to the Project's driveways and appropriate site-adjacent intersections, since pass-by trips, while not new to the area roadways, would be included in the number of vehicles that enter and exit the site's driveways and appropriate site-adjacent intersection turning movements required for Project access and egress. The additional Project pass-by traffic volumes at the Project driveways and appropriate site-adjacent intersections were also calculated. These calculations indicate that approximately -248 net pass-by trips per day, with -6 net pass-by trips during the AM peak hour and -25 net pass-by trips during the PM peak hour, would access the Project driveways. It should be noted that the net negative volumes during all three time periods are due to the existing commercial retail floor area to be removed exceeding the proposed commercial retail floor area. These pass-by traffic volumes were added to the net traffic volumes in order to estimate Project transportation impacts at the site-adjacent study intersection of Main Street & 12th Street.

Table 5
Project Trip Generation Summary[1]

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (High-Rise)	222	1 du	2.07	12%	88%	0.21	70%	30%	0.19
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES									
Residential									
Multifamily Housing		363 du	751	9	67	76	48	21	69
10% Internal Capture Adjustment[3]			(40)	0	(1)	(1)	(2)	(2)	(4)
Multifamily Housing Total			711	9	66	75	46	19	65
Commercial									
Shopping Center		12.500 ksf	472	7	5	12	23	25	48
15% Transit/Walk Adjustment[4]			(71)	(1)	(1)	(2)	(3)	(4)	(7)
Shopping Center With Transit/Walk Adjustment Subtotal			401	6	4	10	20	21	41
10% Internal Capture Adjustment[3]			(40)	(1)	0	(1)	(2)	(2)	(4)
Shopping Center With Internal Capture Adjustment Subtotal			361	5	4	9	18	19	37
50% Pass-By Adjustment[5]			(180)	(2)	(2)	(4)	(9)	(9)	(18)
Shopping Center Total			181	3	2	5	9	10	19
Proposed Project Driveway Trips (including Pass-By Trips)			**1,072**	**14**	**70**	**84**	**64**	**38**	**102**
Proposed Project Trips			**892**	**12**	**68**	**80**	**55**	**29**	**84**
EXISTING USE									
Commercial									
Shopping Center		26.710 ksf	1,008	16	9	25	49	53	102
15% Transit/Walk Adjustment[4]			(151)	(3)	(1)	(4)	(7)	(8)	(15)
Shopping Center With Transit/Walk Adjustment Subtotal			857	13	8	21	42	45	87
50% Pass-By Adjustment[5]			(428)	(6)	(4)	(10)	(21)	(22)	(43)
Shopping Center Total			429	7	4	11	21	23	44
Existing Project Driveway Trips (including Pass-By Trips)			**857**	**13**	**8**	**21**	**42**	**45**	**87**
Existing Project Trips			**429**	**7**	**4**	**11**	**21**	**23**	**44**
Net Project Driveway Trips (including Pass-By Trips)			**215**	**1**	**62**	**63**	**22**	**-7**	**15**
Net Project Trips			**463**	**5**	**64**	**69**	**34**	**6**	**40**

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied. For Land Use Code 222 (Multifamily Housing [High-Rise]), trip rates for the Dense Multi-Use Urban setting were used, as this setting is more applicable to the Project site than the General Urban/Suburban setting and there is an adequate number of studies in the peak-hour time period datasets. For Land Use Code 820 (Shopping Center), rates for the General Urban/Suburban setting were used, as no daily rate is provided for the Dense Multi-Use Urban setting and the peak-hour rates are based on very limited data. Transit/walk adjustments were, therefore, only applied to the Shopping Center land use.
2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area.
3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower peak-hour trip-generating component of the uses sharing trips with each other (Shopping Center use). The internal trips for the higher trip-generating component (Multifamily Housing use) are then balanced with the internal trips to/from the lower trip-generating component. These assumptions follow the general methodology recommended for mixed-use development trip generation in the ITE *Trip Generation Handbook* (3rd Edition, 2017).
4) Consistent with current LADOT *Transportation Impact Study Guidelines* , a 15 percent transit/walk adjustment has been assumed for the Shopping Center use (given that the Project is located within an approximately one-quarter mile walking distance of Metro rapid bus service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines* , appropriate pass-by trip adjustments have been applied to the Shopping Center land use category.

Project Trip Distribution and Assignment

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are 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 freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. The Project trip distribution patterns were developed for two aggregate land-use categories -- residential and commercial -- in order to reflect better the differences in trip directionality, origin/destination land uses, and Project access/egress between these categories.

The existing specialty retail uses have, conservatively, been assumed to have the same distribution pattern as the proposed commercial retail uses. Without a robust parking supply, patrons of the existing commercial uses now circulate through the local surface street system for nearby parking when arriving to shop. Such local circulation in search of parking will not be required for the proposed commercial uses. Based on the abovementioned factors, the overall project trip distribution percentages were determined separately for the residential and commercial components of the Project, and are summarized in Table 6. The LADOT approved these trip distribution assumptions in an MOU signed on March 21, 2019 and included as Appendix E.

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections that are expected to be used for Project access/egress. The estimated Project trip assignment percentages for the residential and commercial uses at the study intersections were reviewed and approved by LADOT staff in an MOU signed on March 21, 2019 and included as Appendix E. The Project's

proposed residential and commercial trip distribution percentages are presented in Figures 5(a) and 5(b), respectively.

Table 6
Project Directional Trip Distribution Percentages

Direction	Land Use	
	Residential	Commercial
North	40%	30%
South	15%	22%
East	20%	18%
West	25%	30%
Total	100%	100%

Applying these inbound and outbound percentages to the Project trip generation, the traffic volumes for the Project were determined for the seven study intersections. As described previously and per LADOT policy, Project pass-by trips have been included only at the site-adjacent intersection of Main Street & 12th Street. The Project-only AM and PM peak-hour traffic volumes are depicted in Figures 6(a) and 6(b), respectively.

Project Parking and Access

Parking for the Project would be provided in accordance with the requirements of the LAMC. The Project would provide on-site parking on the ground floor and within levels two through four. Primary residential and commercial access/egress would be via the alley at the rear of the site. From the alley, a full-access driveway would provide a connection to the limited commercial parking on the ground level and the vast majority of the residential parking in levels two through four. ADA parking spaces would be provided at the ground level with access via separate one-way inbound and outbound driveways from the alley. A secondary driveway would access the ground floor parking from the west side of Main Street, between 11th and 12th Streets, serving both residential and commercial retail uses, and it would connect to the parking available on

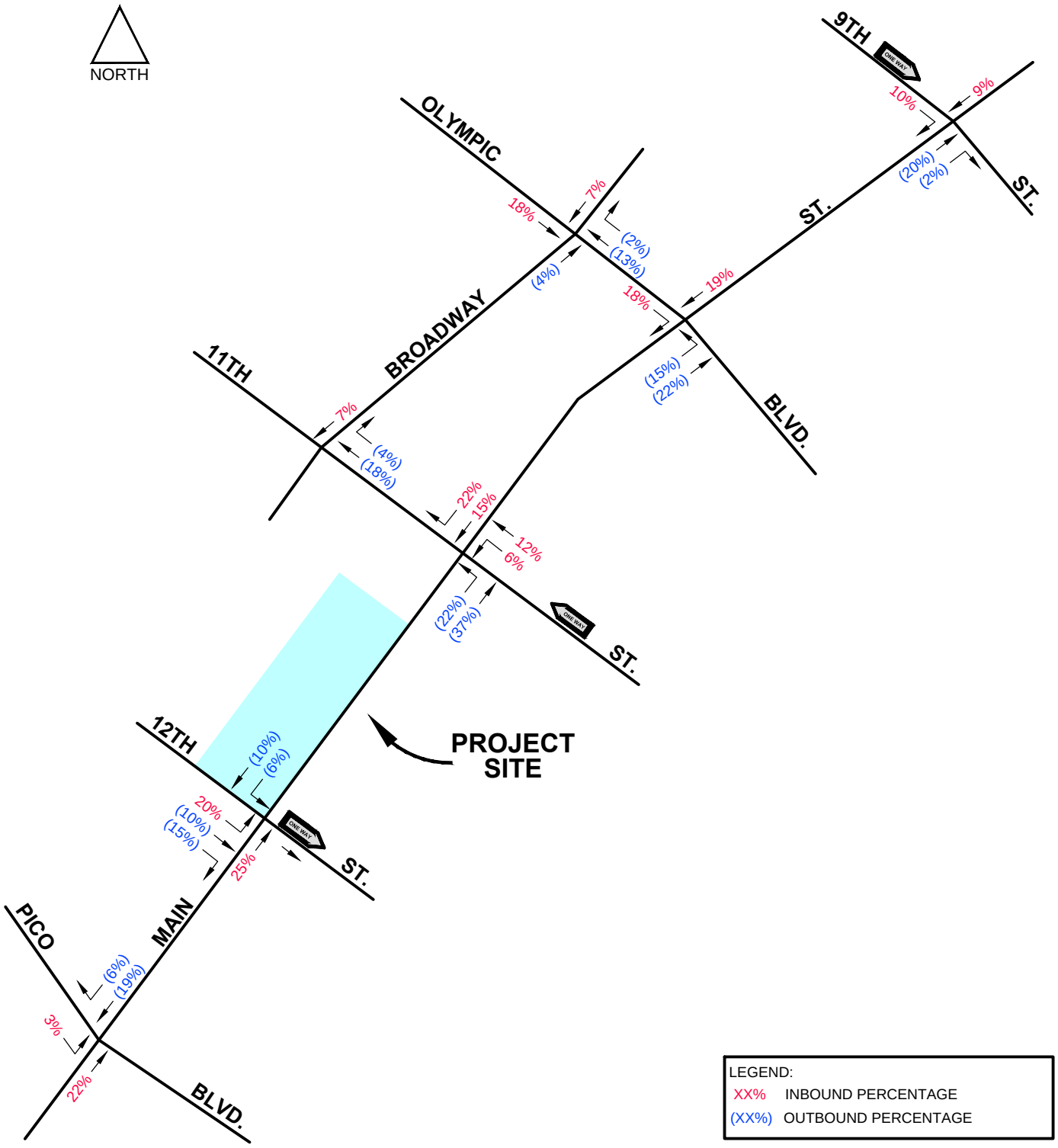

FIGURE 5(a)

4/18/2019

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PROJECT TRIP DISTRIBUTION PERCENTAGES
(RESIDENTIAL USES)

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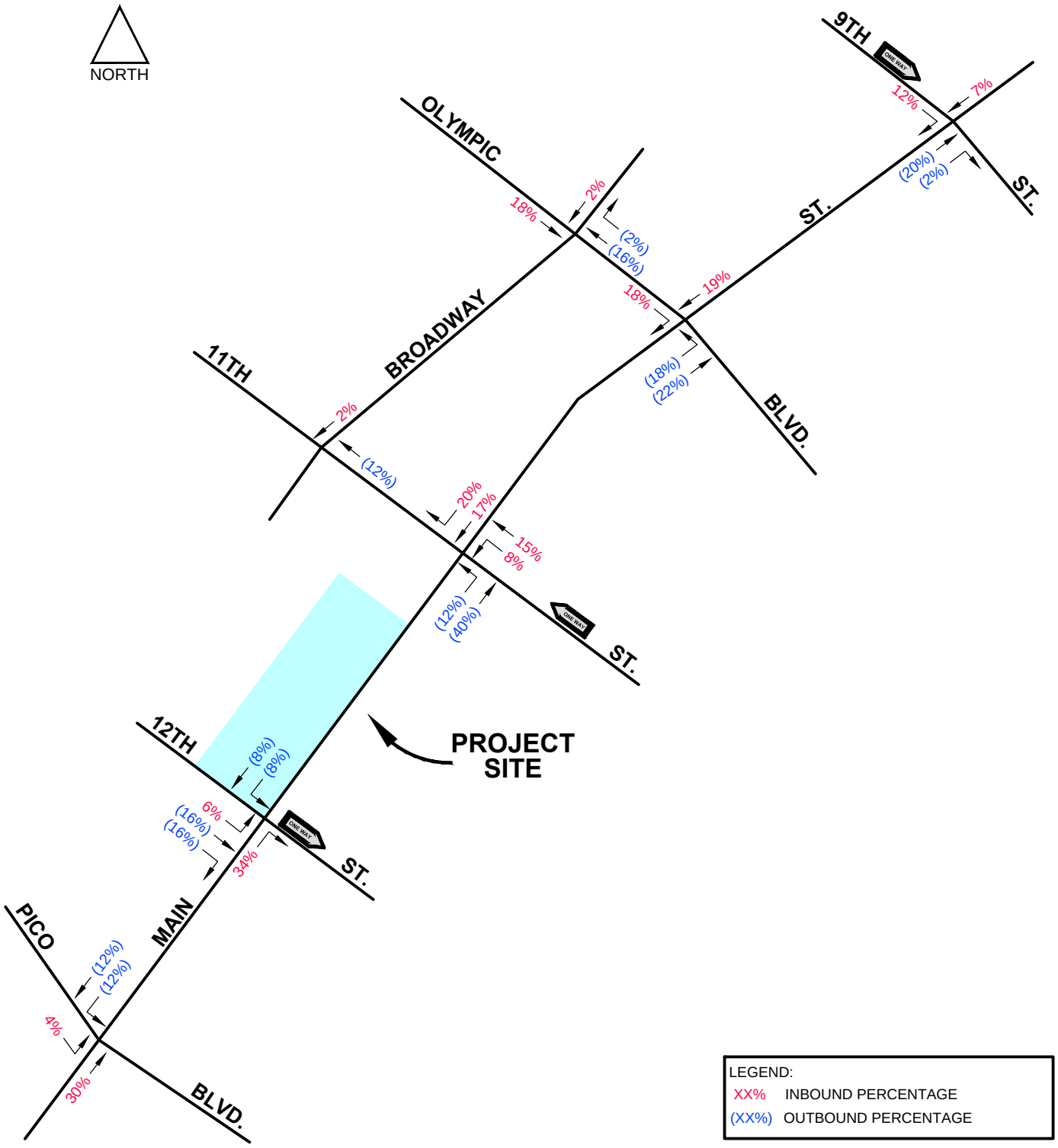

FIGURE 5(b)

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PROJECT TRIP DISTRIBUTION PERCENTAGES
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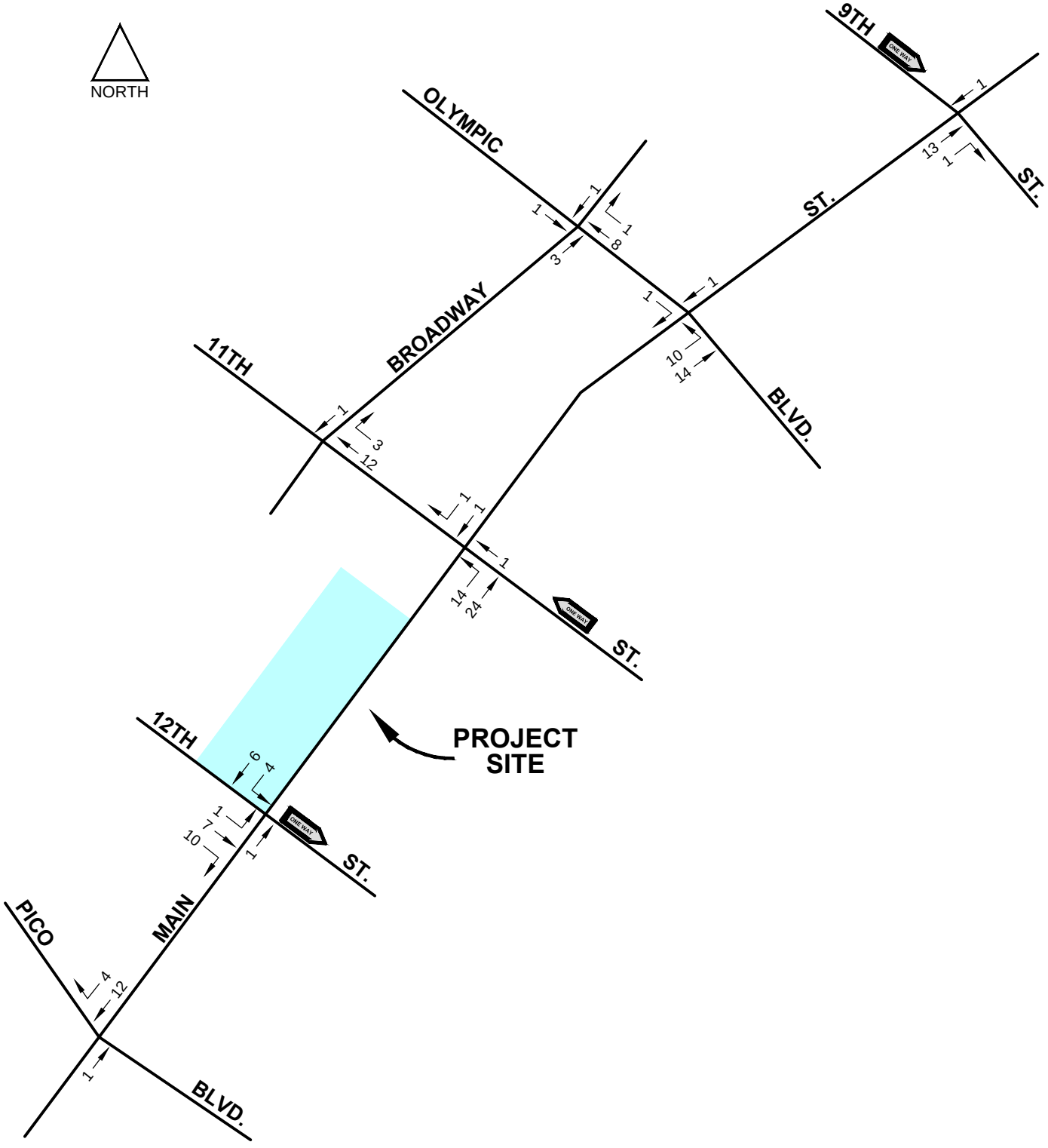

FIGURE 6(a)

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PROJECT ONLY VOLUMES
AM PEAK HOUR

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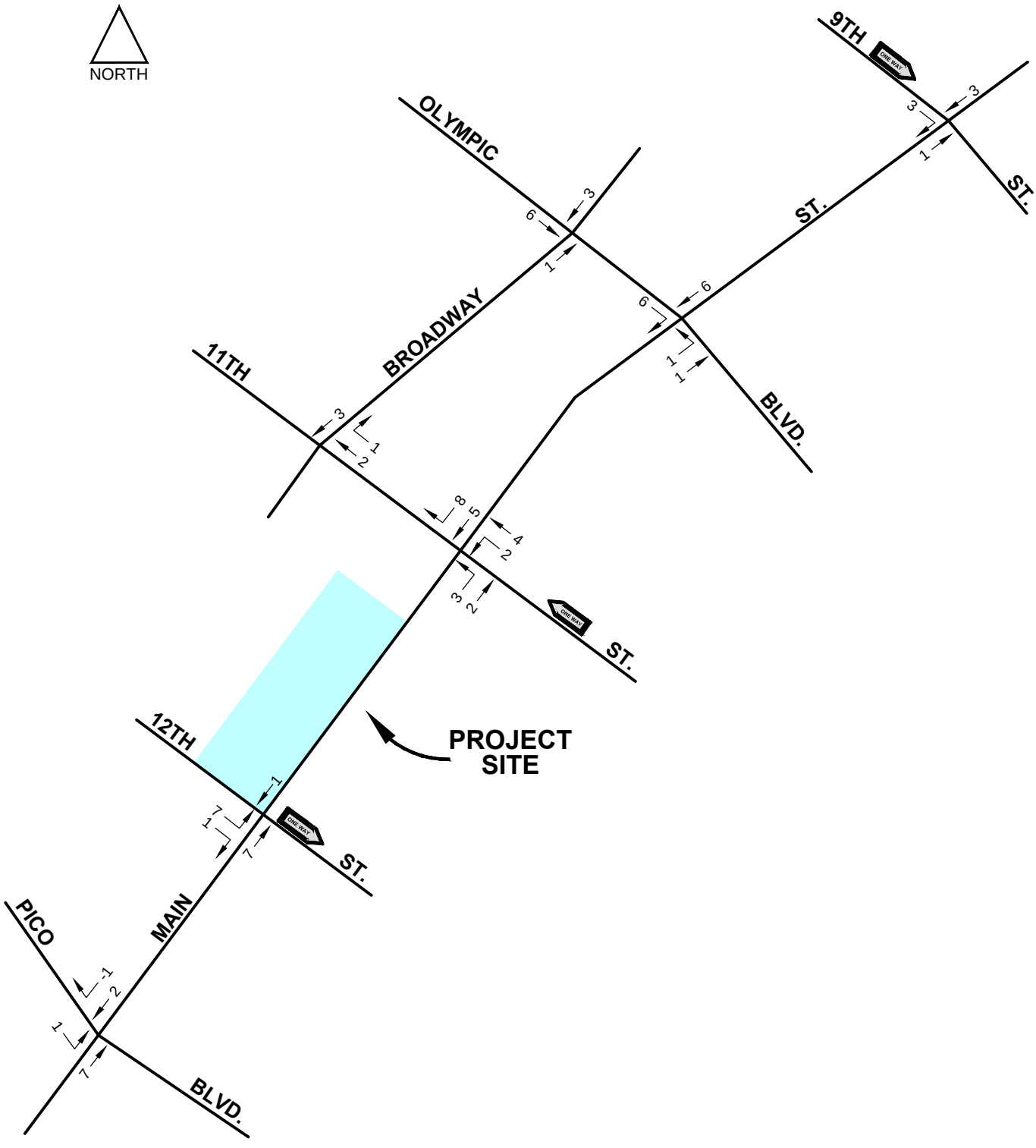

FIGURE 6(b)

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PROJECT ONLY VOLUMES
PM PEAK HOUR

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levels two through four and the one-way alley at the rear of the site. As part of the Project, the alley at the rear of the site would be converted to one-way southbound operation. The conceptual Project site plan was shown previously in Figure 2.

Based on the Project's proposed mix of uses and the parking regulations of the LAMC and Los Angeles City Bicycle Parking Ordinance, adequate parking would be provided for the Project. Approximately 355 parking spaces would be provided within the Project's above-ground parking levels for the proposed residential uses. In addition, eight ADA accessible parking spaces would be provided at the ground level for the proposed residential uses. The commercial uses would be provided with 10 parking spaces (including one ADA space) at the ground level. Thus, the overall parking supply would consist of 373 parking spaces. The Project would also provide 195 bicycle parking spaces (23 short-term and 172 long-term). No off-site parking impacts are anticipated as a result of this Project.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Based on the December 16, 2010 decision of the California Sixth District Court of Appeal in the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, an additional traffic impact analysis has been performed for the Project. In the *Sunnyvale* case, the Court of Appeal found, based on the facts of that case, the impacts of a project must be compared "against current, existing physical conditions." While the facts of the *Sunnyvale* case may be distinguishable from this case, in the interest of fullest disclosure an analysis of Existing (2019) Plus Project AM and PM peak-hour conditions was performed.

The Existing (2019) Plus Project traffic volumes were determined by superimposing the Project-only traffic volumes onto the Existing (2019) traffic volumes. The Existing (2019) Plus Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the AM and PM peak hours, respectively. The analysis of Existing (2019) Plus Project traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. The results of the analysis of Existing (2019) Plus Project traffic conditions at the study intersections are summarized in Table 8 of the following section and are discussed therein.

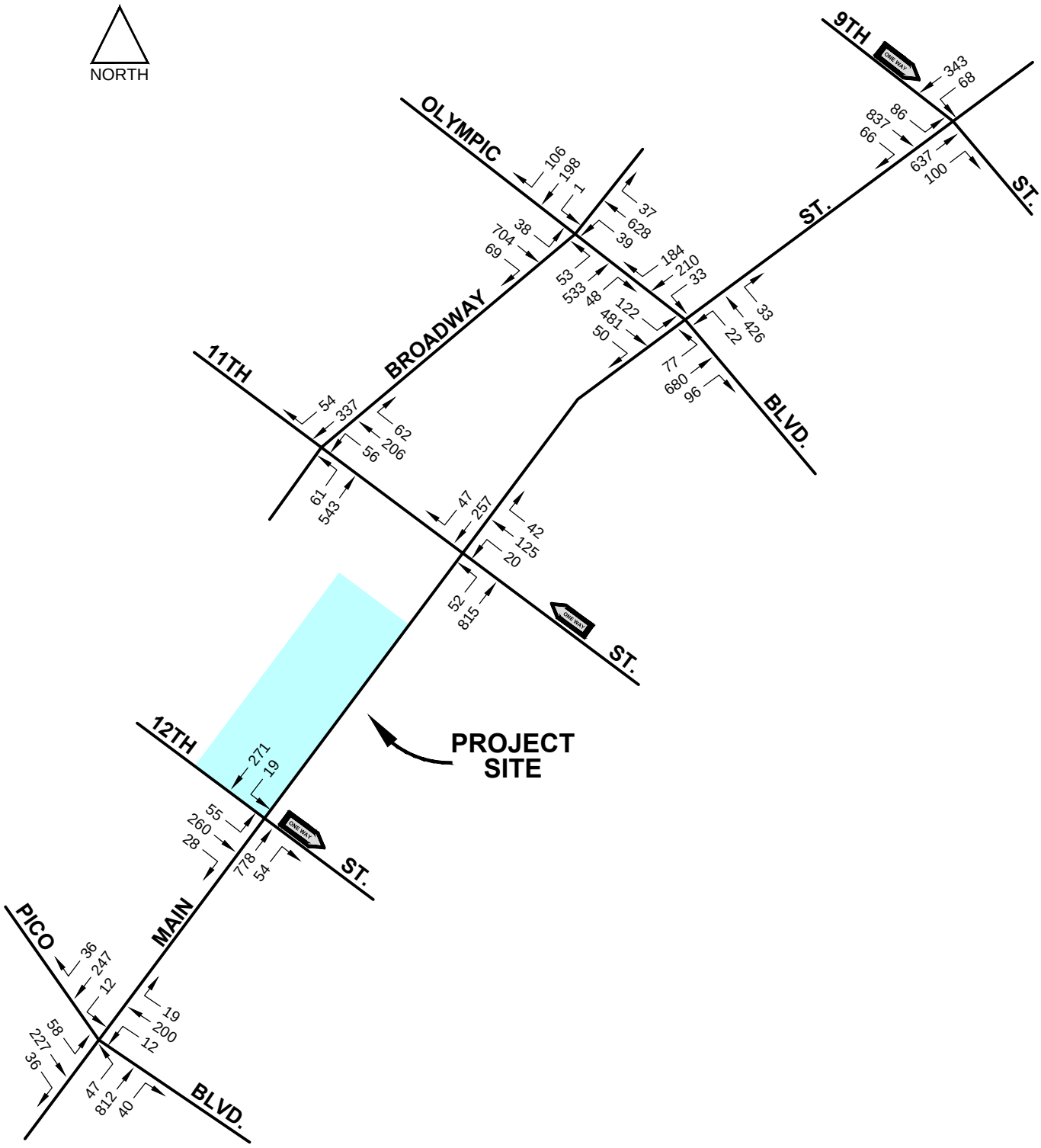

FIGURE 7(a)

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EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
AM PEAK HOUR

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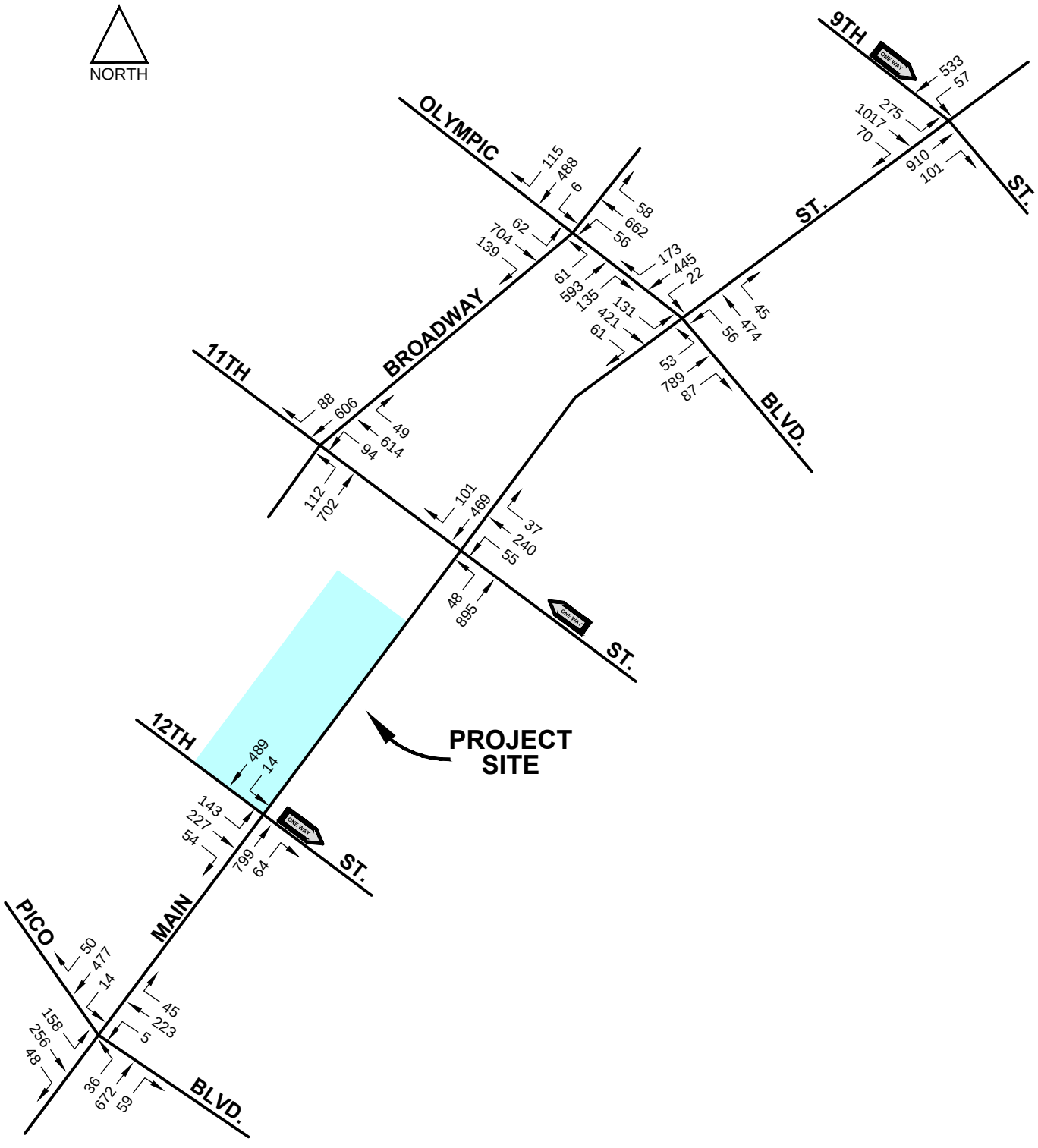

FIGURE 7(b)

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EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
PM PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by those other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2019) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the seven study intersections to develop future year (2026) baseline traffic volumes. Given that the Project is currently estimated to be completed in 2026, that year was selected as the future study year.

The inclusion of the annual growth factor generally accounts for area-wide traffic increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic generated by "related projects" in the study area was also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2026) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2026) Without Project condition, resulting in the Future (2026) With Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections for the Central City Community Plan area, the LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic due to potential development projects not yet proposed or outside

the study area. Compounded annually, the ambient traffic growth factor was applied to the existing (2019) traffic volumes to develop the estimated baseline volumes for the future study year (2026).

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and City of Los Angeles Planning Department. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Per a November 28, 2018 update to the related project selection criteria in the LADOT *Transportation Impact Study Guidelines*, related projects from these sources and within an approximate 0.6-mile radius of the Project site were included. Refinement of the information resulted in a total of 57 related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 7. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, transportation impact studies, and environmental reports, to the extent available. For related projects with incomplete trip generation and/or peak-hour directional (inbound/outbound) distribution information, estimates were determined by applying the appropriate trip rates and/or directional splits from the ITE *Trip Generation Manual* (10th Edition, 2017).

For the analysis of Future (2026) Without Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Project trip

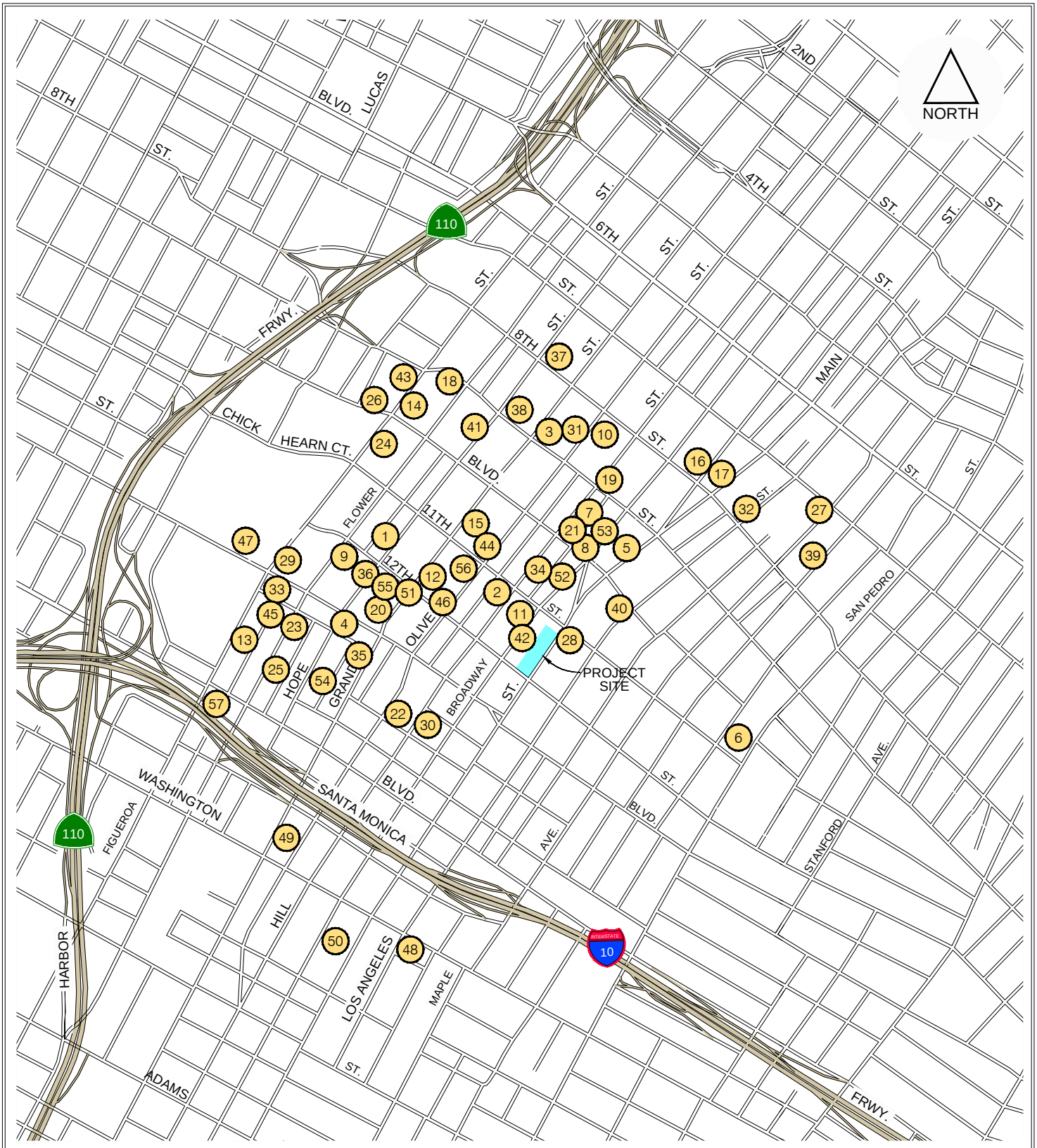

FIGURE 8

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FN:MAIN STREET TOWER\RELPROJS

RELATED PROJECT LOCATION MAP

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Table 7
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
1.	1133 S Hope Street		**Amacon Project**[1]	**1,543**	**20**	**74**	**94**	**91**	**50**	**141**
		208 du	Apartment							
		5,029 sf	Restaurant							
2.	1115 S Hill Street		**11th & Hill Project**[1]	**543**	**(45)**	**40**	**(5)**	**50**	**(7)**	**43**
		172 du	Condominium							
		6,850 sf	Restaurant							
3.	848 S Grand Avenue		**Embassy Tower**[1]	**3,882**	**66**	**144**	**210**	**212**	**165**	**377**
		420 du	High-Rise Condominium							
		38,500 sf	Supermarket							
4.	1300 S Hope Street		**Onyx**[1]	**4,280**	**88**	**105**	**193**	**136**	**102**	**238**
		419 du	Apartment							
		42,200 sf	Retail							
5.	928 S Broadway		**Broadway Palace**[1]	**4,715**	**21**	**229**	**250**	**272**	**109**	**381**
		662 du	Apartment							
		47,000 sf	Retail							
		11,000 sf	Live/Work							
		34,824 sf	Office							
6.	1057 S San Pedro Street		**City Market Mixed-Use**[2]	**15,360**	**770**	**418**	**1,188**	**569**	**848**	**1,417**
		549,141 sf	Office							
		224,862 sf	Retail							
		744 st	Movie Theater							
		877 du	Apartment							
		68 du	Condominium							
		210 rm	Hotel							
7.	920 S Hill Street		**Hill Street Mixed-Use**[1]	**1,476**	**23**	**84**	**107**	**87**	**50**	**137**
		239 du	Apartment							
		5,400 sf	Retail							
8.	955 S Broadway		**Broadway Lofts**[1]	**1,275**	**21**	**72**	**93**	**74**	**43**	**117**
		163 du	Apartment							
		6,406 sf	Retail							
9.	1212 S Flower Street		**Hope & Flower**[1]	**3,956**	**78**	**233**	**311**	**229**	**121**	**350**
		730 du	Condominium							
		7,873 sf	Retail							
10.	820 S Olive Street		**825 Hill**[1]	**3,309**	**63**	**202**	**265**	**195**	**106**	**301**
		589 du	Apartment							
		4,500 sf	Retail							
11.	1111 S Broadway		**Herald Examiner**[1]	**5,198**	**144**	**176**	**320**	**258**	**274**	**532**
		391 du	Apartment							
		39,725 sf	Office							
		49,000 sf	Retail							
12.	1120 S Grand Street		**Aven Tower**[1]	**2,730**	**42**	**127**	**169**	**136**	**93**	**229**
		666 du	Apartment							
		20,600 sf	Retail							
13.	1400 S Figueroa Street[3]	106 du	Apartment	**647**	**10**	**38**	**48**	**39**	**22**	**61**
		4,834 sf	Retail/Restaurant							
14.	940 S Figueroa Street		**Variety Arts Theater**[3]	**2,237**	**5**	**4**	**9**	**99**	**35**	**134**
		1,942 st	Theater							
		10,056 sf	Restaurant							
		5,119 sf	Bar							

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
15.	1036 S Grand Avenue[1]	7,149 sf	Restaurant	**492**	**2**	**3**	**5**	**27**	**14**	**41**
16.	737 S Spring Street[1]	320 du	Apartment	**3,942**	**72**	**141**	**213**	**167**	**116**	**283**
		25,000 sf	Pharmacy							
17.	732 S Spring Street[1]	400 du	Apartment	**3,409**	**59**	**152**	**211**	**164**	**104**	**268**
		15,000 sf	Pharmacy							
18.	700 W 9th Street		**Apex Phase II**[1]	**2,624**	**37**	**146**	**183**	**143**	**95**	**238**
		341 du	Apartment							
		11,687 sf	Retail							
19.	850 S Hill Street		**Alexan Mixed-Use**[1]	**1,970**	**28**	**106**	**134**	**116**	**65**	**181**
		300 du	Apartment							
		3,500 sf	Retail							
		3,500 sf	Restaurant							
20.	1229 S Grand Avenue		**Grand Residence**[1]	**1,116**	**23**	**62**	**85**	**62**	**33**	**95**
		161 du	Condominium							
		3,000 sf	Restaurant							
21.	940 S Hill Street		**The Hill**[1]	**1,881**	**20**	**80**	**100**	**115**	**53**	**168**
		232 du	Apartment							
		14,000 sf	Restaurant							
22.	1340 S Olive Street		**Emerald Mixed-Use**[1]	**1,700**	**51**	**82**	**133**	**89**	**57**	**146**
		156 du	Apartment							
		5,000 sf	Retail							
		10,000 sf	Restaurant							
23.	1334 S Flower Street[1]	188 du	Apartment	**1,038**	**(3)**	**63**	**60**	**67**	**22**	**89**
		10,096 sf	Retail/Restaurant							
24.	1020 S Figueroa Street		**LUXE Hotel Mixed-Use**[1]	**6,583**	**204**	**274**	**478**	**312**	**227**	**539**
		300 rm	Hotel							
		435 du	Condominium							
		58,959 sf	Retail							
25.	1400 S Flower Street[1]	152 du	Apartment	**1,062**	**17**	**62**	**79**	**63**	**35**	**98**
		1,184 sf	Retail							
26.	815 W Olympic Boulevard		**Olympic Tower**[1]	**4,423**	**166**	**170**	**336**	**189**	**185**	**374**
		373 rm	Hotel							
		374 du	Condominium							
		65,074 sf	Retail							
		33,498 sf	Office							
27.	701 S Maple Avenue		**Fashion District Residences**[1]	**3,199**	**67**	**179**	**246**	**185**	**105**	**290**
		452 du	Apartment							
		13,655 sf	Commercial							
28.	1100 S Main Street		**11th & Main**[1]	**385**	**9**	**103**	**112**	**78**	**14**	**92**
		379 du	Apartment							
		25,810 sf	Commercial							
29.	1248 S Figueroa Street		**Fig + Pico Conference Center Hotel**[4]	**5,720**	**192**	**125**	**317**	**203**	**212**	**415**
		6,573 sf	Quality Restaurant							
		6,573 sf	High-Turnover Restaurant							
		1,162 rm	Hotel							
30.	1340 S Hill Street		**14th & Hill Mixed-Use**[1]	**1,755**	**11**	**103**	**114**	**108**	**30**	**138**
		235 du	Apartment							
		5,250 sf	Retail							
		4,000 sf	Restaurant							

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
31.	845 S Olive Street[1]	208 du	Apartment	**1,305**	**25**	**76**	**101**	**77**	**42**	**119**
		810 sf	Retail							
		1,620 sf	Restaurant							
32.	755 S Los Angeles Street		**Norton Building**[1]	**2,482**	**110**	**57**	**167**	**105**	**100**	**205**
		16,694 sf	Retail							
		60,243 sf	Office							
		26,959 sf	Restaurant							
33.	1300 S Figueroa Street		**City Lights Tower**[1]	**9,134**	**398**	**288**	**686**	**351**	**366**	**717**
		1,024 rm	Hotel							
34.	1030 S Hill Street		**Olympic & Hill Tower**[1]	**3,683**	**56**	**206**	**262**	**216**	**125**	**341**
		498 du	Apartment							
		8,707 sf	Commercial							
35.	1323 Grand Avenue[1]	284 du	Apartment	**2,158**	**33**	**118**	**151**	**126**	**74**	**200**
		6,300 sf	Retail							
36.	1219 S Hope Street[1]	75 rm	Hotel	**1,592**	**70**	**53**	**123**	**69**	**52**	**121**
		7,700 sf	Restaurant							
37.	754 S Hope Street		**8th & Hope Tower**[1]	**2,720**	**42**	**167**	**209**	**165**	**89**	**254**
		409 du	Apartment							
38.	888 S Hope Street		**CIM South Park Apartments**[1]	**3,498**	**54**	**215**	**269**	**212**	**114**	**326**
		526 du	Apartment							
39.	755 S Wall Street		**Southern California Flower Market**[1]	**2,499**	**108**	**83**	**191**	**164**	**141**	**305**
		323 du	Apartment							
		4,400 sf	Retail							
		125 per	Event Space							
		53,200 sf	Office							
		4,420 sf	Restaurant							
40.	124 E Olympic Boulevard[3]	149 rm	Hotel	**1,334**	**53**	**45**	**98**	**58**	**33**	**91**
		6,716 sf	Restaurant							
41.	949 S Hope Street[3]	236 du	Apartment	**791**	**8**	**45**	**53**	**43**	**7**	**50**
		5,060 sf	Restaurant							
		894 sf	Retail							
42.	1138 S Broadway[3]	138 rm	Hotel	**644**	**20**	**25**	**45**	**22**	**25**	**47**
43.	911 S Figueroa Street		**Figueroa Centre**[3]	**4,457**	**370**	**116**	**486**	**168**	**368**	**536**
		200 du	Apartment							
		44,080 sf	Retail							
		50,000 sf	Restaurant							
		220 rm	Hotel							
44.	1045 S Olive Street		**Crescent Heights Tower**[3]	**2,227**	**39**	**157**	**196**	**138**	**62**	**200**
		794 du	Apartment							
		6,252 sf	High-Turnover Restaurant							
		6,252 sf	Quality Restaurant							
45.	1323 S Flower Street[3]	132 rm	Hotel	**1,287**	**33**	**40**	**73**	**61**	**39**	**100**
		48 du	Apartment							
		3,685 sf	Bar/Restaurant							
46.	1155 S Olive Street[3]	258 rm	Hotel	**2,008**	**77**	**56**	**133**	**77**	**72**	**149**
		1,896 sf	Retail							
		2,722 sf	Restaurant							

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
47.	LA Sports & Entertainment District[1]	250,000 sf	Convention Center	**27,007**	**1,254**	**721**	**1,975**	**1,085**	**1,637**	**2,722**
		183 rm	Hotel							
		601,800 sf	Office							
		1,152 du	Apartment							
		214,583 sf	Retail							
48.	220 E Washington Boulevard		**Washington Blvd/Los Angeles St Mixed-Use**[5]	**370**	**19**	**26**	**45**	**17**	**14**	**31**
		111 du	Affordable Housing							
		1 du	Apartment							
		7,300 sf	Retail							
		(31) du	*Apartment to be removed*							
		(2,322) sf	*Auto Repair Shop to be removed*							
49.	233 W Washington Boulevard		**Grand Metropolitan Mixed-Use Project**[3]	**1,764**	**25**	**56**	**81**	**89**	**71**	**160**
		160 du	Apartment							
		24,000 sf	Retail							
50.	1900 S Broadway		**The Reef/LA Mart/SOLA Village**[3]	**12,737**	**390**	**552**	**942**	**637**	**566**	**1,203**
		900 du	Condominium							
		550 du	Apartment							
		210 rm	Hotel							
		143,100 sf	Retail							
		180,000 sf	Office							
		17,600 sf	Gallery/Museum							
		8,000 sf	Health Club							
51.	1201 S Grand Avenue[6]	312 du	Apartment	**764**	**14**	**71**	**85**	**62**	**14**	**76**
		7,100 sf	High-Turnover Restaurant							
		(22,000) sf	*General Office to be removed*							
52.	1031 S Broadway		**Western Pacific Building**[7]	**1,269**	**62**	**50**	**112**	**69**	**42**	**111**
		16,637 sf	Restaurant							
53.	939 S Broadway		**Western Costume Building**[8]	**839**	**24**	**41**	**65**	**43**	**27**	**70**
		151 du	Apartment							
		4,500 sf	Restaurant							
54.	1401 S Grand Avenue		**California Hospital Medical Center Expansion**[9]	**1,421**	**78**	**35**	**113**	**43**	**87**	**130**
		148,465 sf	Hospital							
		6,000 sf	Retail							
55.	1246 S Hope Street		**Morrison Hotel Development**[3]	**5,433**	**141**	**128**	**269**	**269**	**199**	**468**
		258 du	Apartment							
		265 rm	Hotel							
		6,000 sf	Restaurant							
56.	1115 S Olive Street[10]	536 du	Apartment	**2,097**	**35**	**107**	**142**	**104**	**67**	**171**
		6,153 sf	Commercial							
57.	1600 S Figueroa Street[11]	336 du	Apartment	**3,048**	**81**	**107**	**188**	**128**	**103**	**231**
		250 rm	Hotel							

Notes:

du = Dwelling Units; sf = Square Feet; ac = Acres; rm = Rooms; st = Seats; stu = Students; bed = Beds; emp = Employees; veh = Vehicles; per = Persons.

[1] Net trip generation and peak-hour directional distribution from the Times Mirror Square development related projects list approved by the Los Angeles Department of City Planning (October 2017).

[2] Traffic Study for The City Market of Los Angeles (The Mobility Group, October 7, 2013). Project trip generation was reduced for the portion of the project that was built and operational by early 2019 (City Market South).

[3] Net trip generation and peak-hour directional distributions provided by the LADOT database.

[4] Transportation Study for the Fig+Pico Conference Center Hotels (Gibson Transportation Consulting, April 2017).

[5] Draft Initial Study for the Washington Boulevard/Los Angeles Street Mixed-Use Project (November 2018).

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL

Notes (continued):

[6] Transportation Impact Study for the Proposed 1201 S. Grand Avenue Project (Crain & Associates, August 9, 2018).

[7] Trip generation and peak-hour directional distribution of trips based on ITE Land Use Code 932 (High-Turnover Restaurant), with conservative transit and pass-by adjustments.

[8] Trip generation and peak-hour directional distribution of trips based on ITE Land Use Codes 222 [Multifamily Housing (High-Rise)] and 932 (High-Turnover Restaurant), with conservative internal capture, transit, and pass-by adjustments.

[9] Trip generation and peak-hour directional distribution of trips based on ITE Land Use Codes 610 (Hospital) and 820 (Shopping Center), with conservative internal capture, transit, and pass-by adjustments.

[10] Trip generation and peak-hour directional distribution of trips based on ITE Land Use Codes 222 [Multifamily Housing (High-Rise)] and 820 (Shopping Center), with conservative internal capture, transit, and pass-by adjustments.

[11] Trip generation and peak-hour directional distribution of trips based on ITE Land Use Codes 222 [Multifamily Housing (High-Rise)] and 310 (Hotel), with conservative transit adjustments.

distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

It should be noted that the inclusion of these related projects, as described, results in future (2026) traffic condition forecasts that are conservative for the purposes of impact analysis. As stated previously, the 1.0 percent ambient traffic growth factor, approved by the LADOT, accounts for the general traffic growth expected throughout the study area. The overlay of traffic volumes resulting from the 57 identified related projects represents a conservative projection of future traffic volumes. It is likely that some of the identified projects will not be approved or constructed as described. It is also probable that some of these projects will be delayed in their construction beyond the future (buildout) study year of the Project. In addition, none of the mitigation measures proposed in the traffic analyses performed for these related projects have been assumed under future conditions. Therefore, the future condition of the study area roadway infrastructure has also been forecast conservatively.

Highway System Improvements

In order to better analyze future traffic conditions in the Project area, an investigation regarding relevant future transportation improvements to the roadway system infrastructure in the study area was conducted. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

Per information provided by LADOT, and as described earlier, five of the study intersections currently operate under the City's combined ATSAC/ATCS system. The remaining two intersections (Broadway & 11th Street and Main Street & Pico Boulevard) operate under only the ATSAC system. City staff has indicated there is no definitive

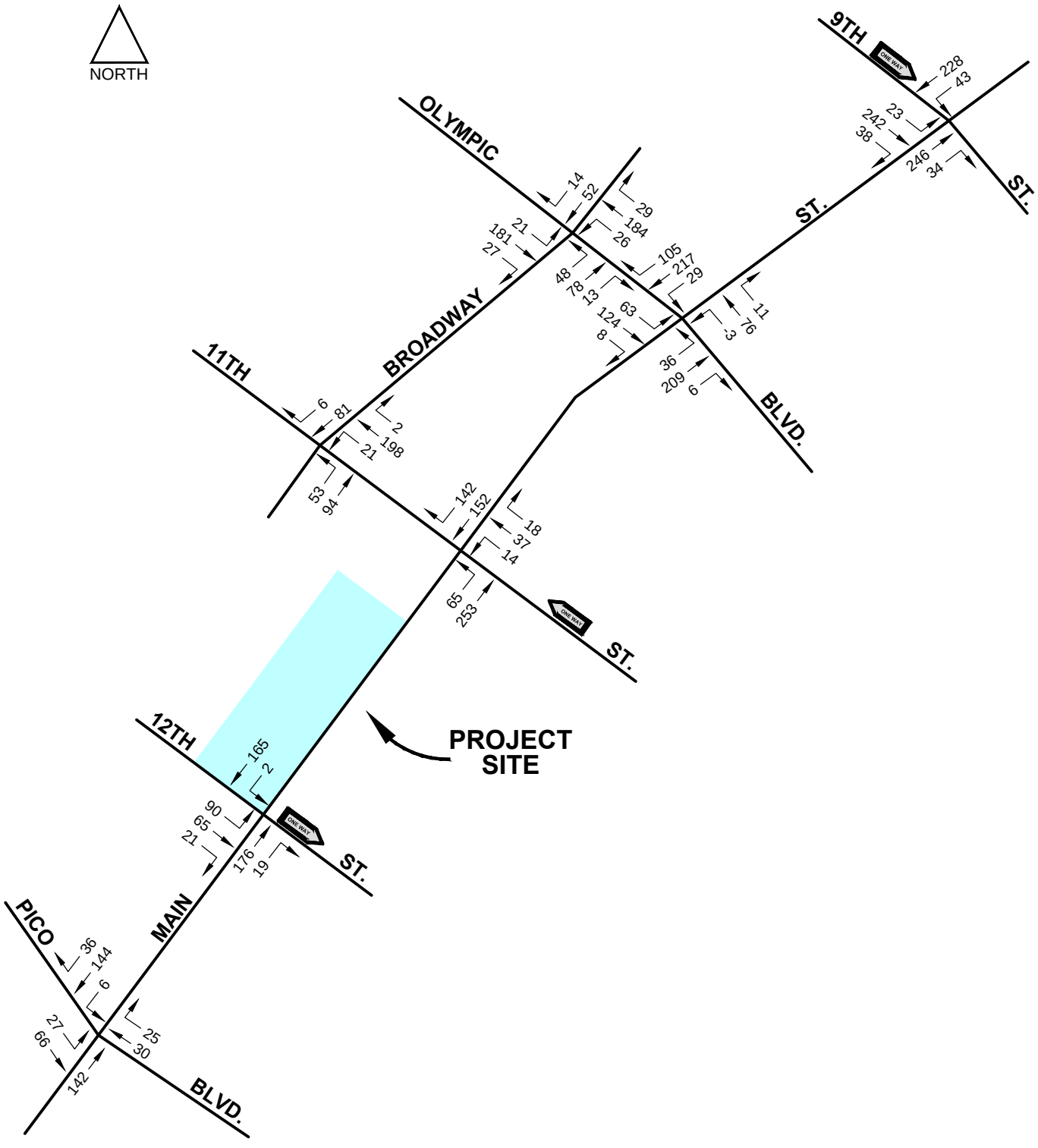

FIGURE 9(a)

4/17/2019

MainStreetTower\AMRELPROJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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Culver City, California 90230
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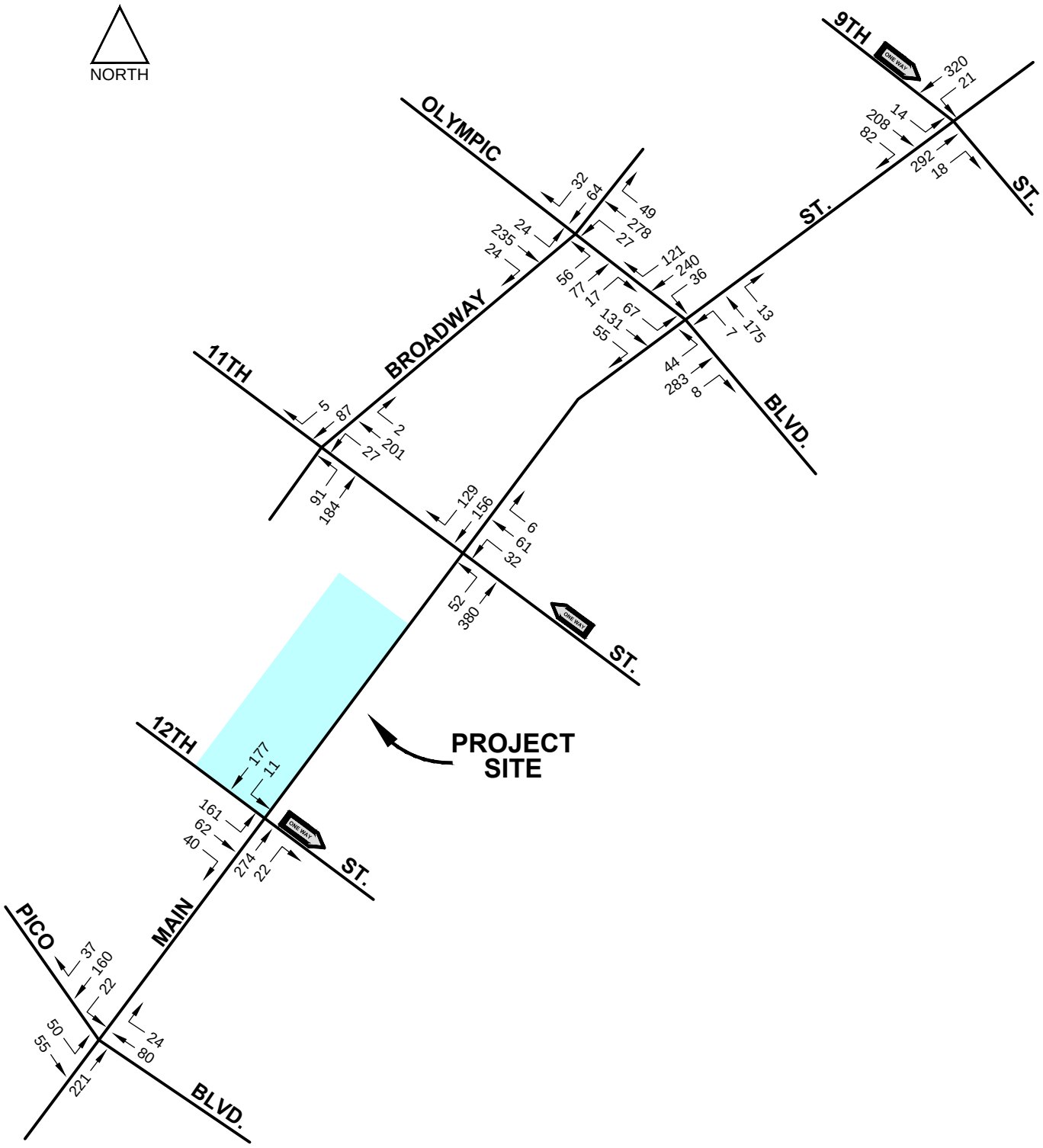

FIGURE 9(b)

4/18/2019

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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timeline for implementation of the combined ATSAC/ATCS system at these two locations. Therefore, the intersections were conservatively assumed to continue to operate under only the ATSAC system for future (2026) conditions.

In addition to these traffic signal enhancements, the goals and policies of the City's *2010 Bicycle Plan* (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan objective to complete the proposed paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Project study area:

- 11th Street will add a Tier 1 protected bicycle lane between Figueroa Street and Main Street. This bicycle facility has recently been installed as part of the Figueroa Corridor Streetscape project (MyFigueroa). The lane configurations for the study intersections along 11th Street reflect the addition of this facility and no passenger vehicle lane or phasing configuration modifications are anticipated.

- Pico Boulevard will add Tier 3 bicycle lanes from Gateway Boulevard to Central Avenue. Vehicular lanes will likely be reconfigured to accommodate these bicycle lanes.

- Main Street will add Tier 1 protected bicycle lanes between Mission Road and Imperial Highway. Vehicular lanes may be reconfigured to accommodate these bicycle lanes.

Per information provided by LADOT staff, design and construction of the Pico Boulevard bicycle lanes and the Main Street protected bicycle lanes is not expected between now and the Project buildout year of 2026. As such, no changes to the study area intersection geometrics and/or traffic control conditions due to bicycle facility

improvements have been assumed under future (2026) traffic conditions in this traffic impact analysis.

A review of the LADOT Transportation Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed one improvement project (the Los Angeles Streetcar Project) that could affect operations at the study intersection locations:

- The Los Angeles Streetcar project would construct a streetcar route along an approximate four-mile loop around Downtown Los Angeles. While the construction and operation of this streetcar would likely affect the lane or phasing configurations along Broadway within the Project study area, plans have not been finalized and there is no set route. The Final Environmental Impact Report was issued on October 24, 2016, but there is currently no finalized timeline for completion. Therefore, roadway changes associated with the Los Angeles Streetcar Project have not been assumed under future (2026) traffic conditions in this traffic impact analysis.

Analysis of Future (2026) Traffic Conditions

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described in the previous section, all existing geometrics and/or traffic control conditions are assumed to prevail for the analysis of future area traffic conditions.

As described earlier, future (2026) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto the existing (2019) traffic volumes. The Future (2026) Without Project traffic volumes are depicted in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

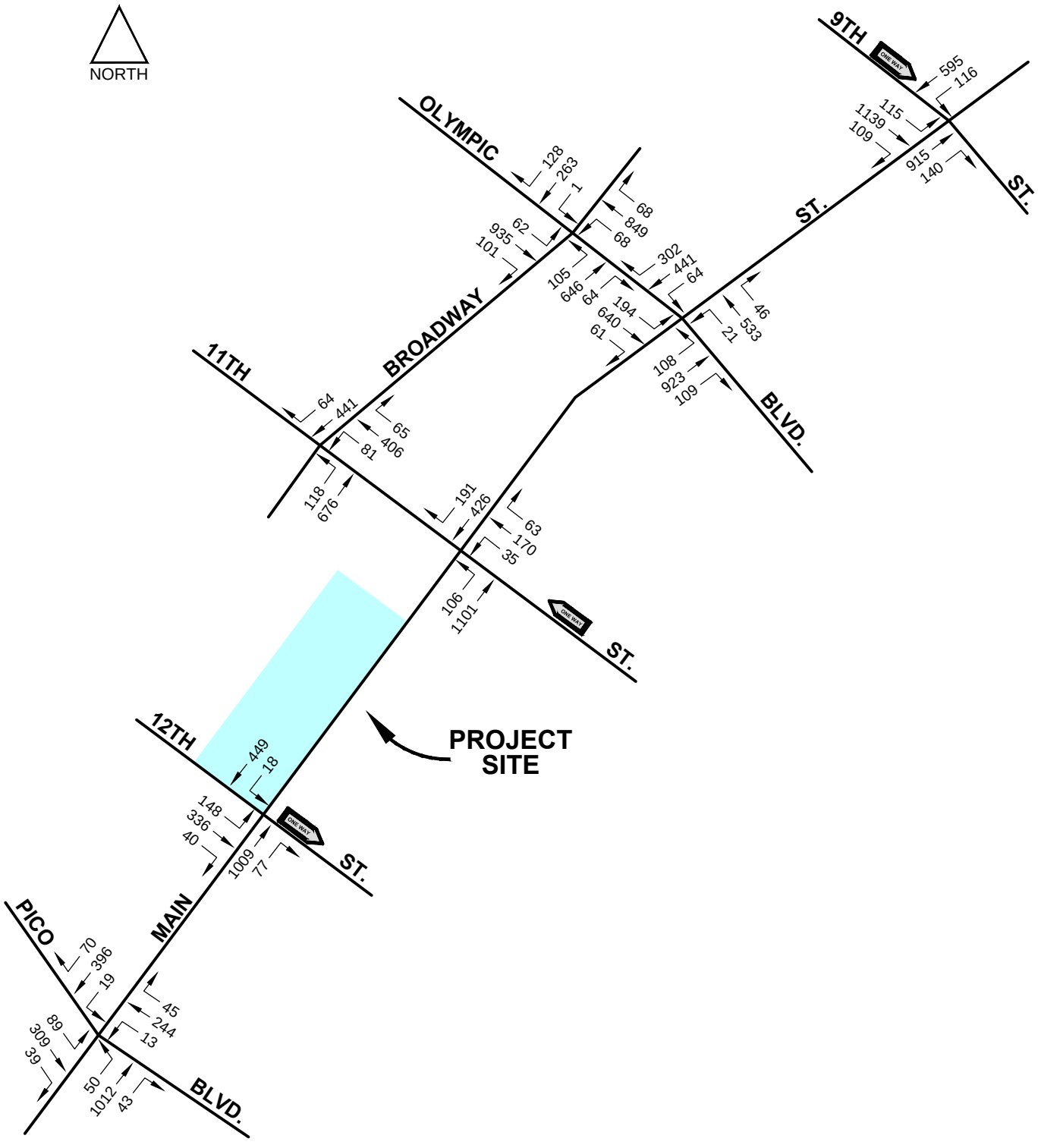

FIGURE 10(a)

4/17/2019

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FUTURE (2026) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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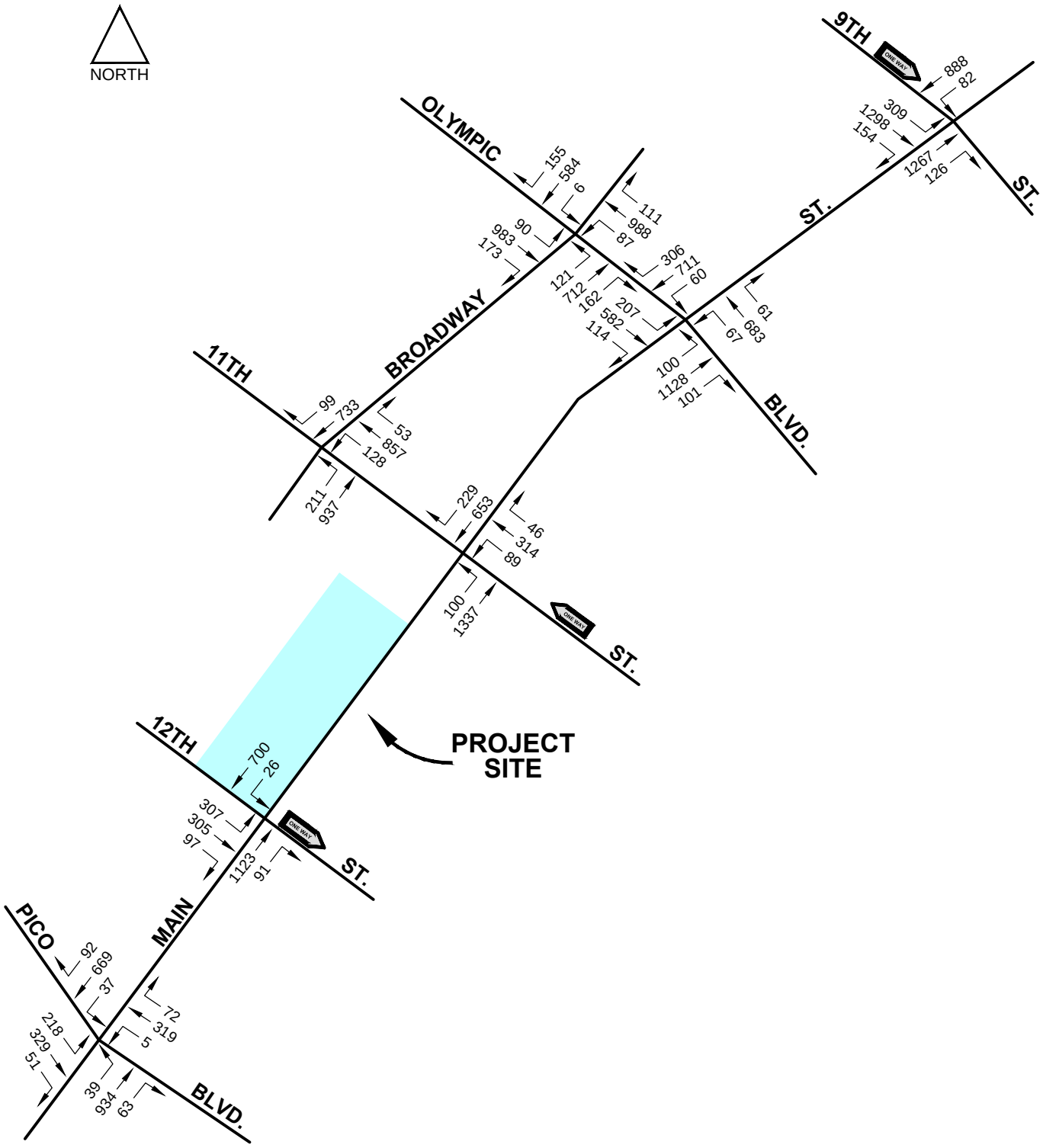

FIGURE 10(b)

4/17/2019

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FUTURE (2026) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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Project volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2026) Without Project traffic volumes to develop the Future (2026) With Project traffic volumes. The Future (2026) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2026) With Project AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of existing and future traffic conditions at the study intersections are summarized in Table 8. As shown in Table 8, following the addition of Project-related traffic to Existing traffic conditions, all intersections would maintain the same LOS during both peak hours. Six study intersections would operate at LOS A during both peak hours, and one intersection would operate at LOS D during one peak hour (Broadway & 11th Street - PM peak hour).

As shown, under Future (2026) Without Project conditions, traffic operations are expected to degrade when compared with existing conditions due to the ambient and related project traffic volume growth. Under Future (2026) Without Project conditions, three study intersections would operate at LOS C or better during both peak hours, three intersections would operate at LOS D during one peak hour (Broadway & Olympic Boulevard, Main Street & Olympic Boulevard, Main Street & Pico Boulevard – all during the PM peak hour), and one intersection would operate at LOS F during one peak hour (Broadway & 11th Street - PM peak hour).

Under Future (2026) With Project conditions, following the addition of Project-related traffic to Future (2026) Without Project conditions, all intersections would maintain the same LOS during both peak hours. Under Future (2026) With Project conditions, three study intersections would continue to operate at LOS C or better during both peak hours, three intersections would continue to operate at LOS D during one peak hour (Broadway & Olympic Boulevard, Main Street & Olympic Boulevard, Main Street & Pico Boulevard – all during the PM peak hour), and one intersection would continue to

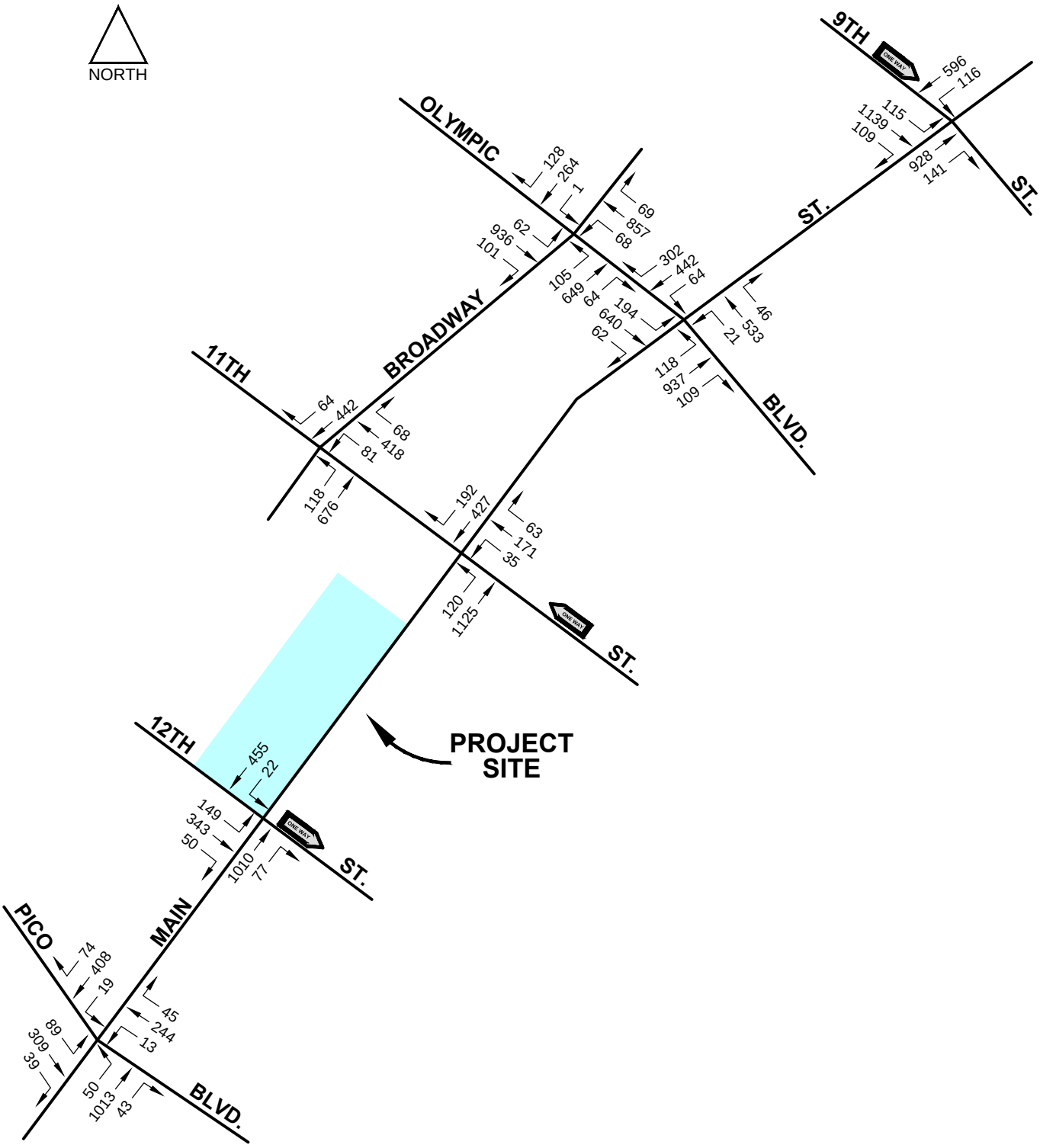

FIGURE 11(a)

4/17/2019

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FUTURE (2026) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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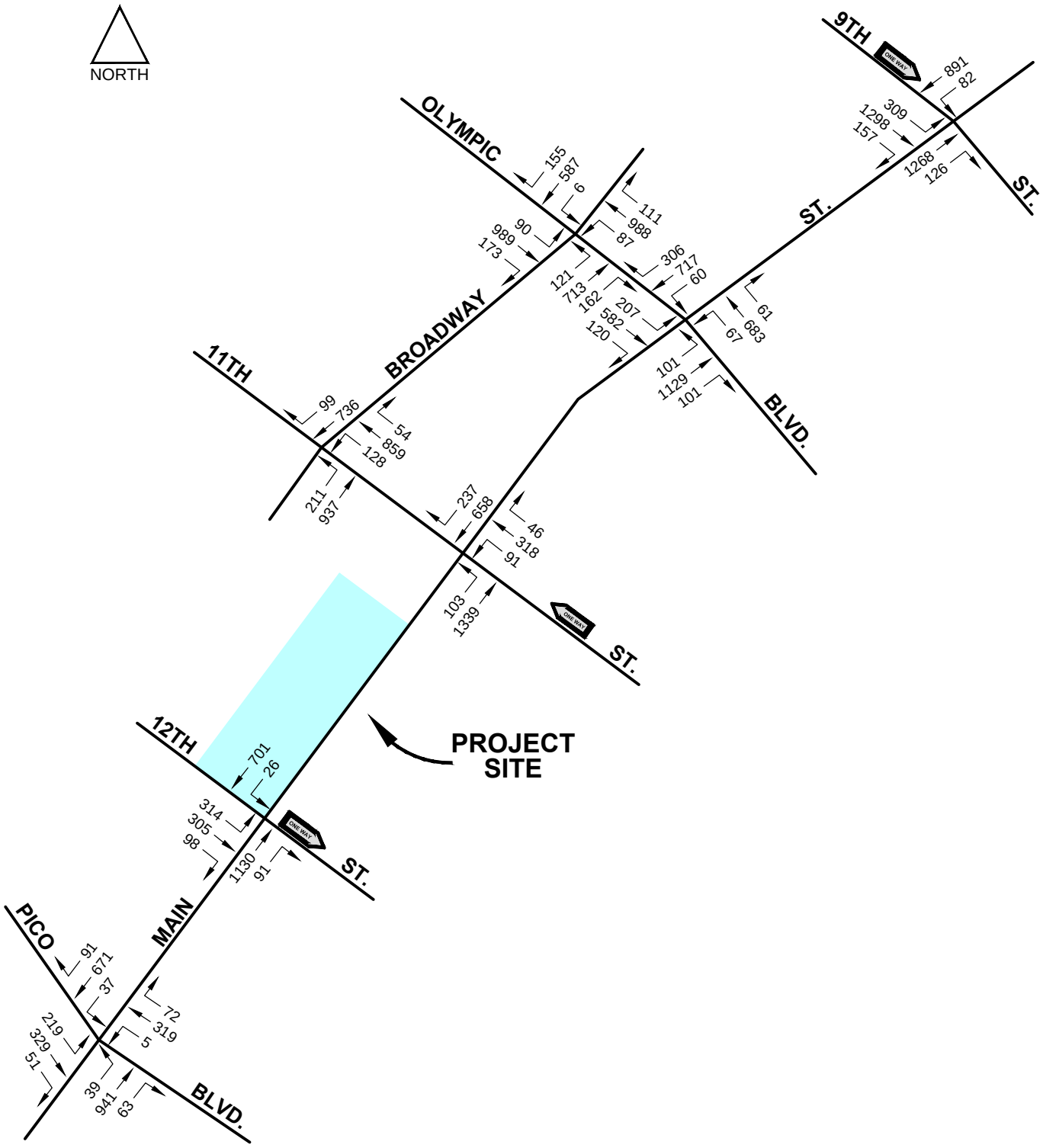

FIGURE 11(b)

4/17/2019

MainStreetTower\PM2026WP

FUTURE (2026) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2019) and Future (2026) Traffic Conditions

			Existing (2019) Conditions					Future (2026) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	V/C	LOS	V/C	LOS	Impact	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Broadway &	AM	0.396	A	0.398	A	0.002	0.577	A	0.579	A	0.002	No
	Olympic Boulevard	PM	0.585	A	0.589	A	0.004	0.817	D	0.821	D	0.004	No
2	Broadway &	AM	0.360	A	0.369	A	0.009	0.616	B	0.625	B	0.009	No
	11th Street	PM	0.873	D	0.877	D	0.004	1.197	F	1.200	F	0.003	No
3	Main Street &	AM	0.354	A	0.359	A	0.005	0.560	A	0.564	A	0.004	No
	9th Street	PM	0.482	A	0.483	A	0.001	0.700	C	0.701	C	0.001	No
4	Main Street &	AM	0.404	A	0.409	A	0.005	0.625	B	0.633	B	0.008	No
	Olympic Boulevard	PM	0.519	A	0.524	A	0.005	0.875	D	0.880	D	0.005	No
5	Main Street &	AM	0.212	A	0.221	A	0.009	0.336	A	0.344	A	0.008	No
	11th Street	PM	0.336	A	0.343	A	0.007	0.537	A	0.544	A	0.007	No
6	Main Street &	AM	0.260	A	0.268	A	0.008	0.374	A	0.383	A	0.009	No
	12th Street	PM	0.319	A	0.321	A	0.002	0.571	A	0.577	A	0.006	No
7	Main Street &	AM	0.401	A	0.401	A	0.000	0.541	A	0.541	A	0.000	No
	Pico Boulevard	PM	0.557	A	0.559	A	0.002	0.811	D	0.813	D	0.002	No

operate at LOS F during one peak hour (Broadway & 11th Street - PM peak hour). The CMA/LOS calculation worksheets are included in Appendix D.

Significant Traffic Impact Criteria

The LADOT defines a significant intersection traffic impact attributable to a project based on a "stepped scale," with intersections experiencing high V/C ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the V/C ratio, due to Project-related traffic under future buildout conditions, of 0.010 or more when the final (with Project) LOS is E or F, a V/C ratio increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized below in Table 9.

Table 9
LADOT Criteria for Significant Intersection Traffic Impacts

LOS	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

These LADOT criteria were applied for the seven study intersections. Based on these criteria and as shown previously in Table 8, the Project would not significantly impact any of the study intersections during either peak hour.

Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 CMP for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50

or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed.

The nearest CMP arterial monitoring locations to the Project site are the intersection of Alameda Street and Washington Boulevard (approximately 1.7 miles southeast of the Project site) and the intersection of Alvarado Street and Wilshire Boulevard (approximately 1.7 miles northwest). Based on a review of the Project trip generation [shown in Table 5] and the Project trip distribution patterns [shown in Figures 5(a) and 5(b)], the Project is expected to contribute minimal traffic volumes to these CMP monitoring intersections during the weekday AM and PM peak hours (fewer than five trips at each intersection, during each peak hour). Further, it is expected that Project traffic volume contributions to more distant CMP arterial monitoring locations would be even lower, given that Project traffic would disperse across an increasing number of roadways when farther from the Project site. With Project traffic contributions well below the 50-trip threshold, no significant Project impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of the Project's trip generation indicates that the Project would not generate more than 69 net directional (inbound or outbound) trips during either peak hour. Therefore, the Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring segments, no significant Project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

The local CMP also requires that all projects consider potential transit impacts. As shown in Table 5, transit adjustments were applied to the proposed and existing commercial uses only, since the trip generation rates applied to the residential use already account for transit availability and usage. The net vehicle trips via transit/walk

adjustments were developed for the proposed and existing commercial uses, but they must still be determined for the proposed residential use.

The transit impact review was undertaken per the 2010 CMP guidelines. As the Project is located within one-quarter mile of multiple Metro Rapid Bus facilities, a transit/walk factor of 15 percent of baseline vehicle trips was conservatively assumed for the residential use. This transit/walk factor is consistent with the LADOT *Transportation Impact Study Guidelines* (December 2016). The baseline vehicular trip generation estimates for the proposed residential use were 751 vehicles per day, with 76 AM peak-hour and 69 PM peak-hour vehicle trips. As described in the Project Traffic section, the proposed residential use baseline trip estimates already reflect transit adjustments, so these trips correspond to the 85 percent of total trips accessing the site via non-transit facilities. Therefore, to calculate the 15 percent of total trips using transit facilities, the baseline trips were multiplied by a factor of 0.1765 (15÷85), resulting in transit/walk vehicle trip reductions of 133 vehicles per day, including 13 AM peak-hour and 12 PM peak-hour trips.

These proposed residential use vehicle trip reductions were combined with those calculated for the commercial uses [see Table 5], yielding net vehicle trip reductions of 53 daily trips, including 11 AM peak-hour and 4 PM peak-hour trips[2]. Per 2010 CMP guidelines, person transit trips can be estimated by multiplying the transit vehicle trip reductions by a conversion factor of 1.4. Therefore, the number of net Project person transit trips would be approximately 74 daily person transit trips, with 15 AM peak-hour and 6 PM peak-hour person transit trips.

Given that the capacity of one standard bus is 40 riders, and there are 40+ bus lines with a reasonable walking distance of the Project site, with several more bus lines and

[2] Proposed residential use transit/walk vehicle trip reductions (133 daily, 13 AM peak-hour, 12 PM peak-hour) + proposed commercial use transit/walk vehicle trip reductions (71 daily, 2 AM peak-hour, 7 PM peak-hour) – existing commercial use transit/walk vehicle trip reductions (151 daily, 4 AM peak-hour, 15 PM peak-hour).

rail facilities slightly outside the reasonable walking distance (but within approximately one-half mile), these daily and peak-hour levels of Project transit ridership are anticipated to have a minimal impact on the surrounding transit network. Therefore, it is expected that the incremental additions of Project person transit trips would not have a significant impact on transit service in the study area.

Residential Street/Neighborhood Intrusion Impact Analysis

In order to address local residential neighborhood concerns, the LADOT requires the preparation of a residential street impact analysis if a development project meets certain conditions. These conditions include the proposed development project being non-residential and non-school in nature, with an anticipated significant traffic contribution to a congested arterial (with intersections operating at LOS E or F) in the presence of local residential street(s) that provide viable alternate route(s). The Project has proposed commercial and residential components, but the proposed commercial component measures only 12,500 square feet in floor area and generates minimal vehicle trips. Accounting for the removal of the existing commercial uses, the non-residential portion of the Project generates net negative vehicle trips during all analyzed time periods. Further, given the location of the Project site, there are no viable local street diversion routes available to avoid congested arterial streets and intersections. Therefore, the Project is not expected to significantly impact local residential streets and no further analysis is required.

MITIGATION MEASURES

As indicated in the preceding traffic analysis, the proposed Main Street Tower project is not expected to significantly impact any of the seven study intersections, any CMP monitoring locations, public transit, or residential street facilities. Therefore, no transportation-related mitigation measures are required for the Project.

APPENDIX A

PROJECT SITE EXISTING OCCUPANCY RECORDS

Address: 1123-1161 S. Main Street and 111 W. 12th Street

Address	Land Use	Square Feet
1123-1139 S. Main Street	Parking Lot	--
1147 S. Main Street	Retail	5,000
1151 S. Main Street	Retail	7,500
1155 S. Main Street	Retail	3,465
1157 S. Main Street	Retail	2,220
1159 S. Main Street (A)	Retail	1,500
1159 S. Main Street (B)	Vacant	1,400
1159 S. Main Street (C)	Retail	1,265
111 W. 12th Street	Retail	5,760

Total Retail	26,710
Total Vacant	1,400
Total Square Footage	28,110

APPENDIX B

TRAFFIC COUNT DATA SHEETS

APPENDIX A

TRAFFIC COUNT DATA SHEETS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Broadway
E/W: Olympic Boulevard
Weather: Clear

File Name : LACBROLAM
Site Code : 16615
Start Date : 11/15/2016
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	44	10	54	13	127	7	147	10	115	9	134	6	77	8	91	426
07:15 AM	1	40	13	54	16	152	8	176	12	128	15	155	9	99	9	117	502
07:30 AM	0	44	28	72	9	142	8	159	8	139	7	154	9	152	16	177	562
07:45 AM	0	52	21	73	11	139	6	156	17	126	11	154	8	167	20	195	578
Total	1	180	72	253	49	560	29	638	47	508	42	597	32	495	53	580	2068
08:00 AM	0	50	27	77	6	182	6	194	13	127	13	153	8	166	14	188	612
08:15 AM	1	45	27	73	12	139	15	166	13	122	16	151	12	197	17	226	616
08:30 AM	0	58	32	90	6	155	14	175	5	112	18	135	8	132	10	150	550
08:45 AM	0	60	20	80	10	141	10	161	3	88	12	103	10	136	9	155	499
Total	1	213	106	320	34	617	45	696	34	449	59	542	38	631	50	719	2277
09:00 AM	0	69	31	100	14	124	13	151	14	112	20	146	11	131	15	157	554
09:15 AM	0	62	50	112	12	122	8	142	12	86	37	135	8	145	13	166	555
09:30 AM	0	54	29	83	18	135	11	164	21	90	40	151	16	131	30	177	575
09:45 AM	0	67	28	95	18	131	13	162	15	95	28	138	12	126	18	156	551
Total	0	252	138	390	62	512	45	619	62	383	125	570	47	533	76	656	2235
Grand Total	2	645	316	963	145	1689	119	1953	143	1340	226	1709	117	1659	179	1955	6580
Apprch %	0.2	67	32.8		7.4	86.5	6.1		8.4	78.4	13.2		6	84.9	9.2		
Total %	0	9.8	4.8	14.6	2.2	25.7	1.8	29.7	2.2	20.4	3.4	26	1.8	25.2	2.7	29.7	
Passenger Vehicles	2	624	297	923	134	1574	102	1810	134	1196	211	1541	109	1552	178	1839	6113
% Passenger Vehicles	100	96.7	94	95.8	92.4	93.2	85.7	92.7	93.7	89.3	93.4	90.2	93.2	93.6	99.4	94.1	92.9
Dual Wheeled	0	19	18	37	11	63	17	91	9	29	12	50	7	46	1	54	232
% Dual Wheeled	0	2.9	5.7	3.8	7.6	3.7	14.3	4.7	6.3	2.2	5.3	2.9	6	2.8	0.6	2.8	3.5
Buses	0	2	1	3	0	52	0	52	0	115	3	118	1	61	0	62	235
% Buses	0	0.3	0.3	0.3	0	3.1	0	2.7	0	8.6	1.3	6.9	0.9	3.7	0	3.2	3.6

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 07:30 AM																	
07:30 AM	0	44	**28**	72	9	142	8	159	8	**139**	7	**154**	9	152	16	177	562
07:45 AM	0	**52**	21	73	11	139	6	156	**17**	126	11	154	8	167	**20**	195	578
08:00 AM	0	50	27	**77**	6	**182**	6	**194**	13	127	13	153	8	166	14	188	612
08:15 AM	**1**	45	27	73	**12**	139	**15**	166	13	122	**16**	151	**12**	**197**	17	**226**	**616**
Total Volume	1	191	103	295	38	602	35	675	51	514	47	612	37	682	67	786	2368
% App. Total	0.3	64.7	34.9		5.6	89.2	5.2		8.3	84	7.7		4.7	86.8	8.5		
PHF	.250	.918	.920	.958	.792	.827	.583	.870	.750	.924	.734	.994	.771	.865	.838	.869	.961

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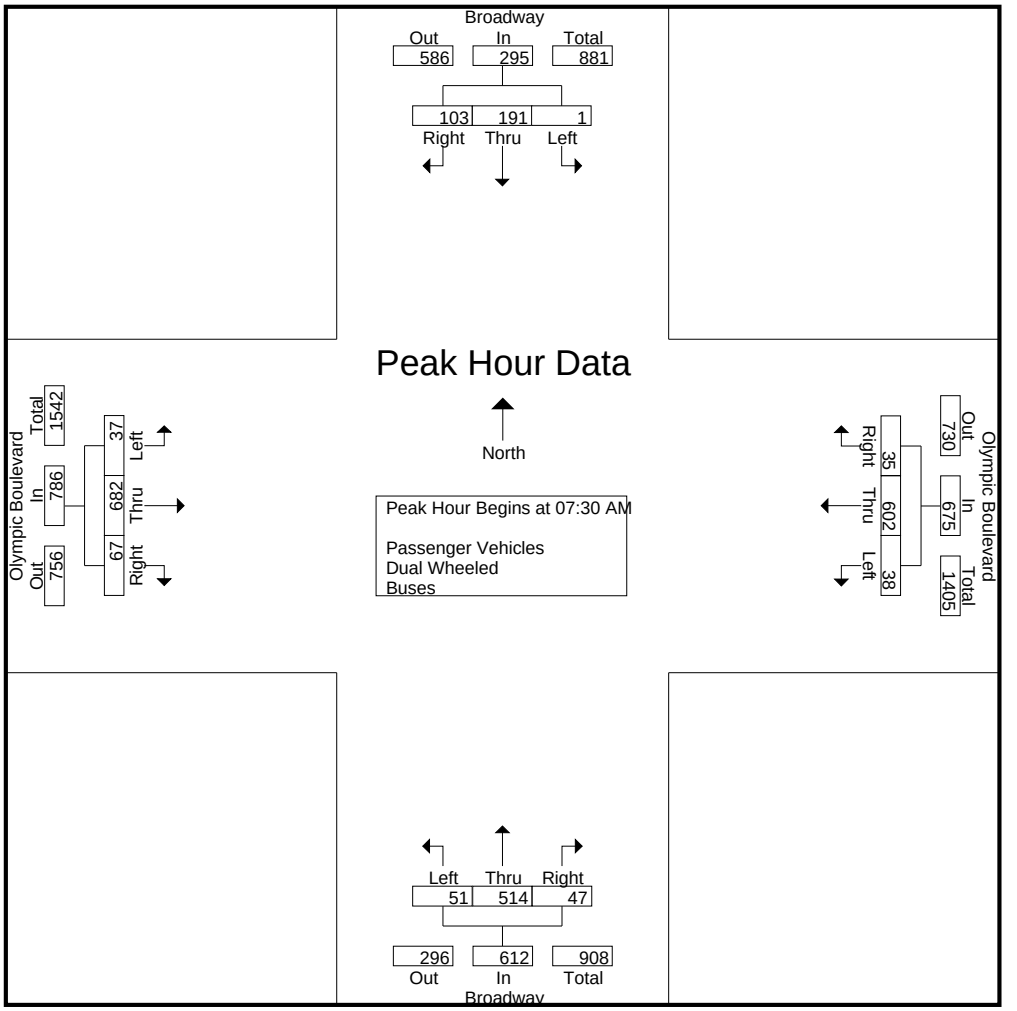

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	**69**	31	100	6	**182**	6	**194**	12	128	**15**	**155**	9	152	16	177
+15 mins.	0	62	**50**	**112**	**12**	139	**15**	166	8	**139**	7	154	8	167	**20**	195
+30 mins.	0	54	29	83	6	155	14	175	**17**	126	11	154	8	166	14	188
+45 mins.	0	67	28	95	10	141	10	161	13	127	13	153	**12**	**197**	17	**226**
Total Volume	0	252	138	390	34	617	45	696	50	520	46	616	37	682	67	786
% App. Total	0	64.6	35.4		4.9	88.6	6.5		8.1	84.4	7.5		4.7	86.8	8.5	
PHF	.000	.913	.690	.871	.708	.848	.750	.897	.735	.935	.767	.994	.771	.865	.838	.869

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Site Code : 16615
Start Date : 11/15/2016
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Groups Printed- Passenger Vehicles

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	42	10	52	12	117	7	136	9	100	8	117	6	69	8	83	388
07:15 AM	1	38	12	51	16	143	7	166	11	116	14	141	9	91	9	109	467
07:30 AM	0	42	22	64	9	131	7	147	8	125	7	140	6	143	16	165	516
07:45 AM	0	51	21	72	11	129	6	146	16	114	8	138	6	158	20	184	540
Total	1	173	65	239	48	520	27	595	44	455	37	536	27	461	53	541	1911
08:00 AM	0	46	24	70	6	168	5	179	13	113	11	137	8	156	13	177	563
08:15 AM	1	45	27	73	10	132	13	155	13	105	15	133	12	192	17	221	582
08:30 AM	0	57	32	89	5	147	14	166	5	102	17	124	8	124	10	142	521
08:45 AM	0	60	17	77	7	128	8	143	3	77	11	91	10	125	9	144	455
Total	1	208	100	309	28	575	40	643	34	397	54	485	38	597	49	684	2121
09:00 AM	0	66	29	95	11	119	10	140	11	105	20	136	10	121	15	146	517
09:15 AM	0	62	48	110	12	115	4	131	10	75	35	120	7	132	13	152	513
09:30 AM	0	51	28	79	17	122	10	149	20	80	38	138	15	123	30	168	534
09:45 AM	0	64	27	91	18	123	11	152	15	84	27	126	12	118	18	148	517
Total	0	243	132	375	58	479	35	572	56	344	120	520	44	494	76	614	2081
Grand Total	2	624	297	923	134	1574	102	1810	134	1196	211	1541	109	1552	178	1839	6113
Apprch %	0.2	67.6	32.2		7.4	87	5.6		8.7	77.6	13.7		5.9	84.4	9.7		
Total %	0	10.2	4.9	15.1	2.2	25.7	1.7	29.6	2.2	19.6	3.5	25.2	1.8	25.4	2.9	30.1	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	42	22	64	9	131	7	147	8	**125**	7	**140**	6	143	16	165	516
07:45 AM	0	**51**	21	72	**11**	129	6	146	**16**	114	8	138	6	158	**20**	184	540
08:00 AM	0	46	24	70	6	**168**	5	**179**	13	113	11	137	8	156	13	177	563
08:15 AM	**1**	45	**27**	**73**	10	132	**13**	155	13	105	**15**	133	**12**	**192**	17	**221**	**582**
Total Volume	1	184	94	279	36	560	31	627	50	457	41	548	32	649	66	747	2201
% App. Total	0.4	65.9	33.7		5.7	89.3	4.9		9.1	83.4	7.5		4.3	86.9	8.8		
PHF	.250	.902	.870	.955	.818	.833	.596	.876	.781	.914	.683	.979	.667	.845	.825	.845	.945

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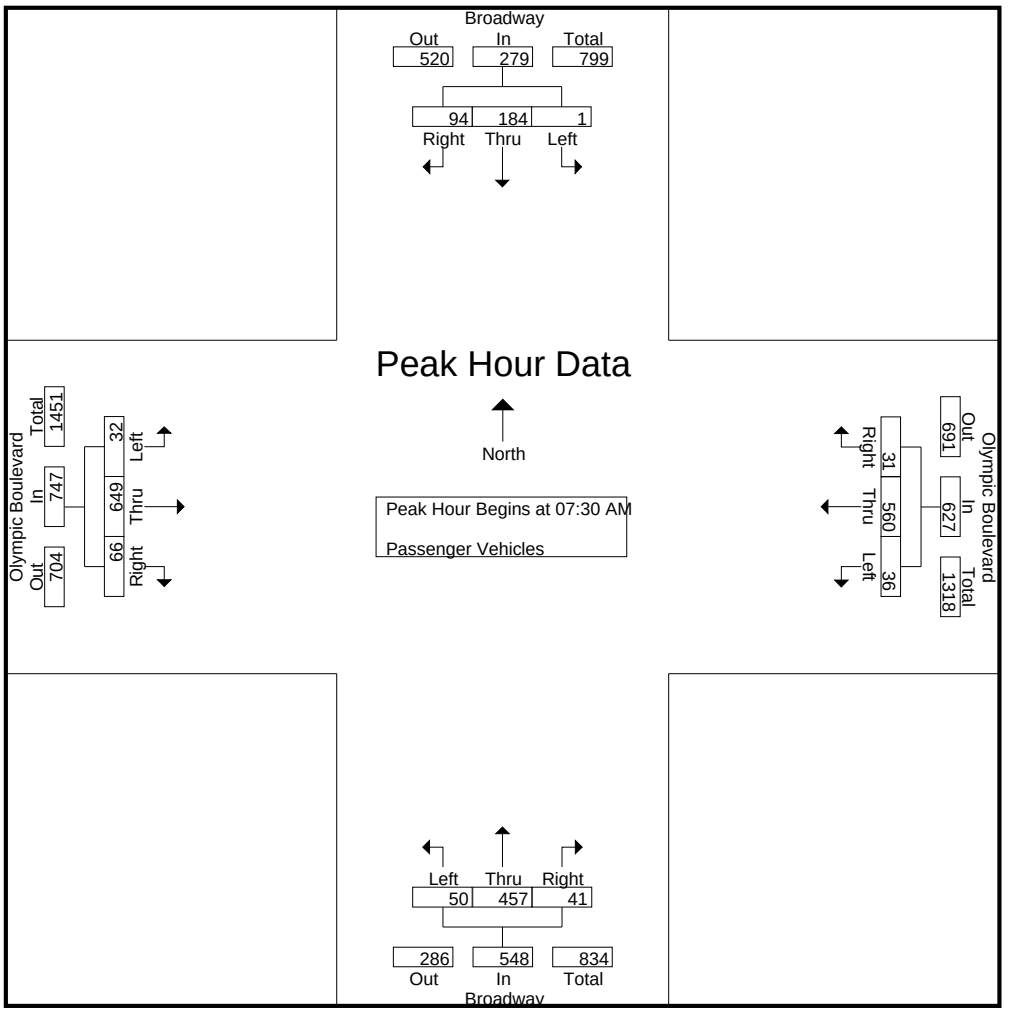

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	42	22	64	9	131	7	147	8	**125**	7	**140**	6	143	16	165
+15 mins.	0	**51**	21	72	**11**	129	6	146	**16**	114	8	138	6	158	**20**	184
+30 mins.	0	46	24	70	6	**168**	5	**179**	13	113	11	137	8	156	13	177
+45 mins.	**1**	45	**27**	**73**	10	132	**13**	155	13	105	**15**	133	**12**	**192**	17	**221**
Total Volume	1	184	94	279	36	560	31	627	50	457	41	548	32	649	66	747
% App. Total	0.4	65.9	33.7		5.7	89.3	4.9		9.1	83.4	7.5		4.3	86.9	8.8	
PHF	.250	.902	.870	.955	.818	.833	.596	.876	.781	.914	.683	.979	.667	.845	.825	.845

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N/S: Broadway
E/W: Olympic Boulevard
Weather: Clear

File Name : LACBROLAM
Site Code : 16615
Start Date : 11/15/2016

Groups Printed- Dual Wheeled

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	2	0	2	1	6	0	7	1	1	1	3	0	6	0	6	18
07:15 AM	0	2	1	3	0	4	1	5	1	1	0	2	0	1	0	1	11
07:30 AM	0	2	6	8	0	5	1	6	0	3	0	3	2	3	0	5	22
07:45 AM	0	1	0	1	0	6	0	6	1	3	3	7	2	4	0	6	20
Total	0	7	7	14	1	21	2	24	3	8	4	15	4	14	0	18	71
08:00 AM	0	4	3	7	0	5	1	6	0	3	2	5	0	4	1	5	23
08:15 AM	0	0	0	0	2	4	2	8	0	4	1	5	0	1	0	1	14
08:30 AM	0	1	0	1	1	4	0	5	0	2	0	2	0	3	0	3	11
08:45 AM	0	0	3	3	3	10	2	15	0	2	1	3	0	5	0	5	26
Total	0	5	6	11	6	23	5	34	0	11	4	15	0	13	1	14	74
09:00 AM	0	3	2	5	3	2	3	8	3	2	0	5	1	3	0	4	22
09:15 AM	0	0	2	2	0	4	4	8	2	2	1	5	1	9	0	10	25
09:30 AM	0	2	0	2	1	8	1	10	1	1	2	4	1	3	0	4	20
09:45 AM	0	2	1	3	0	5	2	7	0	5	1	6	0	4	0	4	20
Total	0	7	5	12	4	19	10	33	6	10	4	20	3	19	0	22	87
Grand Total	0	19	18	37	11	63	17	91	9	29	12	50	7	46	1	54	232
Apprch %	0	51.4	48.6		12.1	69.2	18.7		18	58	24		13	85.2	1.9		
Total %	0	8.2	7.8	15.9	4.7	27.2	7.3	39.2	3.9	12.5	5.2	21.6	3	19.8	0.4	23.3	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	**6**	**8**	0	5	1	6	0	3	0	3	**2**	3	0	5	22
07:45 AM	0	1	0	1	0	**6**	0	6	**1**	3	**3**	**7**	2	**4**	0	**6**	20
08:00 AM	0	**4**	3	7	0	5	1	6	0	3	2	5	0	4	**1**	5	**23**
08:15 AM	0	0	0	0	**2**	4	**2**	**8**	0	**4**	1	5	0	1	0	1	14
Total Volume	0	7	9	16	2	20	4	26	1	13	6	20	4	12	1	17	79
% App. Total	0	43.8	56.2		7.7	76.9	15.4		5	65	30		23.5	70.6	5.9		
PHF	.000	.438	.375	.500	.250	.833	.500	.813	.250	.813	.500	.714	.500	.750	.250	.708	.859

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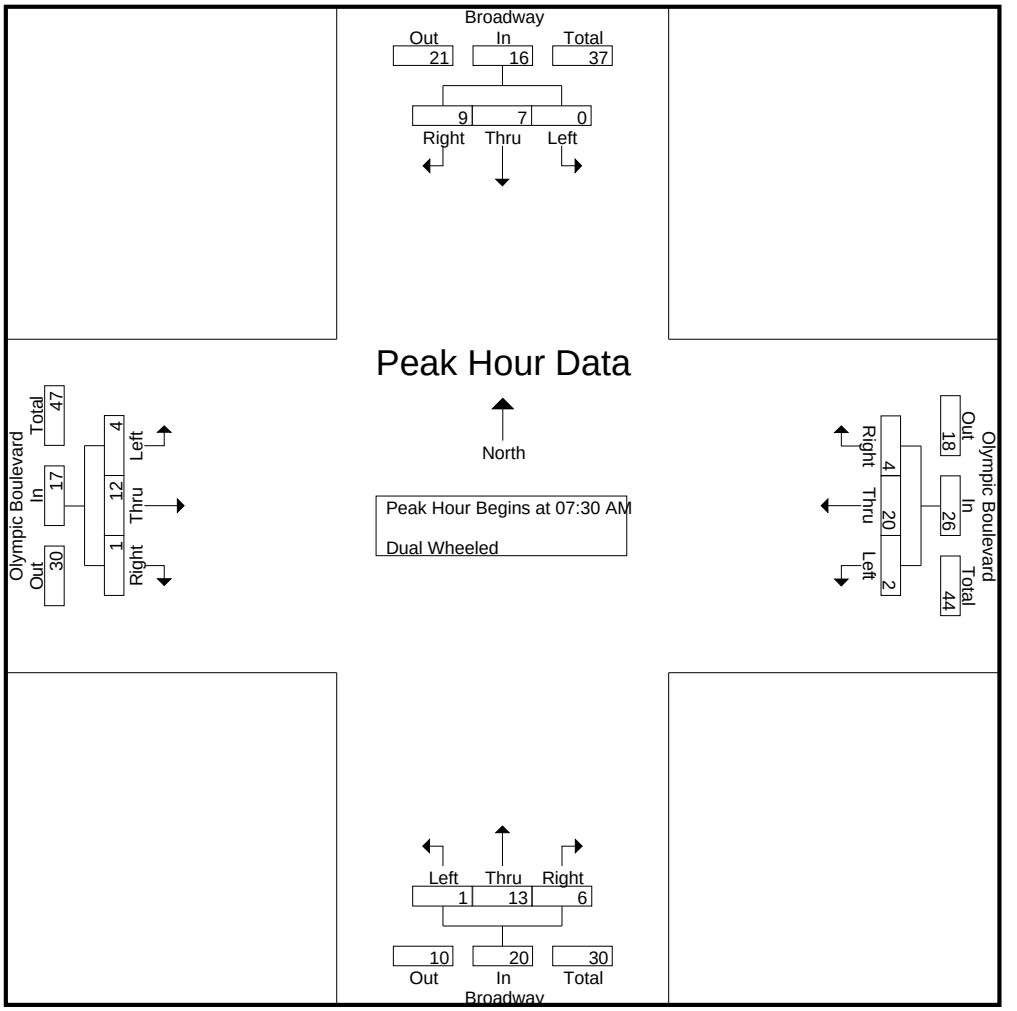

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	**6**	**8**	0	5	1	6	0	3	0	3	**2**	3	0	5
+15 mins.	0	1	0	1	0	**6**	0	6	**1**	3	**3**	**7**	2	**4**	0	**6**
+30 mins.	0	**4**	3	7	0	5	1	6	0	3	2	5	0	4	**1**	5
+45 mins.	0	0	0	0	**2**	4	**2**	**8**	0	**4**	1	5	0	1	0	1
Total Volume	0	7	9	16	2	20	4	26	1	13	6	20	4	12	1	17
% App. Total	0	43.8	56.2		7.7	76.9	15.4		5	65	30		23.5	70.6	5.9	
PHF	.000	.438	.375	.500	.250	.833	.500	.813	.250	.813	.500	.714	.500	.750	.250	.708

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Groups Printed- Buses

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	4	0	4	0	14	0	14	0	2	0	2	20
07:15 AM	0	0	0	0	0	5	0	5	0	11	1	12	0	7	0	7	24
07:30 AM	0	0	0	0	0	6	0	6	0	11	0	11	1	6	0	7	24
07:45 AM	0	0	0	0	0	4	0	4	0	9	0	9	0	5	0	5	18
Total	0	0	0	0	0	19	0	19	0	45	1	46	1	20	0	21	86
08:00 AM	0	0	0	0	0	9	0	9	0	11	0	11	0	6	0	6	26
08:15 AM	0	0	0	0	0	3	0	3	0	13	0	13	0	4	0	4	20
08:30 AM	0	0	0	0	0	4	0	4	0	8	1	9	0	5	0	5	18
08:45 AM	0	0	0	0	0	3	0	3	0	9	0	9	0	6	0	6	18
Total	0	0	0	0	0	19	0	19	0	41	1	42	0	21	0	21	82
09:00 AM	0	0	0	0	0	3	0	3	0	5	0	5	0	7	0	7	15
09:15 AM	0	0	0	0	0	3	0	3	0	9	1	10	0	4	0	4	17
09:30 AM	0	1	1	2	0	5	0	5	0	9	0	9	0	5	0	5	21
09:45 AM	0	1	0	1	0	3	0	3	0	6	0	6	0	4	0	4	14
Total	0	2	1	3	0	14	0	14	0	29	1	30	0	20	0	20	67
Grand Total	0	2	1	3	0	52	0	52	0	115	3	118	1	61	0	62	235
Apprch %	0	66.7	33.3		0	100	0		0	97.5	2.5		1.6	98.4	0		
Total %	0	0.9	0.4	1.3	0	22.1	0	22.1	0	48.9	1.3	50.2	0.4	26	0	26.4	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	6	0	6	0	11	0	11	**1**	**6**	0	**7**	24
07:45 AM	0	0	0	0	0	4	0	4	0	9	0	9	0	5	0	5	18
08:00 AM	0	0	0	0	0	**9**	0	**9**	0	11	0	11	0	6	0	6	**26**
08:15 AM	0	0	0	0	0	3	0	3	0	**13**	0	**13**	0	4	0	4	20
Total Volume	0	0	0	0	0	22	0	22	0	44	0	44	1	21	0	22	88
% App. Total	0	0	0		0	100	0		0	100	0		4.5	95.5	0		
PHF	.000	.000	.000	.000	.000	.611	.000	.611	.000	.846	.000	.846	.250	.875	.000	.786	.846

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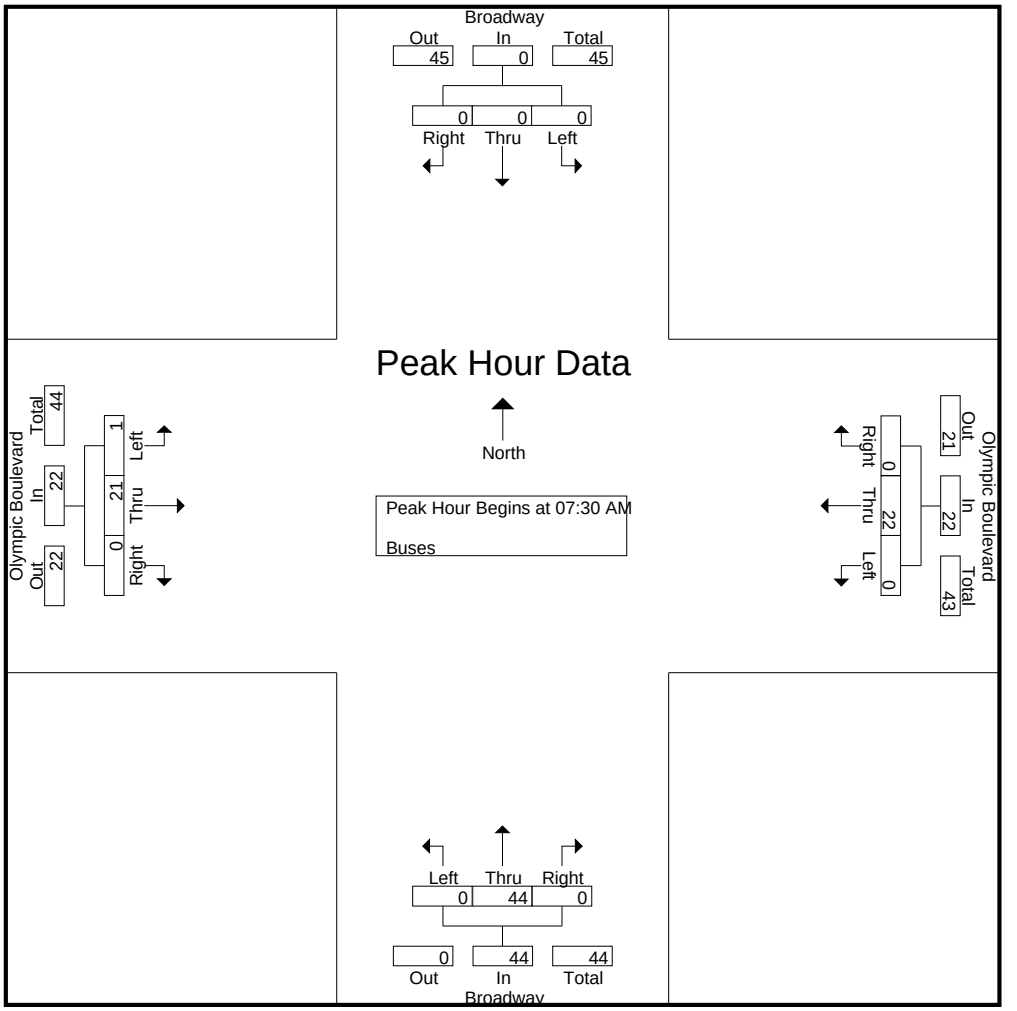

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	11	0	11	**1**	**6**	0	**7**
+15 mins.	0	0	0	0	0	4	0	4	0	9	0	9	0	5	0	5
+30 mins.	0	0	0	0	0	**9**	0	**9**	0	11	0	11	0	6	0	6
+45 mins.	0	0	0	0	0	3	0	3	0	**13**	0	**13**	0	4	0	4
Total Volume	0	0	0	0	0	22	0	22	0	44	0	44	1	21	0	22
% App. Total	0	0	0		0	100	0		0	100	0		4.5	95.5	0	
PHF	.000	.000	.000	.000	.000	.611	.000	.611	.000	.846	.000	.846	.250	.875	.000	.786

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	82	34	116	18	139	12	169	14	73	11	98	14	132	27	173	556
03:15 PM	0	108	41	149	15	150	16	181	17	89	8	114	20	129	30	179	623
03:30 PM	1	92	31	124	11	136	10	157	16	90	28	134	12	162	28	202	617
03:45 PM	0	108	31	139	13	142	13	168	6	96	13	115	8	162	27	197	619
Total	1	390	137	528	57	567	51	675	53	348	60	461	54	585	112	751	2415
04:00 PM	0	115	28	143	17	156	21	194	16	165	31	212	9	166	35	210	759
04:15 PM	1	125	30	156	15	168	14	197	13	141	32	186	14	171	35	220	759
04:30 PM	5	115	21	141	12	172	11	195	18	134	36	188	11	168	31	210	734
04:45 PM	0	116	33	149	10	147	10	167	12	135	32	179	26	172	34	232	727
Total	6	471	112	589	54	643	56	753	59	575	131	765	60	677	135	872	2979
05:00 PM	0	109	29	138	20	169	23	212	15	141	28	184	20	159	35	214	748
05:15 PM	0	125	32	157	8	109	5	122	20	156	25	201	16	201	46	263	743
05:30 PM	0	115	24	139	19	143	8	170	9	128	20	157	26	153	22	201	667
05:45 PM	1	130	18	149	11	109	13	133	13	167	13	193	20	152	31	203	678
Total	1	479	103	583	58	530	49	637	57	592	86	735	82	665	134	881	2836
Grand Total	8	1340	352	1700	169	1740	156	2065	169	1515	277	1961	196	1927	381	2504	8230
Apprch %	0.5	78.8	20.7		8.2	84.3	7.6		8.6	77.3	14.1		7.8	77	15.2		
Total %	0.1	16.3	4.3	20.7	2.1	21.1	1.9	25.1	2.1	18.4	3.4	23.8	2.4	23.4	4.6	30.4	
Passenger Vehicles	8	1304	340	1652	160	1649	151	1960	162	1404	266	1832	192	1839	375	2406	7850
% Passenger Vehicles	100	97.3	96.6	97.2	94.7	94.8	96.8	94.9	95.9	92.7	96	93.4	98	95.4	98.4	96.1	95.4
Dual Wheeled	0	29	12	41	7	33	4	44	5	14	6	25	4	49	5	58	168
% Dual Wheeled	0	2.2	3.4	2.4	4.1	1.9	2.6	2.1	3	0.9	2.2	1.3	2	2.5	1.3	2.3	2
Buses	0	7	0	7	2	58	1	61	2	97	5	104	0	39	1	40	212
% Buses	0	0.5	0	0.4	1.2	3.3	0.6	3	1.2	6.4	1.8	5.3	0	2	0.3	1.6	2.6

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 04:00 PM																	
04:00 PM	0	115	28	143	**17**	156	**21**	194	16	**165**	31	**212**	9	166	**35**	210	**759**
04:15 PM	1	**125**	30	**156**	15	168	14	**197**	13	141	32	186	14	171	35	220	759
04:30 PM	**5**	115	21	141	12	**172**	11	195	**18**	134	**36**	188	11	168	31	210	734
04:45 PM	0	116	**33**	149	10	147	10	167	12	135	32	179	**26**	**172**	34	**232**	727
Total Volume	6	471	112	589	54	643	56	753	59	575	131	765	60	677	135	872	2979
% App. Total	1	80	19		7.2	85.4	7.4		7.7	75.2	17.1		6.9	77.6	15.5		
PHF	.300	.942	.848	.944	.794	.935	.667	.956	.819	.871	.910	.902	.577	.984	.964	.940	.981

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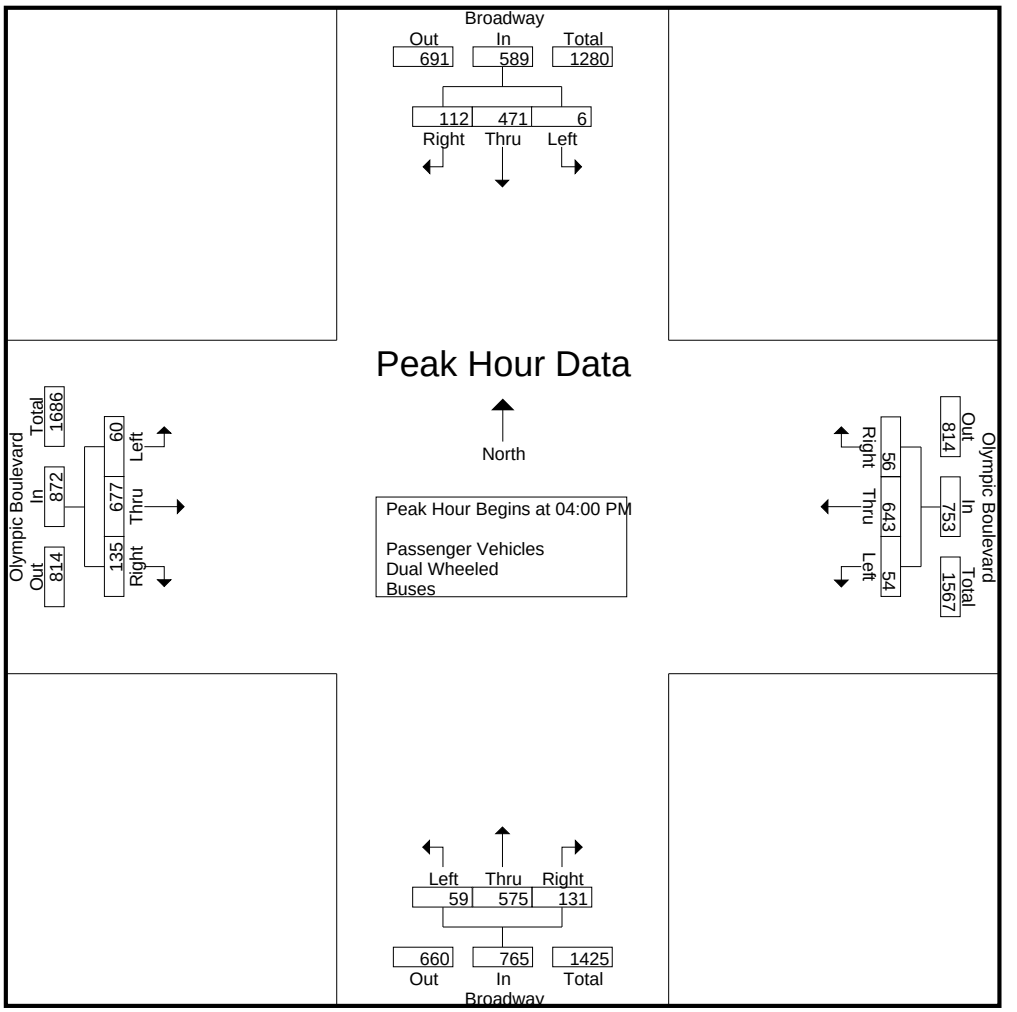

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	0	115	28	143	15	168	14	197	16	**165**	31	**212**	11	168	31	210
+15 mins.	1	**125**	30	**156**	12	**172**	11	195	13	141	32	186	**26**	172	34	232
+30 mins.	**5**	115	21	141	10	147	10	167	**18**	134	**36**	188	20	159	35	214
+45 mins.	0	116	**33**	149	**20**	169	**23**	**212**	12	135	32	179	16	**201**	**46**	**263**
Total Volume	6	471	112	589	57	656	58	771	59	575	131	765	73	700	146	919
% App. Total	1	80	19		7.4	85.1	7.5		7.7	75.2	17.1		7.9	76.2	15.9	
PHF	.300	.942	.848	.944	.713	.953	.630	.909	.819	.871	.910	.902	.702	.871	.793	.874

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Groups Printed- Passenger Vehicles

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	77	32	109	17	133	12	162	12	61	11	84	14	121	27	162	517
03:15 PM	0	105	40	145	14	142	15	171	16	78	8	102	19	121	29	169	587
03:30 PM	1	89	28	118	11	129	10	150	15	81	26	122	12	150	28	190	580
03:45 PM	0	105	31	136	11	133	13	157	6	87	13	106	7	152	23	182	581
Total	1	376	131	508	53	537	50	640	49	307	58	414	52	544	107	703	2265
04:00 PM	0	111	26	137	17	142	20	179	16	153	28	197	9	158	35	202	715
04:15 PM	1	123	29	153	15	154	14	183	13	131	29	173	14	163	35	212	721
04:30 PM	5	111	21	137	10	165	10	185	18	125	35	178	11	161	31	203	703
04:45 PM	0	112	33	145	9	143	9	161	10	124	31	165	25	167	33	225	696
Total	6	457	109	572	51	604	53	708	57	533	123	713	59	649	134	842	2835
05:00 PM	0	108	28	136	20	161	22	203	14	134	27	175	20	154	35	209	723
05:15 PM	0	123	32	155	7	102	5	114	20	149	25	194	16	196	46	258	721
05:30 PM	0	113	22	135	18	141	8	167	9	119	20	148	25	147	22	194	644
05:45 PM	1	127	18	146	11	104	13	128	13	162	13	188	20	149	31	200	662
Total	1	471	100	572	56	508	48	612	56	564	85	705	81	646	134	861	2750
Grand Total	8	1304	340	1652	160	1649	151	1960	162	1404	266	1832	192	1839	375	2406	7850
Apprch %	0.5	78.9	20.6		8.2	84.1	7.7		8.8	76.6	14.5		8	76.4	15.6		
Total %	0.1	16.6	4.3	21	2	21	1.9	25	2.1	17.9	3.4	23.3	2.4	23.4	4.8	30.6	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	111	26	137	**17**	142	**20**	179	16	**153**	28	**197**	9	158	**35**	202	715
04:15 PM	1	**123**	29	**153**	15	154	14	183	13	131	29	173	14	163	35	212	**721**
04:30 PM	**5**	111	21	137	10	**165**	10	**185**	**18**	125	**35**	178	11	161	31	203	703
04:45 PM	0	112	**33**	145	9	143	9	161	10	124	31	165	**25**	**167**	33	**225**	696
Total Volume	6	457	109	572	51	604	53	708	57	533	123	713	59	649	134	842	2835
% App. Total	1	79.9	19.1		7.2	85.3	7.5		8	74.8	17.3		7	77.1	15.9		
PHF	.300	.929	.826	.935	.750	.915	.663	.957	.792	.871	.879	.905	.590	.972	.957	.936	.983

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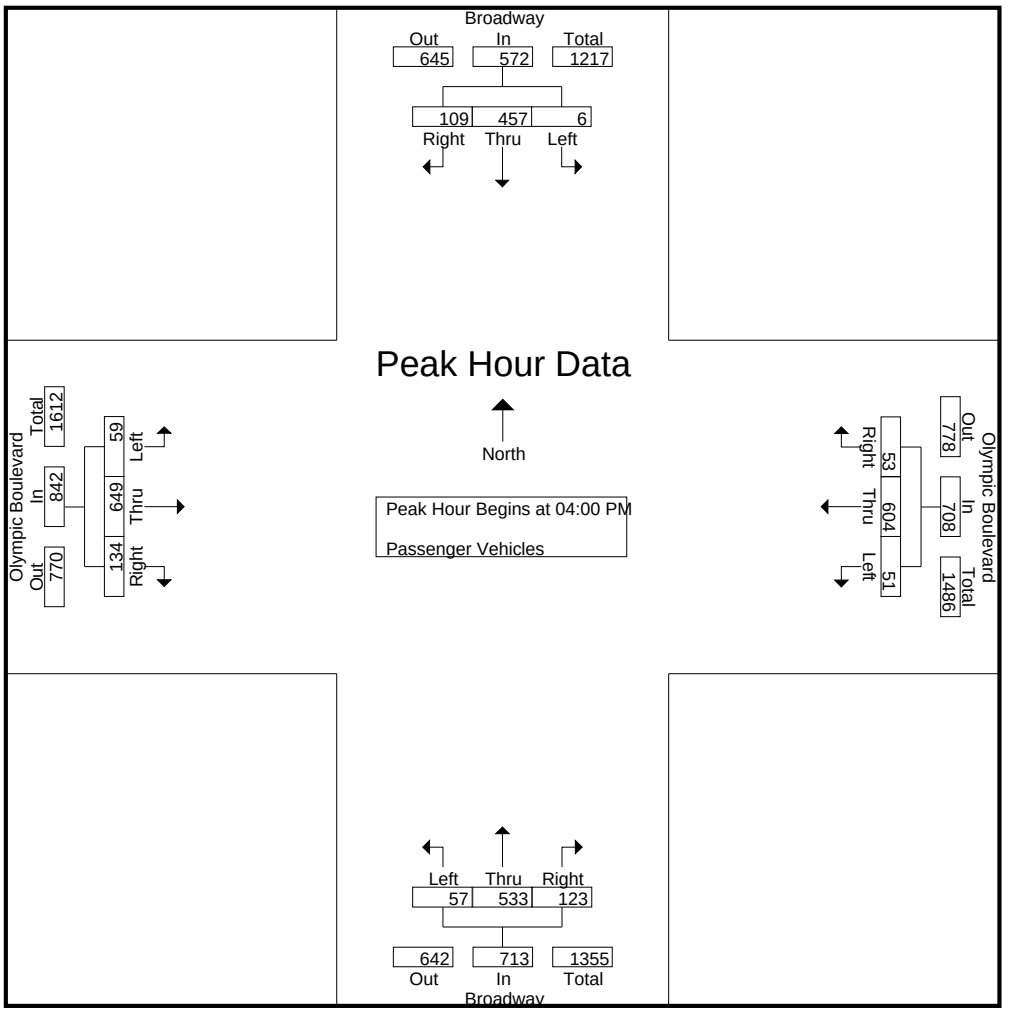

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	111	26	137	**17**	142	**20**	179	16	**153**	28	**197**	9	158	**35**	202
+15 mins.	1	**123**	29	**153**	15	154	14	183	13	131	29	173	14	163	35	212
+30 mins.	**5**	111	21	137	10	**165**	10	**185**	**18**	125	**35**	178	11	161	31	203
+45 mins.	0	112	**33**	145	9	143	9	161	10	124	31	165	**25**	**167**	33	**225**
Total Volume	6	457	109	572	51	604	53	708	57	533	123	713	59	649	134	842
% App. Total	1	79.9	19.1		7.2	85.3	7.5		8	74.8	17.3		7	77.1	15.9	
PHF	.300	.929	.826	.935	.750	.915	.663	.957	.792	.871	.879	.905	.590	.972	.957	.936

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Groups Printed- Dual Wheeled

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	3	2	5	1	2	0	3	2	3	0	5	0	7	0	7	20
03:15 PM	0	3	1	4	1	2	1	4	1	1	0	2	1	4	1	6	16
03:30 PM	0	3	3	6	0	3	0	3	1	1	2	4	0	9	0	9	22
03:45 PM	0	2	0	2	2	5	0	7	0	1	0	1	1	7	3	11	21
Total	0	11	6	17	4	12	1	17	4	6	2	12	2	27	4	33	79
04:00 PM	0	3	2	5	0	6	1	7	0	3	0	3	0	5	0	5	20
04:15 PM	0	1	1	2	0	4	0	4	0	0	1	1	0	4	0	4	11
04:30 PM	0	4	0	4	1	3	1	5	0	1	1	2	0	3	0	3	14
04:45 PM	0	3	0	3	1	1	1	3	0	1	1	2	1	2	1	4	12
Total	0	11	3	14	2	14	3	19	0	5	3	8	1	14	1	16	57
05:00 PM	0	1	1	2	0	2	0	2	1	1	1	3	0	2	0	2	9
05:15 PM	0	2	0	2	1	2	0	3	0	1	0	1	0	2	0	2	8
05:30 PM	0	1	2	3	0	2	0	2	0	1	0	1	1	2	0	3	9
05:45 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	2	0	2	6
Total	0	7	3	10	1	7	0	8	1	3	1	5	1	8	0	9	32
Grand Total	0	29	12	41	7	33	4	44	5	14	6	25	4	49	5	58	168
Apprch %	0	70.7	29.3		15.9	75	9.1		20	56	24		6.9	84.5	8.6		
Total %	0	17.3	7.1	24.4	4.2	19.6	2.4	26.2	3	8.3	3.6	14.9	2.4	29.2	3	34.5	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	**2**	**5**	0	**6**	**1**	**7**	0	**3**	0	**3**	0	**5**	0	**5**	**20**
04:15 PM	0	1	1	2	0	4	0	4	0	0	**1**	1	0	4	0	4	11
04:30 PM	0	**4**	0	4	**1**	3	1	5	0	1	1	2	0	3	0	3	14
04:45 PM	0	3	0	3	1	1	1	3	0	1	1	2	**1**	2	**1**	4	12
Total Volume	0	11	3	14	2	14	3	19	0	5	3	8	1	14	1	16	57
% App. Total	0	78.6	21.4		10.5	73.7	15.8		0	62.5	37.5		6.2	87.5	6.2		
PHF	.000	.688	.375	.700	.500	.583	.750	.679	.000	.417	.750	.667	.250	.700	.250	.800	.713

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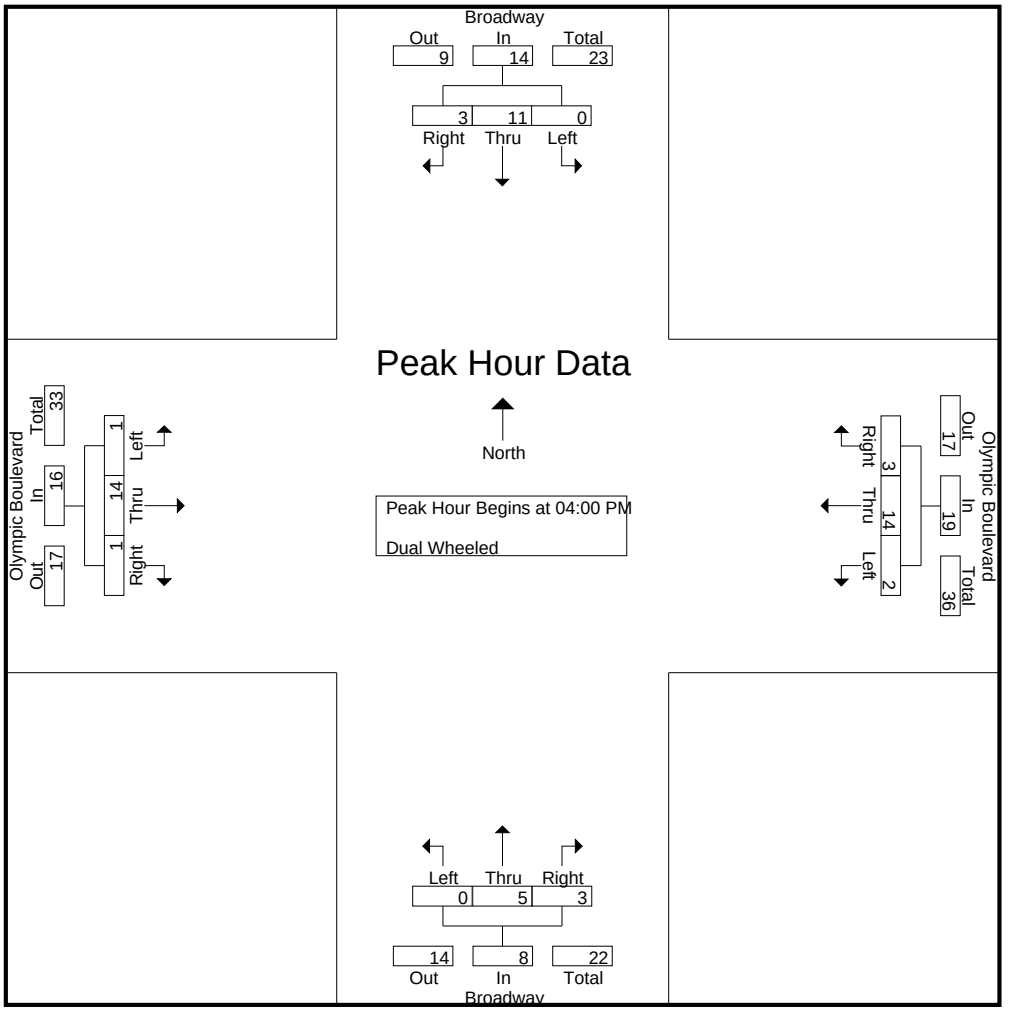
City of Los Angeles
N/S: Broadway
E/W: Olympic Boulevard
Weather: Clear

File Name : LACBROLPM
Site Code : 16615
Start Date : 11/15/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	**2**	**5**	0	**6**	**1**	**7**	0	**3**	0	**3**	0	**5**	0	**5**
+15 mins.	0	1	1	2	0	4	0	4	0	0	**1**	1	0	4	0	4
+30 mins.	0	**4**	0	4	**1**	3	1	5	0	1	1	2	0	3	0	3
+45 mins.	0	3	0	3	1	1	1	3	0	1	1	2	**1**	2	**1**	4
Total Volume	0	11	3	14	2	14	3	19	0	5	3	8	1	14	1	16
% App. Total	0	78.6	21.4		10.5	73.7	15.8		0	62.5	37.5		6.2	87.5	6.2	
PHF	.000	.688	.375	.700	.500	.583	.750	.679	.000	.417	.750	.667	.250	.700	.250	.800

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File Name : LACBROLPM
Site Code : 16615
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Groups Printed- Buses

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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	2	0	2	0	4	0	4	0	9	0	9	0	4	0	4	19
03:15 PM	0	0	0	0	0	6	0	6	0	10	0	10	0	4	0	4	20
03:30 PM	0	0	0	0	0	4	0	4	0	8	0	8	0	3	0	3	15
03:45 PM	0	1	0	1	0	4	0	4	0	8	0	8	0	3	1	4	17
Total	0	3	0	3	0	18	0	18	0	35	0	35	0	14	1	15	71
04:00 PM	0	1	0	1	0	8	0	8	0	9	3	12	0	3	0	3	24
04:15 PM	0	1	0	1	0	10	0	10	0	10	2	12	0	4	0	4	27
04:30 PM	0	0	0	0	1	4	0	5	0	8	0	8	0	4	0	4	17
04:45 PM	0	1	0	1	0	3	0	3	2	10	0	12	0	3	0	3	19
Total	0	3	0	3	1	25	0	26	2	37	5	44	0	14	0	14	87
05:00 PM	0	0	0	0	0	6	1	7	0	6	0	6	0	3	0	3	16
05:15 PM	0	0	0	0	0	5	0	5	0	6	0	6	0	3	0	3	14
05:30 PM	0	1	0	1	1	0	0	1	0	8	0	8	0	4	0	4	14
05:45 PM	0	0	0	0	0	4	0	4	0	5	0	5	0	1	0	1	10
Total	0	1	0	1	1	15	1	17	0	25	0	25	0	11	0	11	54
Grand Total	0	7	0	7	2	58	1	61	2	97	5	104	0	39	1	40	212
Apprch %	0	100	0		3.3	95.1	1.6		1.9	93.3	4.8		0	97.5	2.5		
Total %	0	3.3	0	3.3	0.9	27.4	0.5	28.8	0.9	45.8	2.4	49.1	0	18.4	0.5	18.9	

	Broadway Southbound				Olympic Boulevard Westbound				Broadway Northbound				Olympic Boulevard 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	8	0	8	0	9	**3**	**12**	0	3	0	3	24
04:15 PM	0	1	0	1	0	**10**	0	**10**	0	**10**	2	12	0	**4**	0	**4**	**27**
04:30 PM	0	0	0	0	**1**	4	0	5	0	8	0	8	0	4	0	4	17
04:45 PM	0	1	0	1	0	3	0	3	**2**	10	0	12	0	3	0	3	19
Total Volume	0	3	0	3	1	25	0	26	2	37	5	44	0	14	0	14	87
% App. Total	0	100	0		3.8	96.2	0		4.5	84.1	11.4		0	100	0		
PHF	.000	.750	.000	.750	.250	.625	.000	.650	.250	.925	.417	.917	.000	.875	.000	.875	.806

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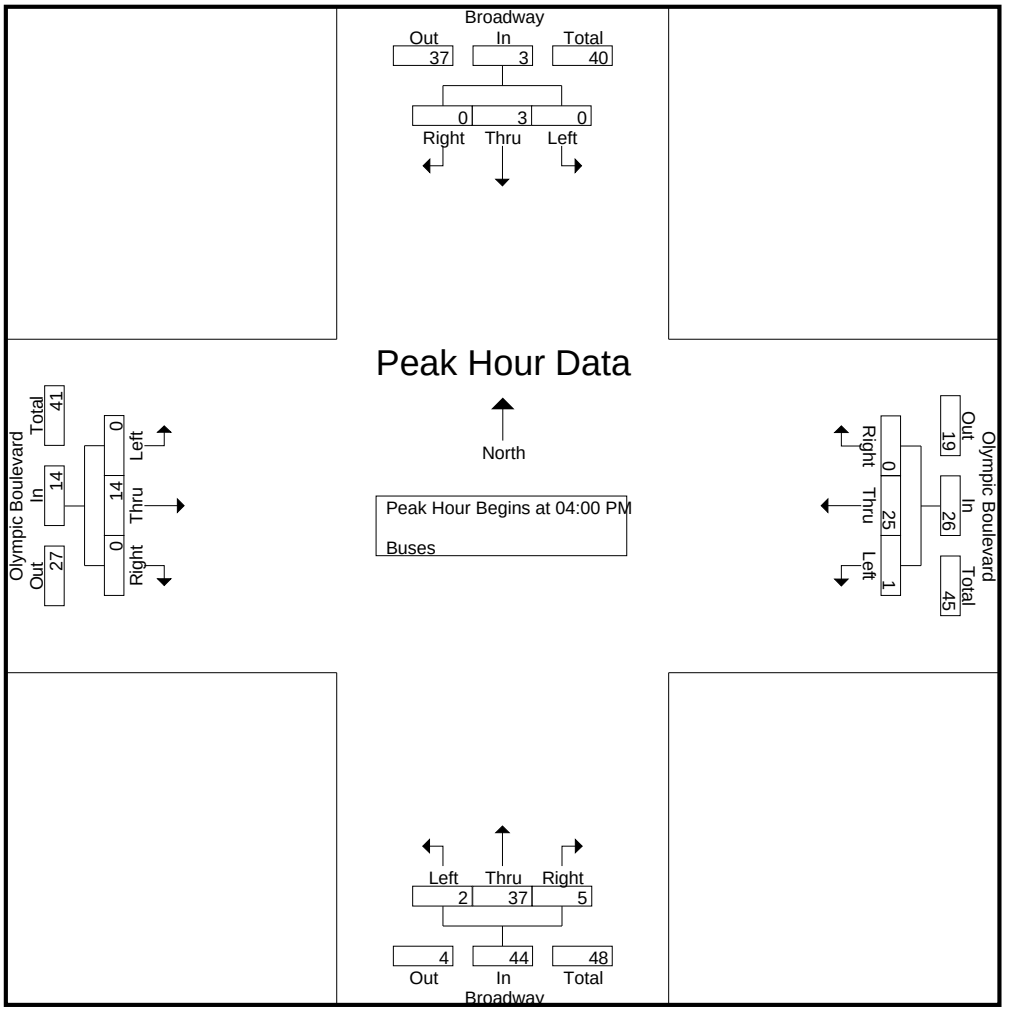

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	8	0	8	0	9	**3**	**12**	0	3	0	3
+15 mins.	0	1	0	1	0	**10**	0	**10**	0	**10**	2	12	0	**4**	0	**4**
+30 mins.	0	0	0	0	**1**	4	0	5	0	8	0	8	0	4	0	4
+45 mins.	0	1	0	1	0	3	0	3	**2**	10	0	12	0	3	0	3
Total Volume	0	3	0	3	1	25	0	26	2	37	5	44	0	14	0	14
% App. Total	0	100	0		3.8	96.2	0		4.5	84.1	11.4		0	100	0	
PHF	.000	.750	.000	.750	.250	.625	.000	.650	.250	.925	.417	.917	.000	.875	.000	.875

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Broadway

East/West Olympic Boulevard

Day: Tuesday **Date:** November 15, 2016 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8730

	N/B	S/B	E/B	W/B
DUAL-WHEELED	75	78	112	135
BIKES	71	81	57	63
BUSES	222	10	102	113

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	155	7.15	112	9.15	226	8.15	194	8.00
PM PK 15 MIN	212	4.00	157	5.15	263	5.15	212	5.00
AM PK HOUR	616	7.15	390	9.00	786	7.30	696	8.00
PM PK HOUR	765	4.00	589	4.00	919	4.30	771	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	508	42	597
8-9	34	449	59	542
9-10	62	383	125	570
3-4	53	348	60	461
4-5	59	575	131	765
5-6	57	592	86	735
TOTAL	312	2855	503	3670

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	180	72	253
8-9	1	213	106	320
9-10	0	252	138	390
3-4	1	390	137	528
4-5	6	471	112	589
5-6	1	479	103	583
TOTAL	10	1985	668	2663

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
850	34	5	30	1
862	31	0	63	1
960	40	0	54	0
989	44	7	61	4
1354	41	8	68	3
1318	60	0	64	0
6333	250	20	340	9

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	495	53	580
8-9	38	631	50	719
9-10	47	533	76	656
3-4	54	585	112	751
4-5	60	677	135	872
5-6	82	665	134	881
TOTAL	313	3586	560	4459

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	560	29	638
8-9	34	617	45	696
9-10	62	512	45	619
3-4	57	567	51	675
4-5	54	643	56	753
5-6	58	530	49	637
TOTAL	314	3429	275	4018

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1218	70	16	34	1
1415	96	2	43	0
1275	82	6	36	0
1426	81	14	35	2
1625	82	8	43	4
1518	109	0	53	2
8477	520	46	244	9

(Rev Oct 06)

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City of Los Angeles
N/S: Broadway
E/W: 11th Street
Weather: Clear

File Name : LACBR11AM
Site Code : 16615
Start Date : 11/15/2016

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	59	7	66	16	25	8	49	19	136	0	155	0	0	0	0	270
07:15 AM	0	59	1	60	19	28	3	50	12	153	0	165	0	0	0	0	275
07:30 AM	0	67	2	69	15	27	5	47	11	154	0	165	0	0	0	0	281
07:45 AM	0	76	6	82	18	36	9	63	11	144	0	155	0	0	0	0	300
Total	0	261	16	277	68	116	25	209	53	587	0	640	0	0	0	0	1126
08:00 AM	0	64	4	68	9	42	3	54	15	152	0	167	0	0	0	0	289
08:15 AM	0	64	7	71	10	37	7	54	8	146	0	154	0	0	0	0	279
08:30 AM	0	56	7	63	16	36	7	59	17	124	0	141	0	0	0	0	263
08:45 AM	0	69	10	79	13	50	4	67	9	104	0	113	0	0	0	0	259
Total	0	253	28	281	48	165	21	234	49	526	0	575	0	0	0	0	1090
09:00 AM	0	85	8	93	11	54	7	72	18	138	0	156	0	0	0	0	321
09:15 AM	0	84	10	94	16	35	21	72	12	135	0	147	0	0	0	0	313
09:30 AM	0	75	19	94	14	49	13	76	13	133	0	146	0	0	0	0	316
09:45 AM	0	82	15	97	13	50	16	79	16	121	0	137	0	0	0	0	313
Total	0	326	52	378	54	188	57	299	59	527	0	586	0	0	0	0	1263
Grand Total	0	840	96	936	170	469	103	742	161	1640	0	1801	0	0	0	0	3479
Apprch %	0	89.7	10.3		22.9	63.2	13.9		8.9	91.1	0		0	0	0		
Total %	0	24.1	2.8	26.9	4.9	13.5	3	21.3	4.6	47.1	0	51.8	0	0	0	0	
Passenger Vehicles	0	817	89	906	113	442	92	647	154	1479	0	1633	0	0	0	0	3186
% Passenger Vehicles	0	97.3	92.7	96.8	66.5	94.2	89.3	87.2	95.7	90.2	0	90.7	0	0	0	0	91.6
Dual Wheeled	0	23	5	28	10	22	11	43	7	43	0	50	0	0	0	0	121
% Dual Wheeled	0	2.7	5.2	3	5.9	4.7	10.7	5.8	4.3	2.6	0	2.8	0	0	0	0	3.5
Buses	0	0	2	2	47	5	0	52	0	118	0	118	0	0	0	0	172
% Buses	0	0	2.1	0.2	27.6	1.1	0	7	0	7.2	0	6.6	0	0	0	0	4.9

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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 09:00 AM																	
09:00 AM	0	**85**	8	93	11	**54**	7	72	**18**	**138**	0	**156**	0	0	0	0	**321**
09:15 AM	0	84	10	94	**16**	35	**21**	72	12	135	0	147	0	0	0	0	313
09:30 AM	0	75	**19**	94	14	49	13	76	13	133	0	146	0	0	0	0	316
09:45 AM	0	82	15	**97**	13	50	16	**79**	16	121	0	137	0	0	0	0	313
Total Volume	0	326	52	378	54	188	57	299	59	527	0	586	0	0	0	0	1263
% App. Total	0	86.2	13.8		18.1	62.9	19.1		10.1	89.9	0		0	0	0		
PHF	.000	.959	.684	.974	.844	.870	.679	.946	.819	.955	.000	.939	.000	.000	.000	.000	.984

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City of Los Angeles
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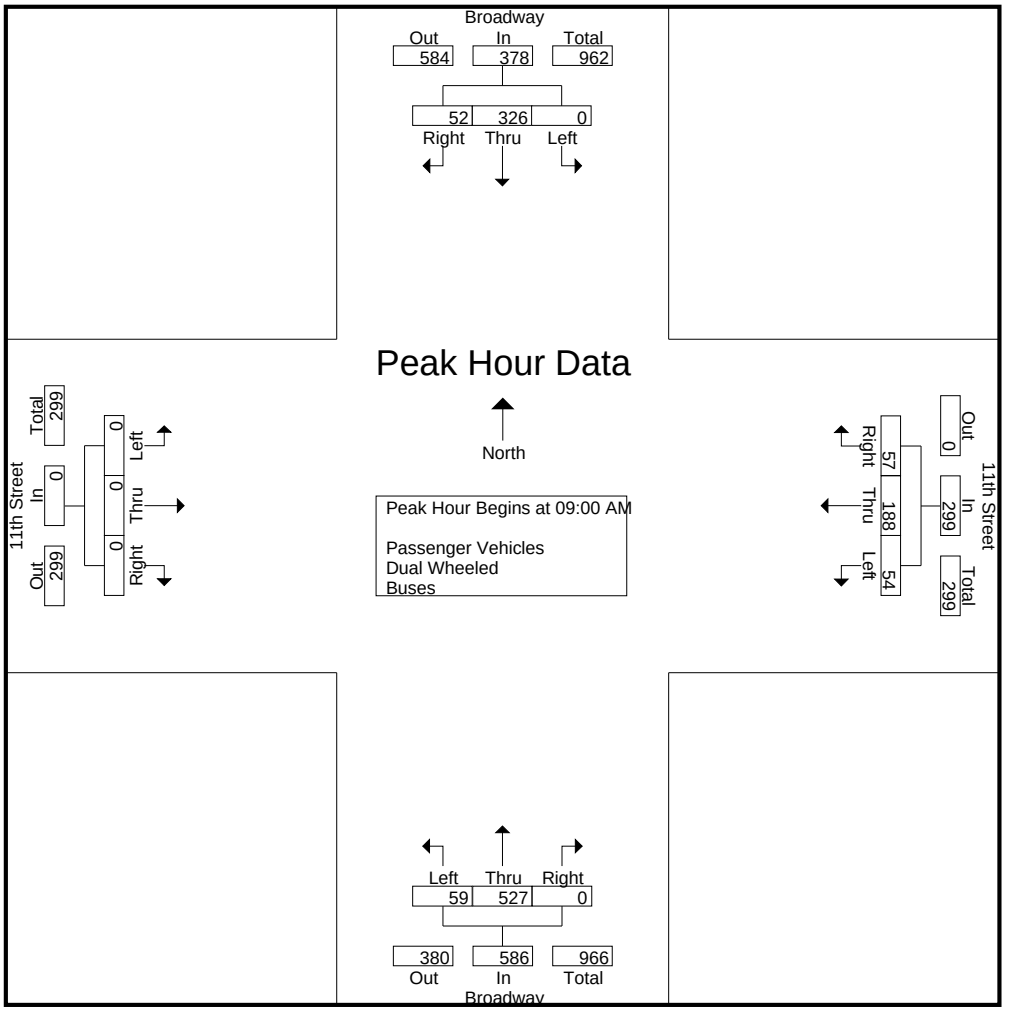

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	**85**	8	93	11	**54**	7	72	12	153	0	165	0	0	0	0
+15 mins.	0	84	10	94	**16**	35	**21**	72	11	**154**	0	165	0	0	0	0
+30 mins.	0	75	**19**	94	14	49	13	76	11	144	0	155	0	0	0	0
+45 mins.	0	82	15	**97**	13	50	16	**79**	**15**	152	0	**167**	0	0	0	0
Total Volume	0	326	52	378	54	188	57	299	49	603	0	652	0	0	0	0
% App. Total	0	86.2	13.8		18.1	62.9	19.1		7.5	92.5	0		0	0	0	
PHF	.000	.959	.684	.974	.844	.870	.679	.946	.817	.979	.000	.976	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	56	7	63	12	23	8	43	18	118	0	136	0	0	0	0	242
07:15 AM	0	57	1	58	12	26	2	40	10	139	0	149	0	0	0	0	247
07:30 AM	0	66	2	68	12	25	4	41	10	141	0	151	0	0	0	0	260
07:45 AM	0	75	6	81	11	34	7	52	11	129	0	140	0	0	0	0	273
Total	0	254	16	270	47	108	21	176	49	527	0	576	0	0	0	0	1022
08:00 AM	0	60	3	63	3	39	3	45	14	137	0	151	0	0	0	0	259
08:15 AM	0	64	6	70	7	35	6	48	8	129	0	137	0	0	0	0	255
08:30 AM	0	53	7	60	11	34	7	52	16	113	0	129	0	0	0	0	241
08:45 AM	0	69	8	77	8	46	4	58	9	90	0	99	0	0	0	0	234
Total	0	246	24	270	29	154	20	203	47	469	0	516	0	0	0	0	989
09:00 AM	0	80	8	88	6	49	7	62	17	130	0	147	0	0	0	0	297
09:15 AM	0	83	9	92	11	35	17	63	12	121	0	133	0	0	0	0	288
09:30 AM	0	72	19	91	11	48	12	71	13	122	0	135	0	0	0	0	297
09:45 AM	0	82	13	95	9	48	15	72	16	110	0	126	0	0	0	0	293
Total	0	317	49	366	37	180	51	268	58	483	0	541	0	0	0	0	1175
Grand Total	0	817	89	906	113	442	92	647	154	1479	0	1633	0	0	0	0	3186
Apprch %	0	90.2	9.8		17.5	68.3	14.2		9.4	90.6	0		0	0	0		
Total %	0	25.6	2.8	28.4	3.5	13.9	2.9	20.3	4.8	46.4	0	51.3	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	80	8	88	6	**49**	7	62	**17**	**130**	0	**147**	0	0	0	0	**297**
09:15 AM	0	**83**	9	92	**11**	35	**17**	63	12	121	0	133	0	0	0	0	288
09:30 AM	0	72	**19**	91	11	48	12	71	13	122	0	135	0	0	0	0	297
09:45 AM	0	82	13	**95**	9	48	15	**72**	16	110	0	126	0	0	0	0	293
Total Volume	0	317	49	366	37	180	51	268	58	483	0	541	0	0	0	0	1175
% App. Total	0	86.6	13.4		13.8	67.2	19		10.7	89.3	0		0	0	0		
PHF	.000	.955	.645	.963	.841	.918	.750	.931	.853	.929	.000	.920	.000	.000	.000	.000	.989

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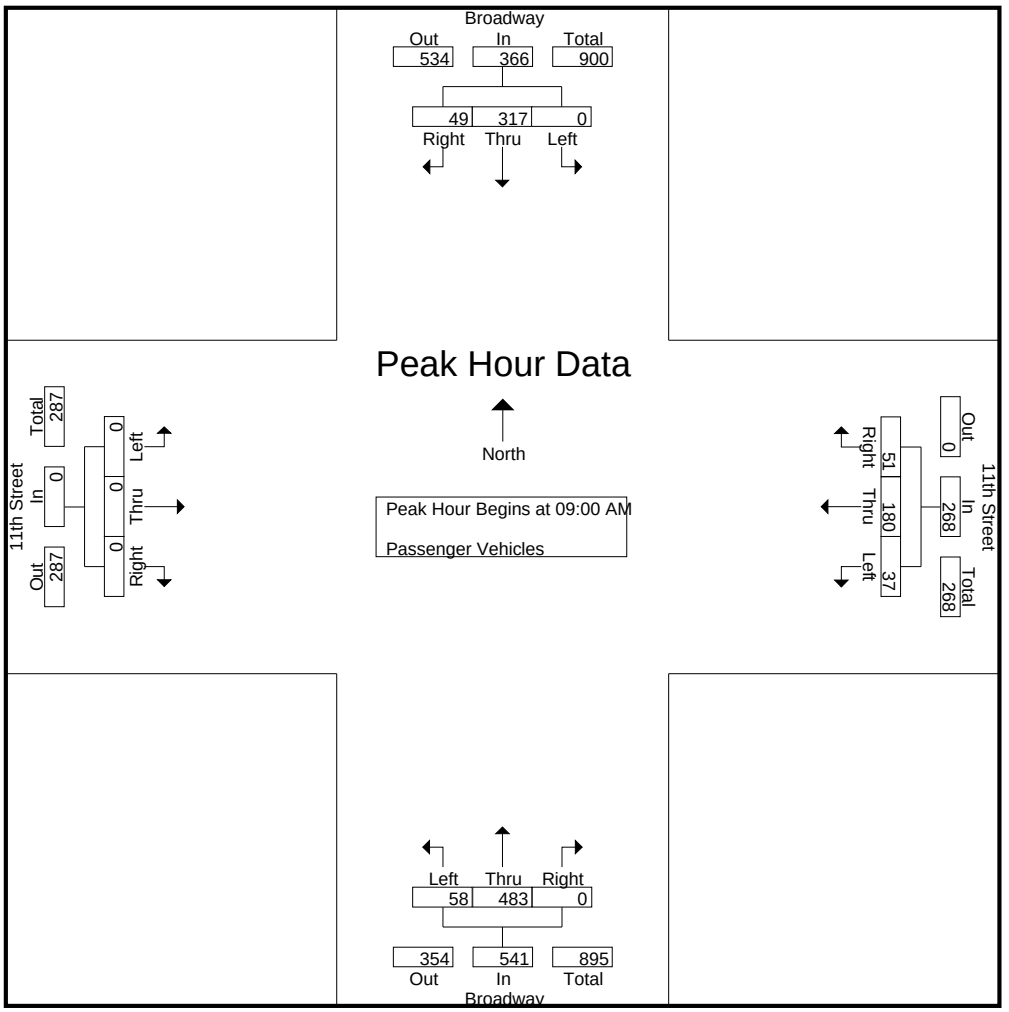

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	0	80	8	88	6	**49**	7	62	**17**	**130**	0	**147**	0	0	0	0
+15 mins.	0	**83**	9	92	**11**	35	**17**	63	12	121	0	133	0	0	0	0
+30 mins.	0	72	**19**	91	11	48	12	71	13	122	0	135	0	0	0	0
+45 mins.	0	82	13	**95**	9	48	15	**72**	16	110	0	126	0	0	0	0
Total Volume	0	317	49	366	37	180	51	268	58	483	0	541	0	0	0	0
% App. Total	0	86.6	13.4		13.8	67.2	19		10.7	89.3	0		0	0	0	
PHF	.000	.955	.645	.963	.841	.918	.750	.931	.853	.929	.000	.920	.000	.000	.000	.000

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File Name : LACBR11AM
Site Code : 16615
Start Date : 11/15/2016
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Groups Printed- Dual Wheeled

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	3	0	3	0	1	0	1	1	3	0	4	0	0	0	0	8
07:15 AM	0	2	0	2	3	2	1	6	2	3	0	5	0	0	0	0	13
07:30 AM	0	1	0	1	0	2	1	3	1	2	0	3	0	0	0	0	7
07:45 AM	0	1	0	1	2	1	2	5	0	5	0	5	0	0	0	0	11
Total	0	7	0	7	5	6	4	15	4	13	0	17	0	0	0	0	39
08:00 AM	0	4	1	5	1	3	0	4	1	5	0	6	0	0	0	0	15
08:15 AM	0	0	1	1	0	2	1	3	0	4	0	4	0	0	0	0	8
08:30 AM	0	3	0	3	0	1	0	1	1	2	0	3	0	0	0	0	7
08:45 AM	0	0	2	2	3	3	0	6	0	4	0	4	0	0	0	0	12
Total	0	7	4	11	4	9	1	14	2	15	0	17	0	0	0	0	42
09:00 AM	0	5	0	5	0	4	0	4	1	4	0	5	0	0	0	0	14
09:15 AM	0	1	1	2	0	0	4	4	0	2	0	2	0	0	0	0	8
09:30 AM	0	3	0	3	0	1	1	2	0	5	0	5	0	0	0	0	10
09:45 AM	0	0	0	0	1	2	1	4	0	4	0	4	0	0	0	0	8
Total	0	9	1	10	1	7	6	14	1	15	0	16	0	0	0	0	40
Grand Total	0	23	5	28	10	22	11	43	7	43	0	50	0	0	0	0	121
Apprch %	0	82.1	17.9		23.3	51.2	25.6		14	86	0		0	0	0		
Total %	0	19	4.1	23.1	8.3	18.2	9.1	35.5	5.8	35.5	0	41.3	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**5**	0	**5**	0	**4**	0	**4**	**1**	4	0	**5**	0	0	0	0	**14**
09:15 AM	0	1	**1**	2	0	0	**4**	4	0	2	0	2	0	0	0	0	8
09:30 AM	0	3	0	3	0	1	1	2	0	**5**	0	5	0	0	0	0	10
09:45 AM	0	0	0	0	**1**	2	1	4	0	4	0	4	0	0	0	0	8
Total Volume	0	9	1	10	1	7	6	14	1	15	0	16	0	0	0	0	40
% App. Total	0	90	10		7.1	50	42.9		6.2	93.8	0		0	0	0		
PHF	.000	.450	.250	.500	.250	.438	.375	.875	.250	.750	.000	.800	.000	.000	.000	.000	.714

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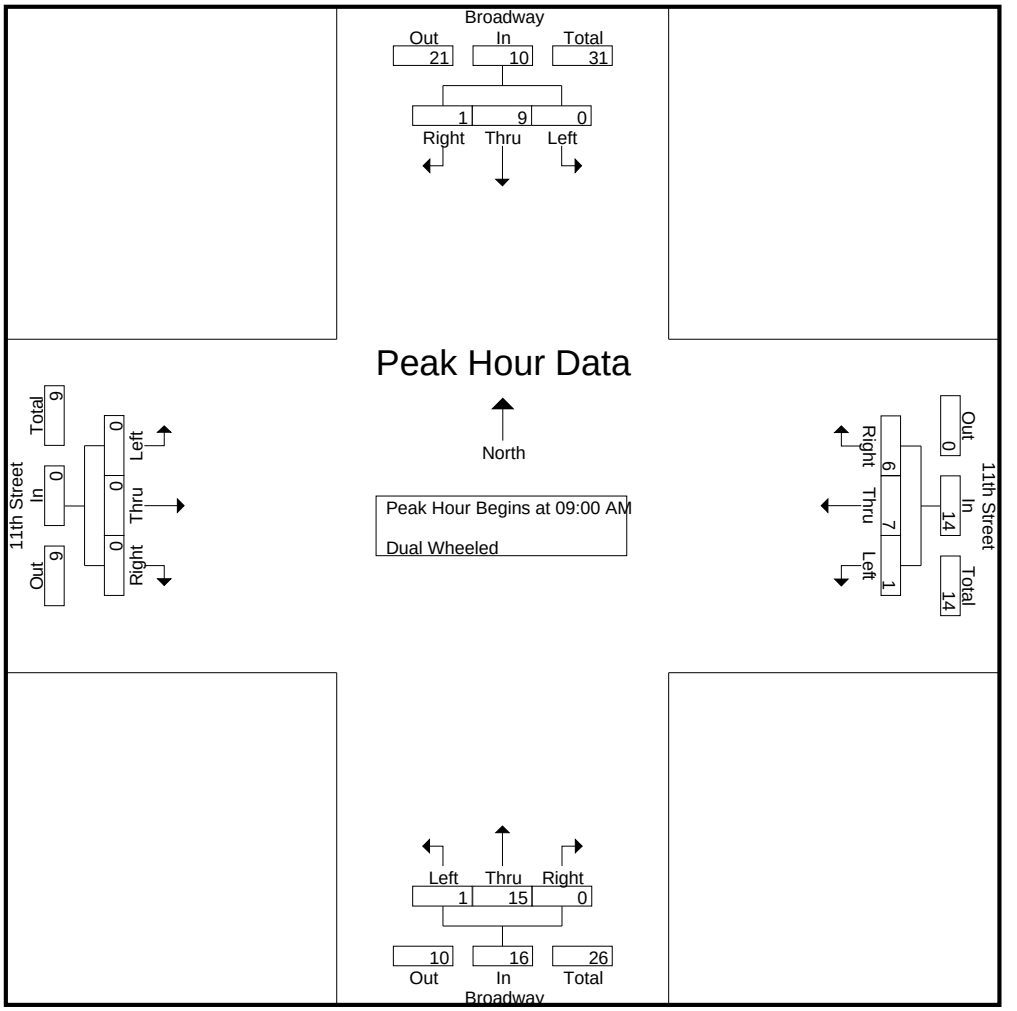

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	0	**5**	0	**5**	0	**4**	0	**4**	**1**	4	0	**5**	0	0	0	0
+15 mins.	0	1	**1**	2	0	0	**4**	4	0	2	0	2	0	0	0	0
+30 mins.	0	3	0	3	0	1	1	2	0	**5**	0	5	0	0	0	0
+45 mins.	0	0	0	0	**1**	2	1	4	0	4	0	4	0	0	0	0
Total Volume	0	9	1	10	1	7	6	14	1	15	0	16	0	0	0	0
% App. Total	0	90	10		7.1	50	42.9		6.2	93.8	0		0	0	0	
PHF	.000	.450	.250	.500	.250	.438	.375	.875	.250	.750	.000	.800	.000	.000	.000	.000

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Groups Printed- Buses

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	4	1	0	5	0	15	0	15	0	0	0	0	20
07:15 AM	0	0	0	0	4	0	0	4	0	11	0	11	0	0	0	0	15
07:30 AM	0	0	0	0	3	0	0	3	0	11	0	11	0	0	0	0	14
07:45 AM	0	0	0	0	5	1	0	6	0	10	0	10	0	0	0	0	16
Total	0	0	0	0	16	2	0	18	0	47	0	47	0	0	0	0	65
08:00 AM	0	0	0	0	5	0	0	5	0	10	0	10	0	0	0	0	15
08:15 AM	0	0	0	0	3	0	0	3	0	13	0	13	0	0	0	0	16
08:30 AM	0	0	0	0	5	1	0	6	0	9	0	9	0	0	0	0	15
08:45 AM	0	0	0	0	2	1	0	3	0	10	0	10	0	0	0	0	13
Total	0	0	0	0	15	2	0	17	0	42	0	42	0	0	0	0	59
09:00 AM	0	0	0	0	5	1	0	6	0	4	0	4	0	0	0	0	10
09:15 AM	0	0	0	0	5	0	0	5	0	12	0	12	0	0	0	0	17
09:30 AM	0	0	0	0	3	0	0	3	0	6	0	6	0	0	0	0	9
09:45 AM	0	0	2	2	3	0	0	3	0	7	0	7	0	0	0	0	12
Total	0	0	2	2	16	1	0	17	0	29	0	29	0	0	0	0	48
Grand Total	0	0	2	2	47	5	0	52	0	118	0	118	0	0	0	0	172
Apprch %	0	0	100		90.4	9.6	0		0	100	0		0	0	0		
Total %	0	0	1.2	1.2	27.3	2.9	0	30.2	0	68.6	0	68.6	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**5**	**1**	0	**6**	0	4	0	4	0	0	0	0	10
09:15 AM	0	0	0	0	5	0	0	5	0	**12**	0	**12**	0	0	0	0	**17**
09:30 AM	0	0	0	0	3	0	0	3	0	6	0	6	0	0	0	0	9
09:45 AM	0	0	**2**	**2**	3	0	0	3	0	7	0	7	0	0	0	0	12
Total Volume	0	0	2	2	16	1	0	17	0	29	0	29	0	0	0	0	48
% App. Total	0	0	100		94.1	5.9	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.800	.250	.000	.708	.000	.604	.000	.604	.000	.000	.000	.000	.706

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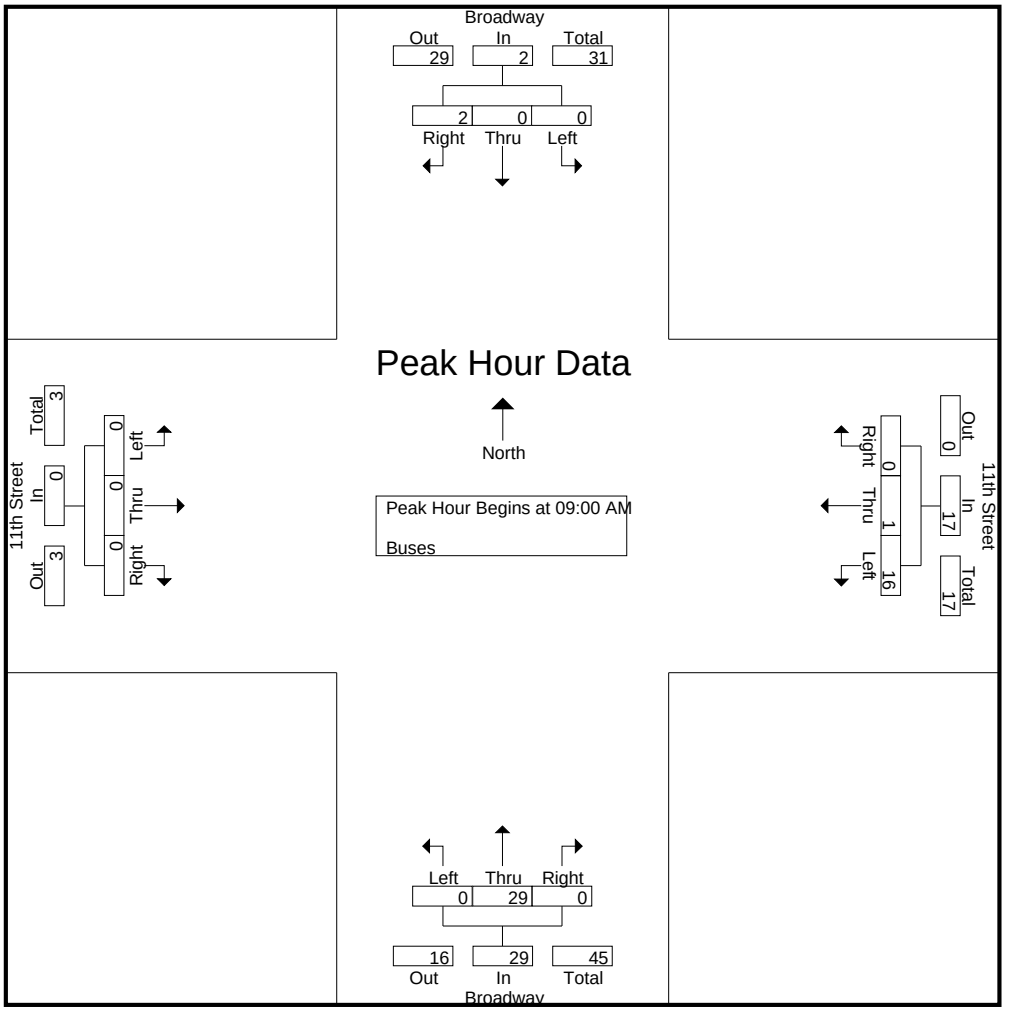

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	0	0	0	0	**5**	**1**	0	**6**	0	4	0	4	0	0	0	0
+15 mins.	0	0	0	0	5	0	0	5	0	**12**	0	**12**	0	0	0	0
+30 mins.	0	0	0	0	3	0	0	3	0	6	0	6	0	0	0	0
+45 mins.	0	0	**2**	**2**	3	0	0	3	0	7	0	7	0	0	0	0
Total Volume	0	0	2	2	16	1	0	17	0	29	0	29	0	0	0	0
% App. Total	0	0	100		94.1	5.9	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.800	.250	.000	.708	.000	.604	.000	.604	.000	.000	.000	.000

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File Name : LACBR11PM
Site Code : 16615
Start Date : 11/15/2016

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	110	5	115	16	42	8	66	10	92	0	102	0	0	0	0	283
03:15 PM	0	150	9	159	11	40	5	56	18	106	0	124	0	0	0	0	339
03:30 PM	0	128	10	138	21	47	9	77	18	118	0	136	0	0	0	0	351
03:45 PM	0	130	11	141	16	45	6	67	15	109	0	124	0	0	0	0	332
Total	0	518	35	553	64	174	28	266	61	425	0	486	0	0	0	0	1305
04:00 PM	0	147	22	169	14	43	3	60	12	212	0	224	0	0	0	0	453
04:15 PM	0	157	13	170	18	47	7	72	15	171	0	186	0	0	0	0	428
04:30 PM	0	152	17	169	17	53	12	82	13	176	0	189	0	0	0	0	440
04:45 PM	0	148	20	168	23	73	10	106	13	174	0	187	0	0	0	0	461
Total	0	604	72	676	72	216	32	320	53	733	0	786	0	0	0	0	1782
05:00 PM	0	142	26	168	22	100	16	138	24	165	0	189	0	0	0	0	495
05:15 PM	0	166	16	182	26	125	13	164	28	187	0	215	0	0	0	0	561
05:30 PM	0	136	20	156	27	164	9	200	35	142	0	177	0	0	0	0	533
05:45 PM	0	141	23	164	16	205	9	230	22	187	0	209	0	0	0	0	603
Total	0	585	85	670	91	594	47	732	109	681	0	790	0	0	0	0	2192
Grand Total	0	1707	192	1899	227	984	107	1318	223	1839	0	2062	0	0	0	0	5279
Apprch %	0	89.9	10.1		17.2	74.7	8.1		10.8	89.2	0		0	0	0		
Total %	0	32.3	3.6	36	4.3	18.6	2	25	4.2	34.8	0	39.1	0	0	0	0	
Passenger Vehicles	0	1666	184	1850	172	963	105	1240	220	1711	0	1931	0	0	0	0	5021
% Passenger Vehicles	0	97.6	95.8	97.4	75.8	97.9	98.1	94.1	98.7	93	0	93.6	0	0	0	0	95.1
Dual Wheeled	0	35	4	39	3	19	2	24	3	22	0	25	0	0	0	0	88
% Dual Wheeled	0	2.1	2.1	2.1	1.3	1.9	1.9	1.8	1.3	1.2	0	1.2	0	0	0	0	1.7
Buses	0	6	4	10	52	2	0	54	0	106	0	106	0	0	0	0	170
% Buses	0	0.4	2.1	0.5	22.9	0.2	0	4.1	0	5.8	0	5.1	0	0	0	0	3.2

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	0	142	**26**	168	22	100	**16**	138	24	165	0	189	0	0	0	0	495
05:15 PM	0	**166**	16	**182**	26	125	13	164	28	**187**	0	**215**	0	0	0	0	561
05:30 PM	0	136	20	156	**27**	164	9	200	**35**	142	0	177	0	0	0	0	533
05:45 PM	0	141	23	164	16	**205**	9	**230**	22	187	0	209	0	0	0	0	**603**
Total Volume	0	585	85	670	91	594	47	732	109	681	0	790	0	0	0	0	2192
% App. Total	0	87.3	12.7		12.4	81.1	6.4		13.8	86.2	0		0	0	0		
PHF	.000	.881	.817	.920	.843	.724	.734	.796	.779	.910	.000	.919	.000	.000	.000	.000	.909

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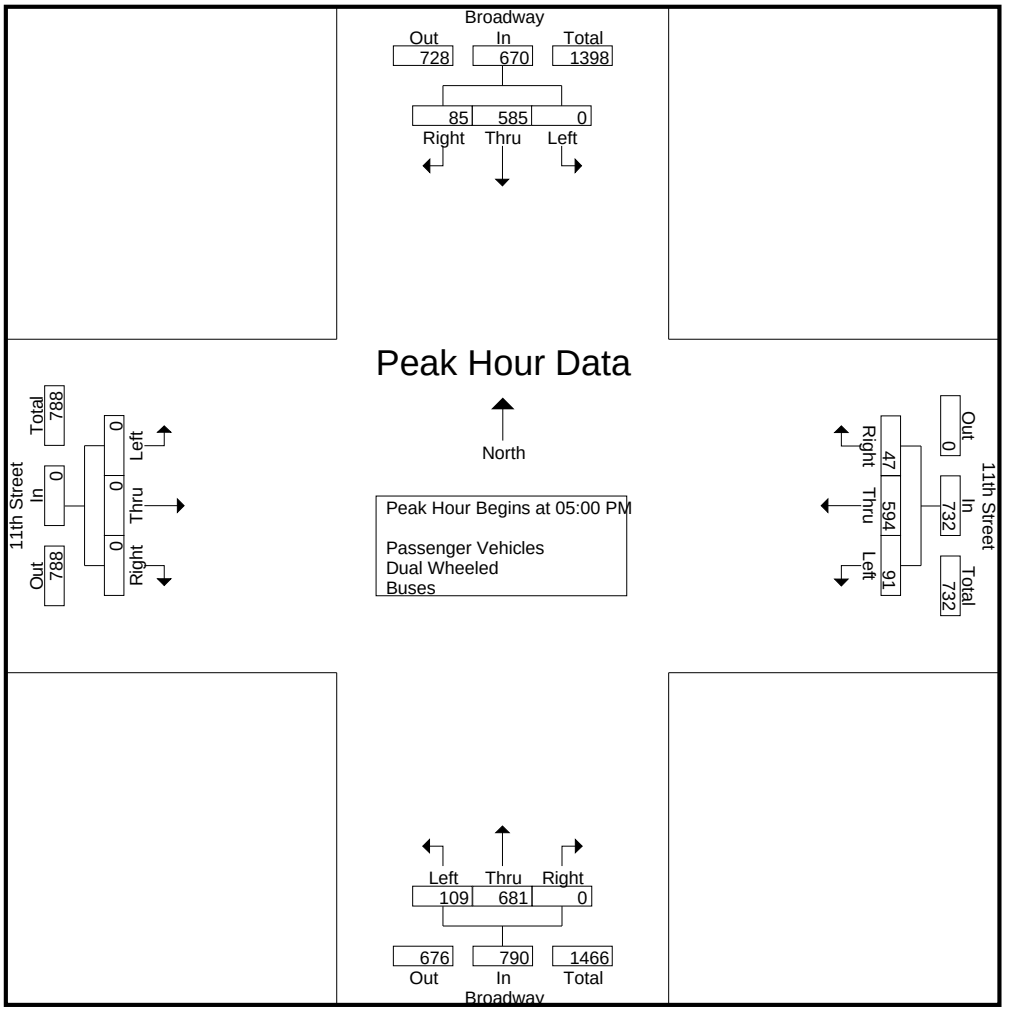

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				03:00 PM			
+0 mins.	0	152	17	169	22	100	**16**	138	24	165	0	189	0	0	0	0
+15 mins.	0	148	20	168	26	125	13	164	28	**187**	0	**215**	0	0	0	0
+30 mins.	0	142	**26**	168	**27**	164	9	200	**35**	142	0	177	0	0	0	0
+45 mins.	0	**166**	16	**182**	16	**205**	9	**230**	22	187	0	209	0	0	0	0
Total Volume	0	608	79	687	91	594	47	732	109	681	0	790	0	0	0	0
% App. Total	0	88.5	11.5		12.4	81.1	6.4		13.8	86.2	0		0	0	0	
PHF	.000	.916	.760	.944	.843	.724	.734	.796	.779	.910	.000	.919	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	107	5	112	12	41	8	61	9	77	0	86	0	0	0	0	259
03:15 PM	0	144	7	151	8	37	4	49	17	94	0	111	0	0	0	0	311
03:30 PM	0	126	10	136	14	47	9	70	18	108	0	126	0	0	0	0	332
03:45 PM	0	124	10	134	9	44	5	58	14	100	0	114	0	0	0	0	306
Total	0	501	32	533	43	169	26	238	58	379	0	437	0	0	0	0	1208
04:00 PM	0	143	21	164	9	42	3	54	12	197	0	209	0	0	0	0	427
04:15 PM	0	156	12	168	13	46	7	66	15	159	0	174	0	0	0	0	408
04:30 PM	0	146	17	163	14	53	12	79	13	165	0	178	0	0	0	0	420
04:45 PM	0	143	20	163	17	70	10	97	13	160	0	173	0	0	0	0	433
Total	0	588	70	658	53	211	32	296	53	681	0	734	0	0	0	0	1688
05:00 PM	0	141	26	167	18	96	16	130	24	158	0	182	0	0	0	0	479
05:15 PM	0	163	16	179	21	124	13	158	28	179	0	207	0	0	0	0	544
05:30 PM	0	135	18	153	24	160	9	193	35	134	0	169	0	0	0	0	515
05:45 PM	0	138	22	160	13	203	9	225	22	180	0	202	0	0	0	0	587
Total	0	577	82	659	76	583	47	706	109	651	0	760	0	0	0	0	2125
Grand Total	0	1666	184	1850	172	963	105	1240	220	1711	0	1931	0	0	0	0	5021
Apprch %	0	90.1	9.9		13.9	77.7	8.5		11.4	88.6	0		0	0	0		
Total %	0	33.2	3.7	36.8	3.4	19.2	2.1	24.7	4.4	34.1	0	38.5	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	141	**26**	167	18	96	**16**	130	24	158	0	182	0	0	0	0	479
05:15 PM	0	**163**	16	**179**	21	124	13	158	28	179	0	**207**	0	0	0	0	544
05:30 PM	0	135	18	153	**24**	160	9	193	**35**	134	0	169	0	0	0	0	515
05:45 PM	0	138	22	160	13	**203**	9	**225**	22	**180**	0	202	0	0	0	0	**587**
Total Volume	0	577	82	659	76	583	47	706	109	651	0	760	0	0	0	0	2125
% App. Total	0	87.6	12.4		10.8	82.6	6.7		14.3	85.7	0		0	0	0		
PHF	.000	.885	.788	.920	.792	.718	.734	.784	.779	.904	.000	.918	.000	.000	.000	.000	.905

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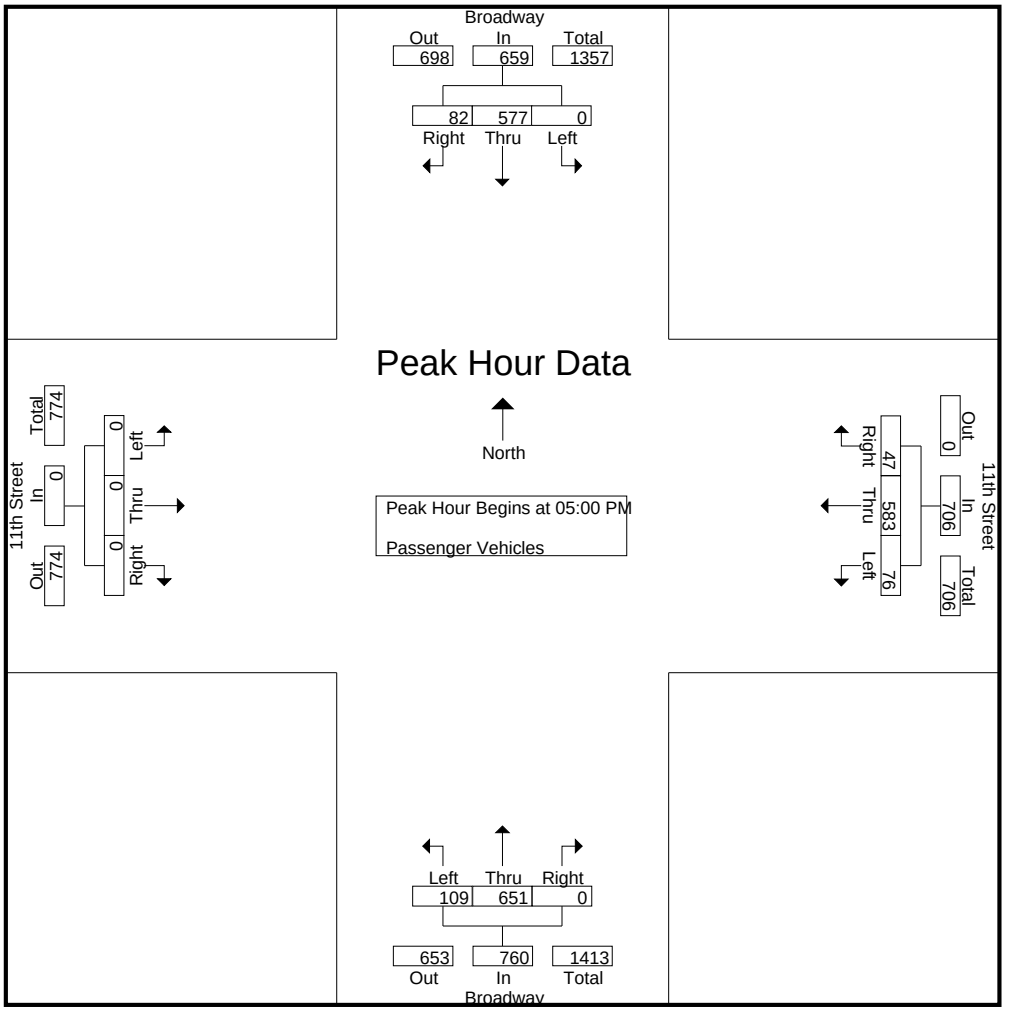

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	141	**26**	167	18	96	**16**	130	24	158	0	182	0	0	0	0
+15 mins.	0	**163**	16	**179**	21	124	13	158	28	179	0	**207**	0	0	0	0
+30 mins.	0	135	18	153	**24**	160	9	193	**35**	134	0	169	0	0	0	0
+45 mins.	0	138	22	160	13	**203**	9	**225**	22	**180**	0	202	0	0	0	0
Total Volume	0	577	82	659	76	583	47	706	109	651	0	760	0	0	0	0
% App. Total	0	87.6	12.4		10.8	82.6	6.7		14.3	85.7	0		0	0	0	
PHF	.000	.885	.788	.920	.792	.718	.734	.784	.779	.904	.000	.918	.000	.000	.000	.000

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Groups Printed- Dual Wheeled

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	3	0	3	0	1	0	1	1	5	0	6	0	0	0	0	10
03:15 PM	0	5	1	6	0	2	1	3	1	1	0	2	0	0	0	0	11
03:30 PM	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
03:45 PM	0	5	1	6	1	1	1	3	1	1	0	2	0	0	0	0	11
Total	0	15	2	17	2	4	2	8	3	11	0	14	0	0	0	0	39
04:00 PM	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
04:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
04:30 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
04:45 PM	0	4	0	4	0	3	0	3	0	3	0	3	0	0	0	0	10
Total	0	12	1	13	0	5	0	5	0	8	0	8	0	0	0	0	26
05:00 PM	0	1	0	1	0	4	0	4	0	1	0	1	0	0	0	0	6
05:15 PM	0	3	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	4	0	4	0	1	0	1	0	0	0	0	6
05:45 PM	0	3	1	4	1	1	0	2	0	0	0	0	0	0	0	0	6
Total	0	8	1	9	1	10	0	11	0	3	0	3	0	0	0	0	23
Grand Total	0	35	4	39	3	19	2	24	3	22	0	25	0	0	0	0	88
Apprch %	0	89.7	10.3		12.5	79.2	8.3		12	88	0		0	0	0		
Total %	0	39.8	4.5	44.3	3.4	21.6	2.3	27.3	3.4	25	0	28.4	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	1	0	1	0	**4**	0	**4**	0	**1**	0	**1**	0	0	0	0	**6**
05:15 PM	0	**3**	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	4	0	4	0	1	0	1	0	0	0	0	6
05:45 PM	0	3	**1**	**4**	**1**	1	0	2	0	0	0	0	0	0	0	0	6
Total Volume	0	8	1	9	1	10	0	11	0	3	0	3	0	0	0	0	23
% App. Total	0	88.9	11.1		9.1	90.9	0		0	100	0		0	0	0		
PHF	.000	.667	.250	.563	.250	.625	.000	.688	.000	.750	.000	.750	.000	.000	.000	.000	.958

Counts Unlimited
PO Box 1178
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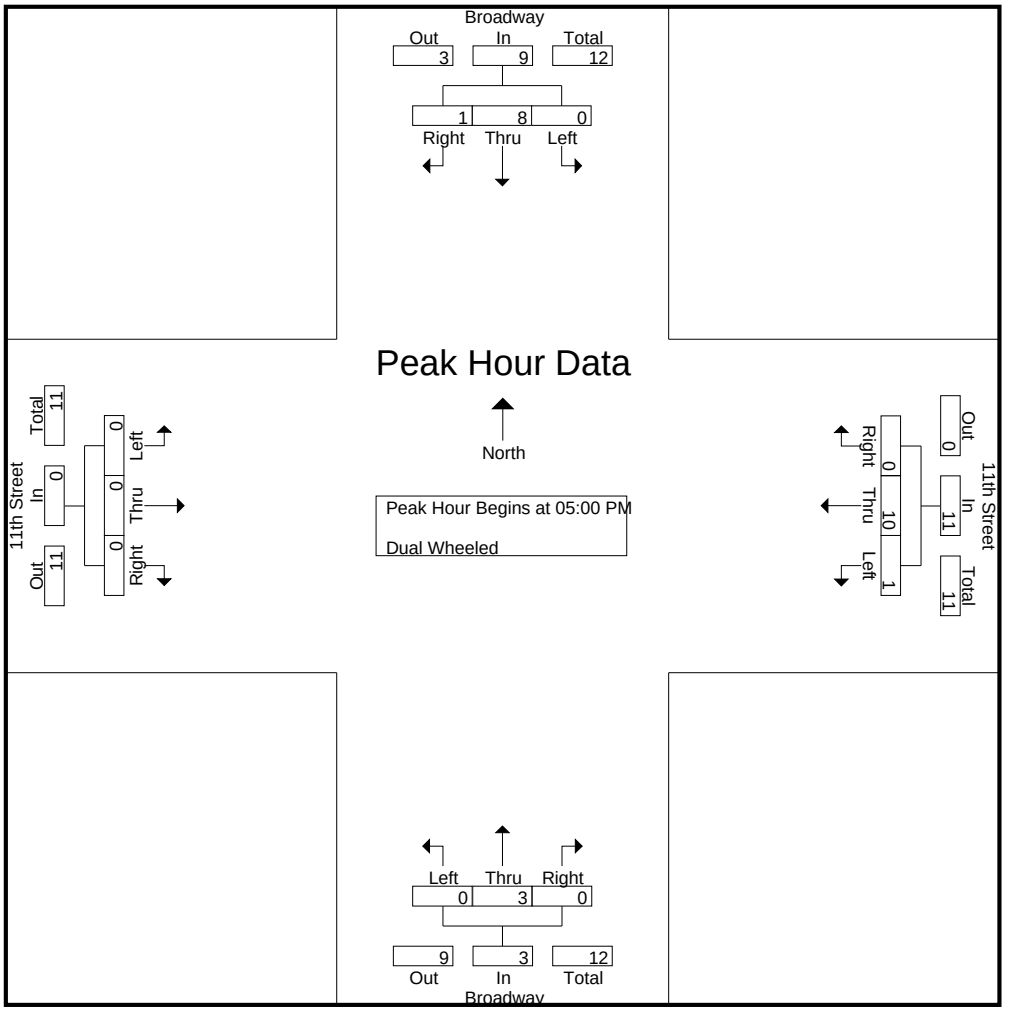
City of Los Angeles
N/S: Broadway
E/W: 11th Street
Weather: Clear

File Name : LACBR11PM
Site Code : 16615
Start Date : 11/15/2016
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	**4**	0	**4**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**3**	0	3	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	4	0	4	0	1	0	1	0	0	0	0
+45 mins.	0	3	**1**	**4**	**1**	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	8	1	9	1	10	0	11	0	3	0	3	0	0	0	0
% App. Total	0	88.9	11.1		9.1	90.9	0		0	100	0		0	0	0	
PHF	.000	.667	.250	.563	.250	.625	.000	.688	.000	.750	.000	.750	.000	.000	.000	.000

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N/S: Broadway
E/W: 11th Street
Weather: Clear

File Name : LACBR11PM
Site Code : 16615
Start Date : 11/15/2016
Page No : 1

Groups Printed- Buses

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	4	0	0	4	0	10	0	10	0	0	0	0	14
03:15 PM	0	1	1	2	3	1	0	4	0	11	0	11	0	0	0	0	17
03:30 PM	0	0	0	0	6	0	0	6	0	6	0	6	0	0	0	0	12
03:45 PM	0	1	0	1	6	0	0	6	0	8	0	8	0	0	0	0	15
Total	0	2	1	3	19	1	0	20	0	35	0	35	0	0	0	0	58
04:00 PM	0	2	0	2	5	0	0	5	0	13	0	13	0	0	0	0	20
04:15 PM	0	0	1	1	5	0	0	5	0	11	0	11	0	0	0	0	17
04:30 PM	0	1	0	1	3	0	0	3	0	9	0	9	0	0	0	0	13
04:45 PM	0	1	0	1	6	0	0	6	0	11	0	11	0	0	0	0	18
Total	0	4	1	5	19	0	0	19	0	44	0	44	0	0	0	0	68
05:00 PM	0	0	0	0	4	0	0	4	0	6	0	6	0	0	0	0	10
05:15 PM	0	0	0	0	5	0	0	5	0	7	0	7	0	0	0	0	12
05:30 PM	0	0	2	2	3	0	0	3	0	7	0	7	0	0	0	0	12
05:45 PM	0	0	0	0	2	1	0	3	0	7	0	7	0	0	0	0	10
Total	0	0	2	2	14	1	0	15	0	27	0	27	0	0	0	0	44
Grand Total	0	6	4	10	52	2	0	54	0	106	0	106	0	0	0	0	170
Apprch %	0	60	40		96.3	3.7	0		0	100	0		0	0	0		
Total %	0	3.5	2.4	5.9	30.6	1.2	0	31.8	0	62.4	0	62.4	0	0	0	0	

	Broadway Southbound				11th Street Westbound				Broadway Northbound				11th Street 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	4	0	0	4	0	6	0	6	0	0	0	0	10
05:15 PM	0	0	0	0	**5**	0	0	**5**	0	**7**	0	**7**	0	0	0	0	**12**
05:30 PM	0	0	**2**	**2**	3	0	0	3	0	7	0	7	0	0	0	0	12
05:45 PM	0	0	0	0	2	**1**	0	3	0	7	0	7	0	0	0	0	10
Total Volume	0	0	2	2	14	1	0	15	0	27	0	27	0	0	0	0	44
% App. Total	0	0	100		93.3	6.7	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.700	.250	.000	.750	.000	.964	.000	.964	.000	.000	.000	.000	.917

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City of Los Angeles
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E/W: 11th Street
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Site Code : 16615
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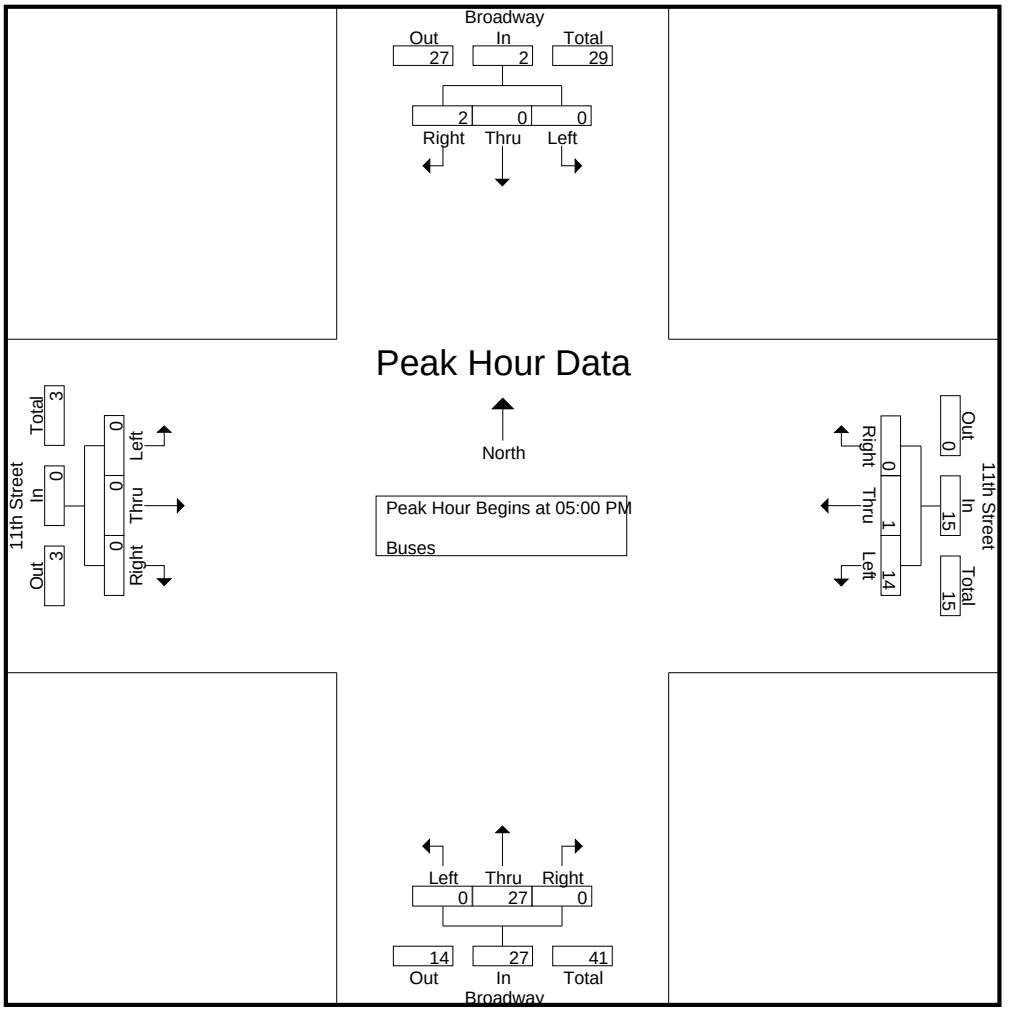

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	4	0	0	4	0	6	0	6	0	0	0	0
+15 mins.	0	0	0	0	**5**	0	0	**5**	0	**7**	0	**7**	0	0	0	0
+30 mins.	0	0	**2**	**2**	3	0	0	3	0	7	0	7	0	0	0	0
+45 mins.	0	0	0	0	2	**1**	0	3	0	7	0	7	0	0	0	0
Total Volume	0	0	2	2	14	1	0	15	0	27	0	27	0	0	0	0
% App. Total	0	0	100		93.3	6.7	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.700	.250	.000	.750	.000	.964	.000	.964	.000	.000	.000	.000

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Broadway

East/West 11th Street

Day: Tuesday **Date:** November 15, 2016 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8894

	N/B	S/B	E/B	W/B
DUAL-WHEELED	75	67	0	67
BIKES	75	68	33	78
BUSES	224	12	0	106

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	167	8.00	97	9.45	0	7.00	79	9.45
PM PK 15 MIN	224	4.00	182	5.15	0	3.00	230	5.45
AM PK HOUR	652	7.15	378	9.00	0	7.00	299	9.00
PM PK HOUR	790	5.00	687	4.30	0	3.00	732	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	587	0	640
8-9	49	526	0	575
9-10	59	527	0	586
3-4	61	425	0	486
4-5	53	733	0	786
5-6	109	681	0	790
TOTAL	384	3479	0	3863

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	261	16	277
8-9	0	253	28	281
9-10	0	326	52	378
3-4	0	518	35	553
4-5	0	604	72	676
5-6	0	585	85	670
TOTAL	0	2547	288	2835

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
917	12	4	72	13
856	27	0	73	0
964	22	0	52	1
1039	22	0	76	4
1462	39	0	66	6
1460	36	14	82	9
6698	158	18	421	33

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	116	25	209
8-9	48	165	21	234
9-10	54	188	57	299
3-4	64	174	28	266
4-5	72	216	32	320
5-6	91	594	47	732
TOTAL	397	1453	210	2060

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
209	48	5	26	7
234	62	0	38	0
299	64	0	26	0
266	63	5	22	2
320	67	3	34	4
732	89	2	42	9
2060	393	15	188	22

(Rev Oct 06)

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City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	9	76	0	85	0	0	0	0	0	143	21	164	13	87	5	105	354
07:15 AM	17	71	0	88	0	0	0	0	0	148	21	169	10	127	9	146	403
07:30 AM	16	83	0	99	0	0	0	0	0	140	21	161	15	152	9	176	436
07:45 AM	19	76	0	95	0	0	0	0	0	146	26	172	10	235	15	260	527
Total	61	306	0	367	0	0	0	0	0	577	89	666	48	601	38	687	1720
08:00 AM	17	85	0	102	0	0	0	0	0	155	25	180	18	203	9	230	512
08:15 AM	15	90	0	105	0	0	0	0	0	137	25	162	21	236	16	273	540
08:30 AM	20	79	0	99	0	0	0	0	0	177	15	192	17	209	18	244	535
08:45 AM	16	88	0	104	0	0	0	0	0	155	34	189	30	189	23	242	535
Total	68	342	0	410	0	0	0	0	0	624	99	723	86	837	66	989	2122
09:00 AM	21	86	0	107	0	0	0	0	0	150	24	174	37	176	11	224	505
09:15 AM	15	78	0	93	0	0	0	0	0	148	20	168	25	150	11	186	447
09:30 AM	20	92	0	112	0	0	0	0	0	165	14	179	24	123	19	166	457
09:45 AM	26	83	0	109	0	0	0	0	0	143	29	172	20	161	13	194	475
Total	82	339	0	421	0	0	0	0	0	606	87	693	106	610	54	770	1884
Grand Total	211	987	0	1198	0	0	0	0	0	1807	275	2082	240	2048	158	2446	5726
Apprch %	17.6	82.4	0		0	0	0		0	86.8	13.2		9.8	83.7	6.5		
Total %	3.7	17.2	0	20.9	0	0	0	0	0	31.6	4.8	36.4	4.2	35.8	2.8	42.7	
Passenger Vehicles	206	784	0	990	0	0	0	0	0	1587	267	1854	228	1982	138	2348	5192
% Passenger Vehicles	97.6	79.4	0	82.6	0	0	0	0	0	87.8	97.1	89	95	96.8	87.3	96	90.7
Dual Wheeled	5	27	0	32	0	0	0	0	0	43	8	51	10	39	5	54	137
% Dual Wheeled	2.4	2.7	0	2.7	0	0	0	0	0	2.4	2.9	2.4	4.2	1.9	3.2	2.2	2.4
Buses	0	176	0	176	0	0	0	0	0	177	0	177	2	27	15	44	397
% Buses	0	17.8	0	14.7	0	0	0	0	0	9.8	0	8.5	0.8	1.3	9.5	1.8	6.9

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	17	85	0	102	0	0	0	0	0	155	25	180	18	203	9	230	512
08:15 AM	15	**90**	0	**105**	0	0	0	0	0	137	25	162	21	**236**	16	**273**	**540**
08:30 AM	**20**	79	0	99	0	0	0	0	0	**177**	15	**192**	17	209	18	244	535
08:45 AM	16	88	0	104	0	0	0	0	0	155	**34**	189	**30**	189	**23**	242	535
Total Volume	68	342	0	410	0	0	0	0	0	624	99	723	86	837	66	989	2122
% App. Total	16.6	83.4	0		0	0	0		0	86.3	13.7		8.7	84.6	6.7		
PHF	.850	.950	.000	.976	.000	.000	.000	.000	.000	.881	.728	.941	.717	.887	.717	.906	.982

Counts Unlimited
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City of Los Angeles
N/S: Main Street/Spring Street
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File Name : 03_LAC_Main_Spring_9th AM
Site Code : 16619068
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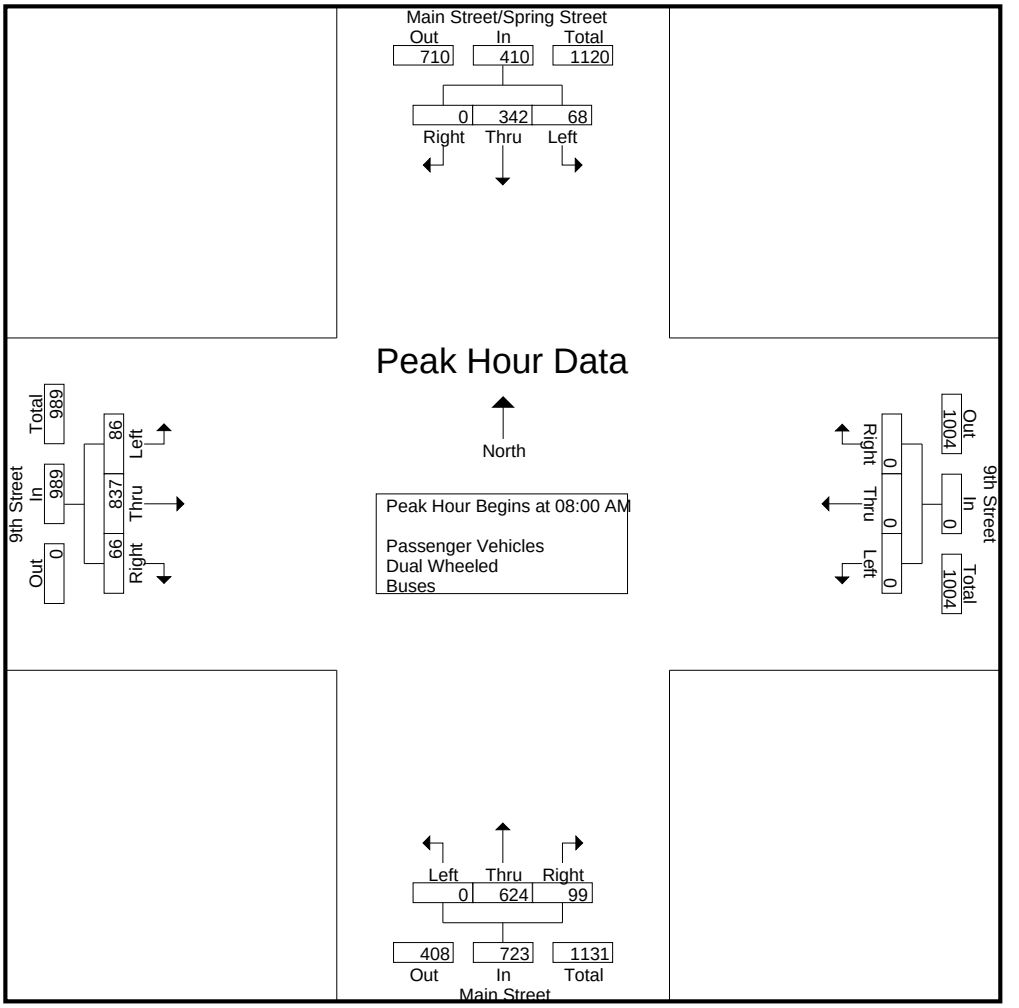

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	21	86	0	107	0	0	0	0	0	155	25	180	10	235	15	260
+15 mins.	15	78	0	93	0	0	0	0	0	137	25	162	18	203	9	230
+30 mins.	20	**92**	0	**112**	0	0	0	0	0	**177**	15	**192**	**21**	**236**	16	**273**
+45 mins.	**26**	83	0	109	0	0	0	0	0	155	**34**	189	17	209	**18**	244
Total Volume	82	339	0	421	0	0	0	0	0	624	99	723	66	883	58	1007
% App. Total	19.5	80.5	0		0	0	0		0	86.3	13.7		6.6	87.7	5.8	
PHF	.788	.921	.000	.940	.000	.000	.000	.000	.000	.881	.728	.941	.786	.935	.806	.922

Counts Unlimited
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City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	8	55	0	63	0	0	0	0	0	130	21	151	13	83	4	100	314
07:15 AM	17	52	0	69	0	0	0	0	0	135	20	155	10	120	7	137	361
07:30 AM	16	66	0	82	0	0	0	0	0	121	20	141	14	149	6	169	392
07:45 AM	19	56	0	75	0	0	0	0	0	131	25	156	10	224	13	247	478
Total	60	229	0	289	0	0	0	0	0	517	86	603	47	576	30	653	1545
08:00 AM	17	67	0	84	0	0	0	0	0	138	25	163	16	197	7	220	467
08:15 AM	14	72	0	86	0	0	0	0	0	117	23	140	20	231	14	265	491
08:30 AM	20	70	0	90	0	0	0	0	0	154	15	169	17	204	16	237	496
08:45 AM	15	68	0	83	0	0	0	0	0	135	32	167	26	187	21	234	484
Total	66	277	0	343	0	0	0	0	0	544	95	639	79	819	58	956	1938
09:00 AM	21	73	0	94	0	0	0	0	0	121	24	145	37	169	11	217	456
09:15 AM	15	60	0	75	0	0	0	0	0	129	20	149	23	144	9	176	400
09:30 AM	19	77	0	96	0	0	0	0	0	147	14	161	24	120	17	161	418
09:45 AM	25	68	0	93	0	0	0	0	0	129	28	157	18	154	13	185	435
Total	80	278	0	358	0	0	0	0	0	526	86	612	102	587	50	739	1709
Grand Total	206	784	0	990	0	0	0	0	0	1587	267	1854	228	1982	138	2348	5192
Apprch %	20.8	79.2	0		0	0	0		0	85.6	14.4		9.7	84.4	5.9		
Total %	4	15.1	0	19.1	0	0	0	0	0	30.6	5.1	35.7	4.4	38.2	2.7	45.2	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	17	67	0	84	0	0	0	0	0	138	25	163	16	197	7	220	467
08:15 AM	14	**72**	0	86	0	0	0	0	0	117	23	140	20	**231**	14	**265**	491
08:30 AM	**20**	70	0	**90**	0	0	0	0	0	**154**	15	**169**	17	204	16	237	**496**
08:45 AM	15	68	0	83	0	0	0	0	0	135	**32**	167	**26**	187	**21**	234	484
Total Volume	66	277	0	343	0	0	0	0	0	544	95	639	79	819	58	956	1938
% App. Total	19.2	80.8	0		0	0	0		0	85.1	14.9		8.3	85.7	6.1		
PHF	.825	.962	.000	.953	.000	.000	.000	.000	.000	.883	.742	.945	.760	.886	.690	.902	.977

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Weather: Clear

File Name : 03_LAC_Main_Spring_9th AM
Site Code : 16619068
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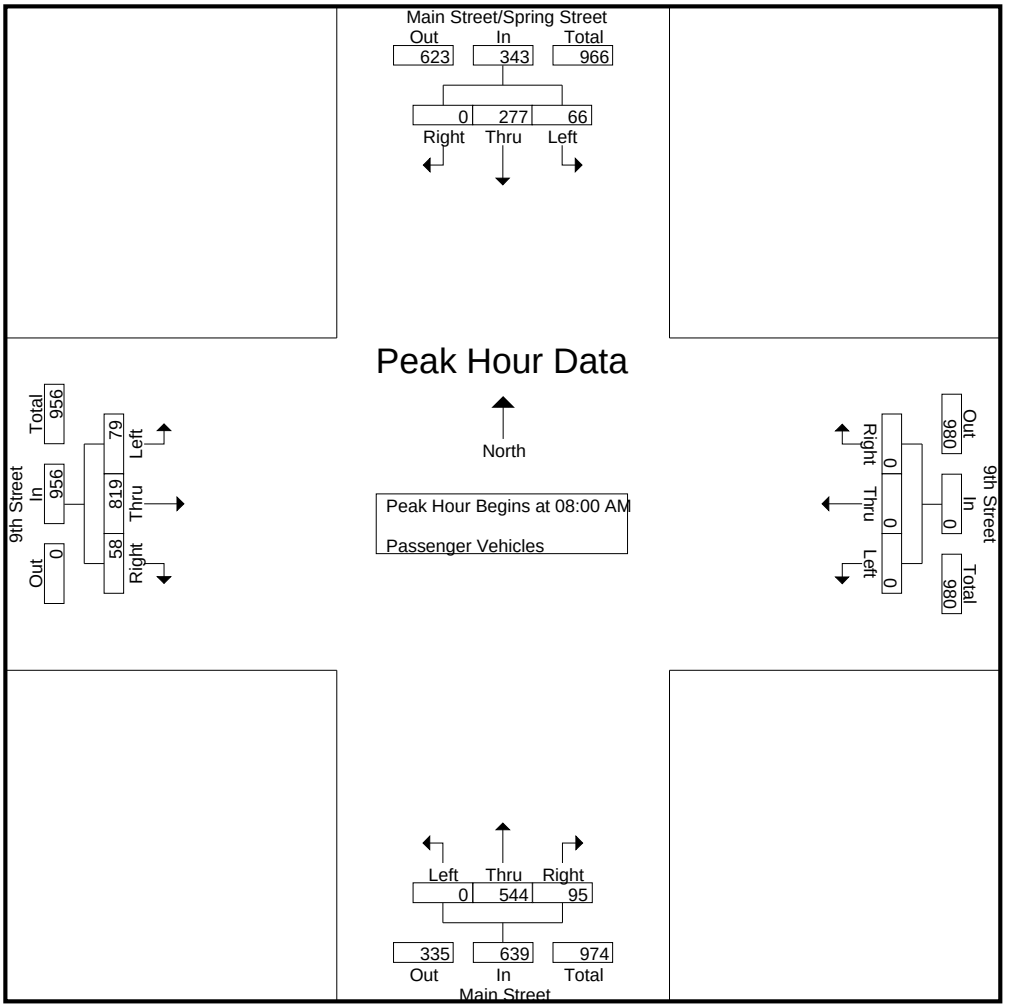

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	17	67	0	84	0	0	0	0	0	138	25	163	16	197	7	220
+15 mins.	14	**72**	0	86	0	0	0	0	0	117	23	140	20	**231**	14	**265**
+30 mins.	**20**	70	0	**90**	0	0	0	0	0	**154**	15	**169**	17	204	16	237
+45 mins.	15	68	0	83	0	0	0	0	0	135	**32**	167	**26**	187	**21**	234
Total Volume	66	277	0	343	0	0	0	0	0	544	95	639	79	819	58	956
% App. Total	19.2	80.8	0		0	0	0		0	85.1	14.9		8.3	85.7	6.1	
PHF	.825	.962	.000	.953	.000	.000	.000	.000	.000	.883	.742	.945	.760	.886	.690	.902

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Groups Printed- Dual Wheeled

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	1	1	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
07:15 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	3	0	3	9
07:30 AM	0	2	0	2	0	0	0	0	0	5	1	6	0	2	2	4	12
07:45 AM	0	4	0	4	0	0	0	0	0	2	1	3	0	4	0	4	11
Total	1	8	0	9	0	0	0	0	0	12	3	15	0	10	2	12	36
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	4	0	5	11
08:15 AM	1	4	0	5	0	0	0	0	0	5	2	7	1	3	0	4	16
08:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	1	3	7
08:45 AM	1	2	0	3	0	0	0	0	0	2	2	4	4	2	0	6	13
Total	2	9	0	11	0	0	0	0	0	14	4	18	6	11	1	18	47
09:00 AM	0	3	0	3	0	0	0	0	0	8	0	8	0	4	0	4	15
09:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	2	5	1	8	11
09:30 AM	1	4	0	5	0	0	0	0	0	4	0	4	0	3	1	4	13
09:45 AM	1	1	0	2	0	0	0	0	0	4	1	5	2	6	0	8	15
Total	2	10	0	12	0	0	0	0	0	17	1	18	4	18	2	24	54
Grand Total	5	27	0	32	0	0	0	0	0	43	8	51	10	39	5	54	137
Apprch %	15.6	84.4	0		0	0	0		0	84.3	15.7		18.5	72.2	9.3		
Total %	3.6	19.7	0	23.4	0	0	0	0	0	31.4	5.8	37.2	7.3	28.5	3.6	39.4	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	3	0	3	0	0	0	0	0	3	0	3	1	**4**	0	5	11
08:15 AM	**1**	**4**	0	**5**	0	0	0	0	0	**5**	**2**	**7**	1	3	0	4	**16**
08:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	**1**	3	7
08:45 AM	1	2	0	3	0	0	0	0	0	2	2	4	**4**	2	0	**6**	13
Total Volume	2	9	0	11	0	0	0	0	0	14	4	18	6	11	1	18	47
% App. Total	18.2	81.8	0		0	0	0		0	77.8	22.2		33.3	61.1	5.6		
PHF	.500	.563	.000	.550	.000	.000	.000	.000	.000	.700	.500	.643	.375	.688	.250	.750	.734

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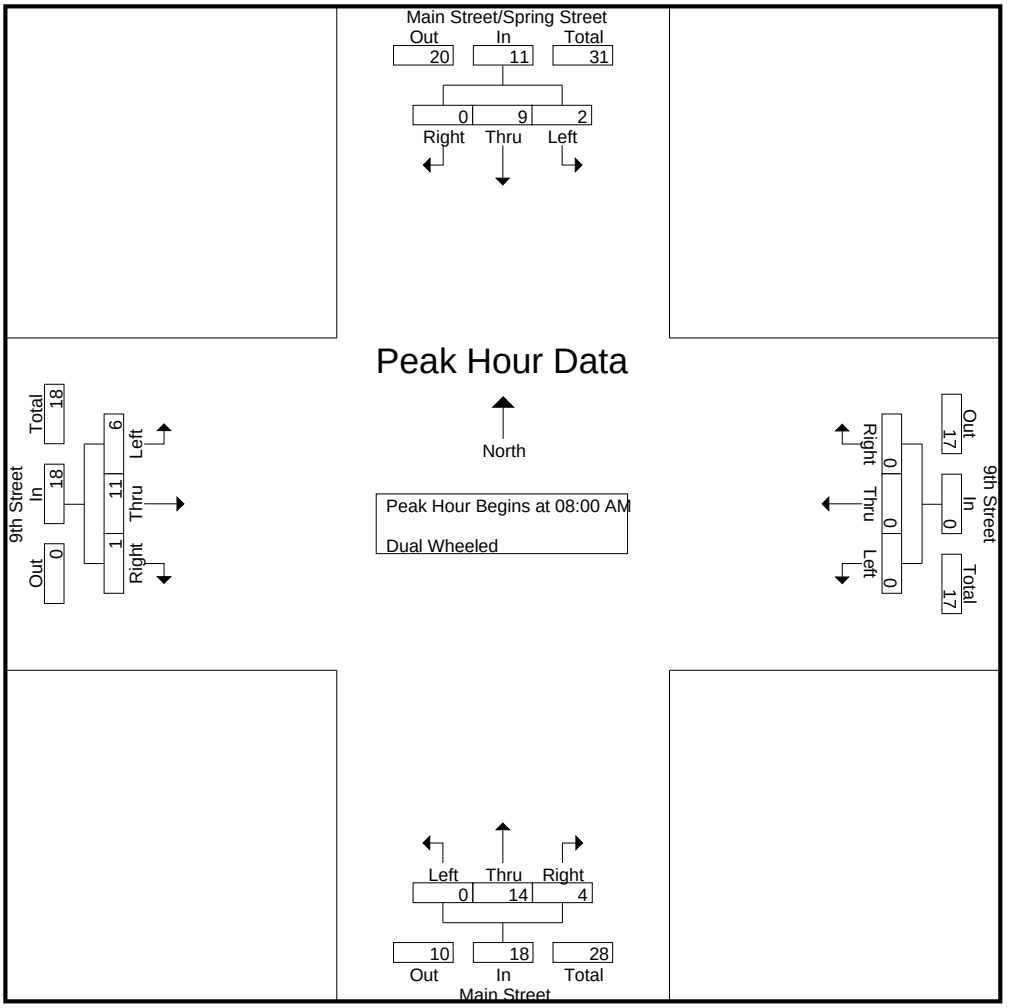

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	3	0	3	1	**4**	0	5
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	**5**	**2**	**7**	1	3	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	2	**1**	3
+45 mins.	1	2	0	3	0	0	0	0	0	2	2	4	**4**	2	0	**6**
Total Volume	2	9	0	11	0	0	0	0	0	14	4	18	6	11	1	18
% App. Total	18.2	81.8	0		0	0	0		0	77.8	22.2		33.3	61.1	5.6	
PHF	.500	.563	.000	.550	.000	.000	.000	.000	.000	.700	.500	.643	.375	.688	.250	.750

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Groups Printed- Buses

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	20	0	20	0	0	0	0	0	12	0	12	0	3	1	4	36
07:15 AM	0	18	0	18	0	0	0	0	0	9	0	9	0	4	2	6	33
07:30 AM	0	15	0	15	0	0	0	0	0	14	0	14	1	1	1	3	32
07:45 AM	0	16	0	16	0	0	0	0	0	13	0	13	0	7	2	9	38
Total	0	69	0	69	0	0	0	0	0	48	0	48	1	15	6	22	139
08:00 AM	0	15	0	15	0	0	0	0	0	14	0	14	1	2	2	5	34
08:15 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	2	2	4	33
08:30 AM	0	9	0	9	0	0	0	0	0	19	0	19	0	3	1	4	32
08:45 AM	0	18	0	18	0	0	0	0	0	18	0	18	0	0	2	2	38
Total	0	56	0	56	0	0	0	0	0	66	0	66	1	7	7	15	137
09:00 AM	0	10	0	10	0	0	0	0	0	21	0	21	0	3	0	3	34
09:15 AM	0	16	0	16	0	0	0	0	0	18	0	18	0	1	1	2	36
09:30 AM	0	11	0	11	0	0	0	0	0	14	0	14	0	0	1	1	26
09:45 AM	0	14	0	14	0	0	0	0	0	10	0	10	0	1	0	1	25
Total	0	51	0	51	0	0	0	0	0	63	0	63	0	5	2	7	121
Grand Total	0	176	0	176	0	0	0	0	0	177	0	177	2	27	15	44	397
Apprch %	0	100	0		0	0	0		0	100	0		4.5	61.4	34.1		
Total %	0	44.3	0	44.3	0	0	0	0	0	44.6	0	44.6	0.5	6.8	3.8	11.1	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	15	0	15	0	0	0	0	0	14	0	14	**1**	2	**2**	**5**	34
08:15 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	2	2	4	33
08:30 AM	0	9	0	9	0	0	0	0	0	**19**	0	**19**	0	**3**	1	4	32
08:45 AM	0	**18**	0	**18**	0	0	0	0	0	18	0	18	0	0	2	2	**38**
Total Volume	0	56	0	56	0	0	0	0	0	66	0	66	1	7	7	15	137
% App. Total	0	100	0		0	0	0		0	100	0		6.7	46.7	46.7		
PHF	.000	.778	.000	.778	.000	.000	.000	.000	.000	.868	.000	.868	.250	.583	.875	.750	.901

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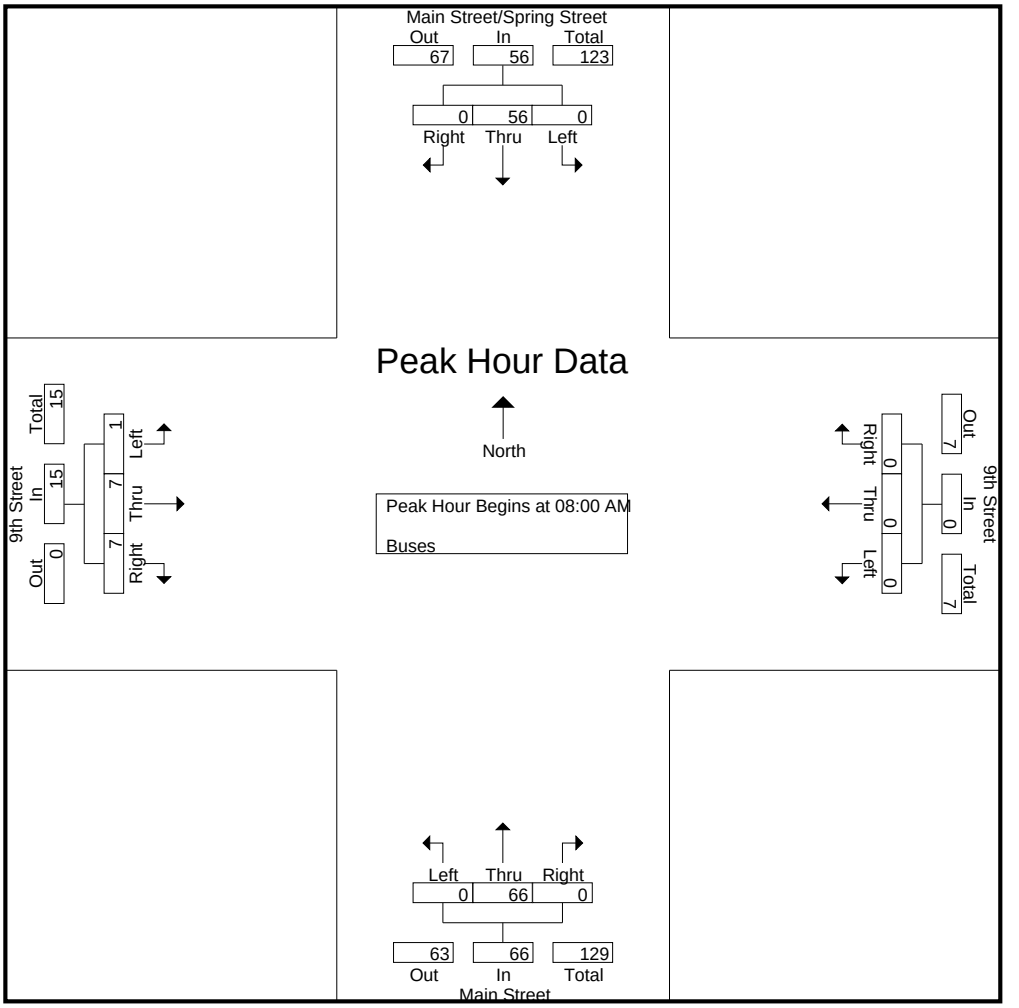

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	15	0	15	0	0	0	0	0	14	0	14	**1**	2	**2**	**5**
+15 mins.	0	14	0	14	0	0	0	0	0	15	0	15	0	2	2	4
+30 mins.	0	9	0	9	0	0	0	0	0	**19**	0	**19**	0	**3**	1	4
+45 mins.	0	**18**	0	**18**	0	0	0	0	0	18	0	18	0	0	2	2
Total Volume	0	56	0	56	0	0	0	0	0	66	0	66	1	7	7	15
% App. Total	0	100	0		0	0	0		0	100	0		6.7	46.7	46.7	
PHF	.000	.778	.000	.778	.000	.000	.000	.000	.000	.868	.000	.868	.250	.583	.875	.750

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File Name : 03_LAC_Main_Spring_9th PM
Site Code : 16619068
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	20	87	0	107	0	0	0	0	0	158	17	175	50	157	20	227	509
03:15 PM	14	86	0	100	0	0	0	0	0	188	21	209	50	146	17	213	522
03:30 PM	10	80	0	90	0	0	0	0	0	237	18	255	48	190	22	260	605
03:45 PM	15	112	0	127	0	0	0	0	0	175	28	203	46	215	21	282	612
Total	59	365	0	424	0	0	0	0	0	758	84	842	194	708	80	982	2248
04:00 PM	18	104	0	122	0	0	0	0	0	226	20	246	69	260	20	349	717
04:15 PM	12	78	0	90	0	0	0	0	0	235	18	253	72	250	17	339	682
04:30 PM	11	120	0	131	0	0	0	0	0	210	18	228	64	249	26	339	698
04:45 PM	11	141	0	152	0	0	0	0	0	247	15	262	77	236	15	328	742
Total	52	443	0	495	0	0	0	0	0	918	71	989	282	995	78	1355	2839
05:00 PM	14	143	0	157	0	0	0	0	0	259	30	289	84	267	13	364	810
05:15 PM	21	126	0	147	0	0	0	0	0	193	38	231	50	265	13	328	706
05:30 PM	23	119	0	142	0	0	0	0	0	185	32	217	37	260	13	310	669
05:45 PM	14	119	0	133	0	0	0	0	0	188	19	207	54	214	21	289	629
Total	72	507	0	579	0	0	0	0	0	825	119	944	225	1006	60	1291	2814
Grand Total	183	1315	0	1498	0	0	0	0	0	2501	274	2775	701	2709	218	3628	7901
Apprch %	12.2	87.8	0		0	0	0		0	90.1	9.9		19.3	74.7	6		
Total %	2.3	16.6	0	19	0	0	0	0	0	31.7	3.5	35.1	8.9	34.3	2.8	45.9	
Passenger Vehicles	174	1119	0	1293	0	0	0	0	0	2342	258	2600	690	2626	196	3512	7405
% Passenger Vehicles	95.1	85.1	0	86.3	0	0	0	0	0	93.6	94.2	93.7	98.4	96.9	89.9	96.8	93.7
Dual Wheeled	9	13	0	22	0	0	0	0	0	23	13	36	6	63	4	73	131
% Dual Wheeled	4.9	1	0	1.5	0	0	0	0	0	0.9	4.7	1.3	0.9	2.3	1.8	2	1.7
Buses	0	183	0	183	0	0	0	0	0	136	3	139	5	20	18	43	365
% Buses	0	13.9	0	12.2	0	0	0	0	0	5.4	1.1	5	0.7	0.7	8.3	1.2	4.6

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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 04:30 PM																	
04:30 PM	11	120	0	131	0	0	0	0	0	210	18	228	64	249	**26**	339	698
04:45 PM	11	141	0	152	0	0	0	0	0	247	15	262	77	236	15	328	742
05:00 PM	14	**143**	0	**157**	0	0	0	0	0	**259**	30	**289**	**84**	**267**	13	**364**	**810**
05:15 PM	**21**	126	0	147	0	0	0	0	0	193	**38**	231	50	265	13	328	706
Total Volume	57	530	0	587	0	0	0	0	0	909	101	1010	275	1017	67	1359	2956
% App. Total	9.7	90.3	0		0	0	0		0	90	10		20.2	74.8	4.9		
PHF	.679	.927	.000	.935	.000	.000	.000	.000	.000	.877	.664	.874	.818	.952	.644	.933	.912

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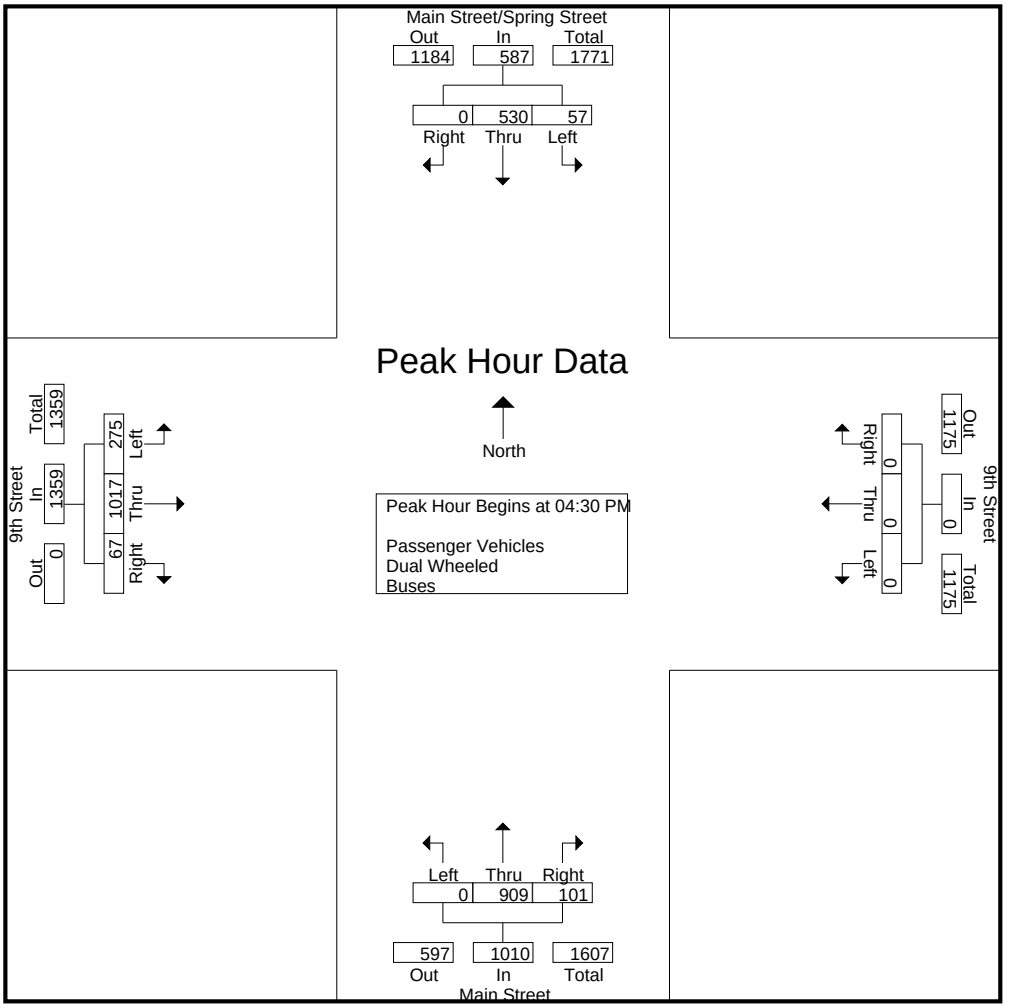

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				03:00 PM				04:15 PM				04:15 PM			
+0 mins.	11	141	0	152	0	0	0	0	0	235	18	253	72	250	17	339
+15 mins.	14	**143**	0	**157**	0	0	0	0	0	210	18	228	64	249	**26**	339
+30 mins.	21	126	0	147	0	0	0	0	0	247	15	262	77	236	15	328
+45 mins.	**23**	119	0	142	0	0	0	0	0	**259**	**30**	**289**	**84**	**267**	13	**364**
Total Volume	69	529	0	598	0	0	0	0	0	951	81	1032	297	1002	71	1370
% App. Total	11.5	88.5	0		0	0	0		0	92.2	7.8		21.7	73.1	5.2	
PHF	.750	.925	.000	.952	.000	.000	.000	.000	.000	.918	.675	.893	.884	.938	.683	.941

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Groups Printed- Passenger Vehicles

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	16	72	0	88	0	0	0	0	0	147	16	163	47	148	16	211	462
03:15 PM	14	66	0	80	0	0	0	0	0	172	19	191	50	141	17	208	479
03:30 PM	8	66	0	74	0	0	0	0	0	228	18	246	47	181	19	247	567
03:45 PM	15	96	0	111	0	0	0	0	0	161	26	187	46	209	19	274	572
Total	53	300	0	353	0	0	0	0	0	708	79	787	190	679	71	940	2080
04:00 PM	17	89	0	106	0	0	0	0	0	213	20	233	67	248	18	333	672
04:15 PM	12	65	0	77	0	0	0	0	0	219	15	234	69	243	16	328	639
04:30 PM	10	100	0	110	0	0	0	0	0	197	18	215	63	245	24	332	657
04:45 PM	11	125	0	136	0	0	0	0	0	237	13	250	77	229	13	319	705
Total	50	379	0	429	0	0	0	0	0	866	66	932	276	965	71	1312	2673
05:00 PM	14	127	0	141	0	0	0	0	0	245	29	274	84	261	11	356	771
05:15 PM	20	110	0	130	0	0	0	0	0	181	37	218	50	259	12	321	669
05:30 PM	23	100	0	123	0	0	0	0	0	168	29	197	36	254	12	302	622
05:45 PM	14	103	0	117	0	0	0	0	0	174	18	192	54	208	19	281	590
Total	71	440	0	511	0	0	0	0	0	768	113	881	224	982	54	1260	2652
Grand Total	174	1119	0	1293	0	0	0	0	0	2342	258	2600	690	2626	196	3512	7405
Apprch %	13.5	86.5	0		0	0	0		0	90.1	9.9		19.6	74.8	5.6		
Total %	2.3	15.1	0	17.5	0	0	0	0	0	31.6	3.5	35.1	9.3	35.5	2.6	47.4	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	100	0	110	0	0	0	0	0	197	18	215	63	245	**24**	332	657
04:45 PM	11	125	0	136	0	0	0	0	0	237	13	250	77	229	13	319	705
05:00 PM	14	**127**	0	**141**	0	0	0	0	0	**245**	29	**274**	**84**	**261**	11	**356**	**771**
05:15 PM	**20**	110	0	130	0	0	0	0	0	181	**37**	218	50	259	12	321	669
Total Volume	55	462	0	517	0	0	0	0	0	860	97	957	274	994	60	1328	2802
% App. Total	10.6	89.4	0		0	0	0		0	89.9	10.1		20.6	74.8	4.5		
PHF	.688	.909	.000	.917	.000	.000	.000	.000	.000	.878	.655	.873	.815	.952	.625	.933	.909

Counts Unlimited
PO Box 1178
Corona, CA 92878
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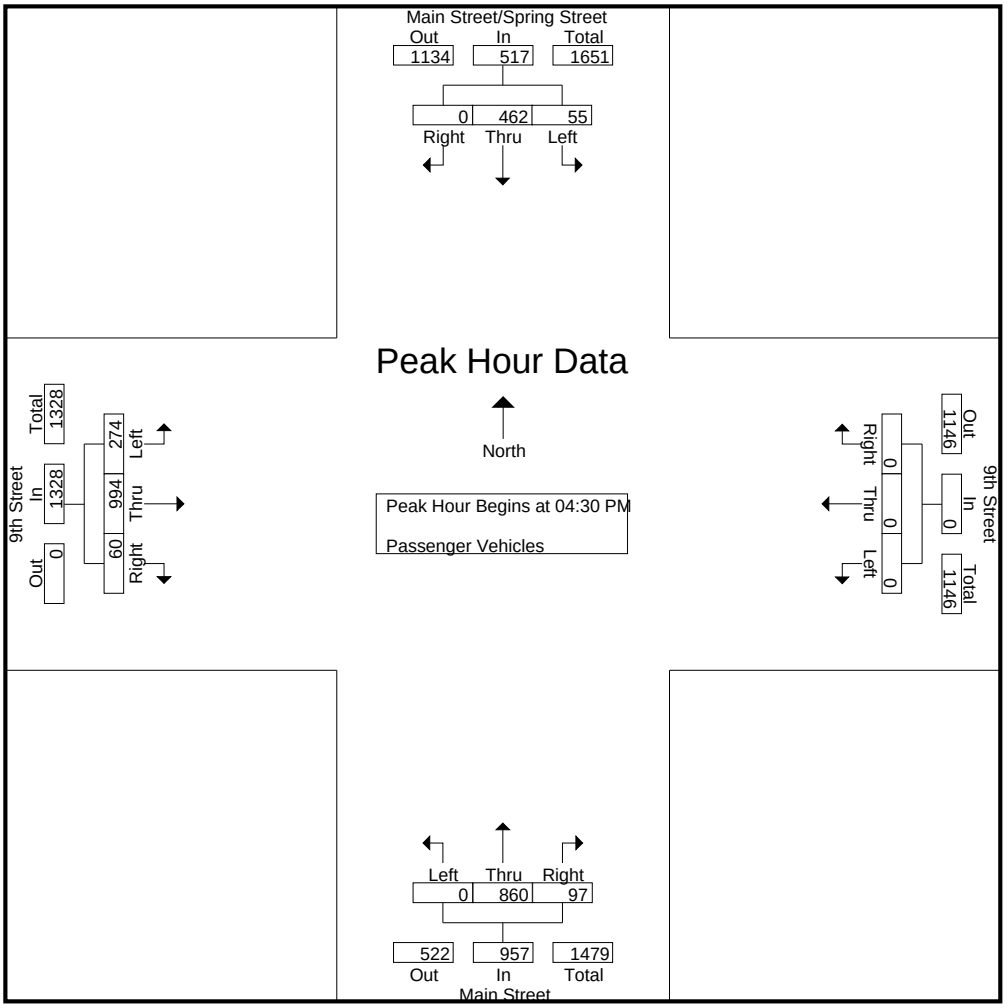
City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	10	100	0	110	0	0	0	0	0	197	18	215	63	245	**24**	332
+15 mins.	11	125	0	136	0	0	0	0	0	237	13	250	77	229	13	319
+30 mins.	14	**127**	0	**141**	0	0	0	0	0	**245**	29	**274**	**84**	**261**	11	**356**
+45 mins.	**20**	110	0	130	0	0	0	0	0	181	**37**	218	50	259	12	321
Total Volume	55	462	0	517	0	0	0	0	0	860	97	957	274	994	60	1328
% App. Total	10.6	89.4	0		0	0	0		0	89.9	10.1		20.6	74.8	4.5	
PHF	.688	.909	.000	.917	.000	.000	.000	.000	.000	.878	.655	.873	.815	.952	.625	.933

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City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Dual Wheeled

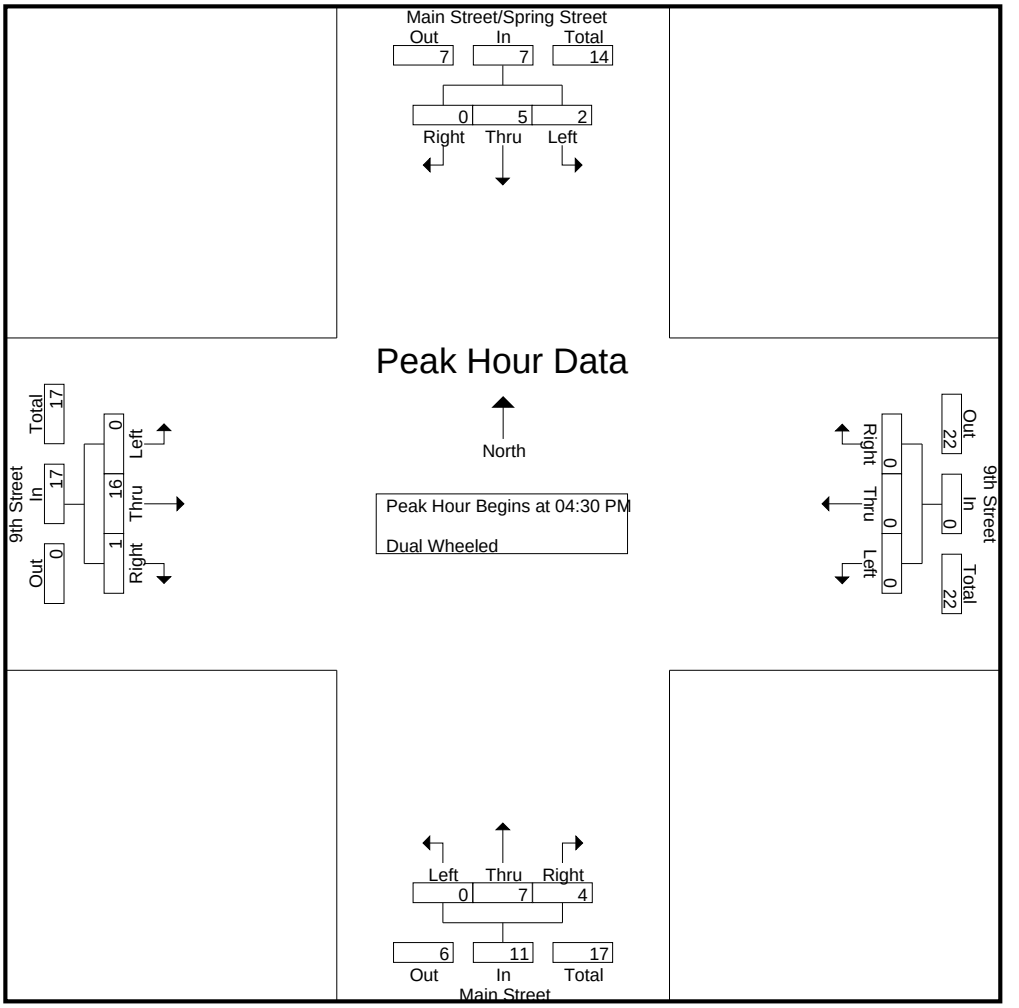
	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	4	2	0	6	0	0	0	0	0	2	1	3	2	8	0	10	19
03:15 PM	0	3	0	3	0	0	0	0	0	1	2	3	0	3	0	3	9
03:30 PM	2	1	0	3	0	0	0	0	0	1	0	1	1	7	1	9	13
03:45 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	5	0	5	10
Total	6	6	0	12	0	0	0	0	0	7	5	12	3	23	1	27	51
04:00 PM	1	0	0	1	0	0	0	0	0	3	0	3	1	10	0	11	15
04:15 PM	0	0	0	0	0	0	0	0	0	2	3	5	2	5	1	8	13
04:30 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	3	0	3	7
04:45 PM	0	2	0	2	0	0	0	0	0	2	2	4	0	5	1	6	12
Total	2	3	0	5	0	0	0	0	0	9	5	14	3	23	2	28	47
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4	6
05:15 PM	1	1	0	2	0	0	0	0	0	3	1	4	0	4	0	4	10
05:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4	6
05:45 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	5	1	6	11
Total	1	4	0	5	0	0	0	0	0	7	3	10	0	17	1	18	33
Grand Total	9	13	0	22	0	0	0	0	0	23	13	36	6	63	4	73	131
Apprch %	40.9	59.1	0		0	0	0		0	63.9	36.1		8.2	86.3	5.5		
Total %	6.9	9.9	0	16.8	0	0	0	0	0	17.6	9.9	27.5	4.6	48.1	3.1	55.7	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	1	0	**2**	0	0	0	0	0	2	0	2	0	3	0	3	7
04:45 PM	0	**2**	0	2	0	0	0	0	0	2	**2**	**4**	0	**5**	**1**	**6**	**12**
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4	6
05:15 PM	1	1	0	2	0	0	0	0	0	**3**	1	4	0	4	0	4	10
Total Volume	2	5	0	7	0	0	0	0	0	7	4	11	0	16	1	17	35
% App. Total	28.6	71.4	0		0	0	0		0	63.6	36.4		0	94.1	5.9		
PHF	.500	.625	.000	.875	.000	.000	.000	.000	.000	.583	.500	.688	.000	.800	.250	.708	.729

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	1	0	**2**	0	0	0	0	0	2	0	2	0	3	0	3
+15 mins.	0	**2**	0	2	0	0	0	0	0	2	**2**	**4**	0	**5**	**1**	**6**
+30 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4
+45 mins.	1	1	0	2	0	0	0	0	0	**3**	1	4	0	4	0	4
Total Volume	2	5	0	7	0	0	0	0	0	7	4	11	0	16	1	17
% App. Total	28.6	71.4	0		0	0	0		0	63.6	36.4		0	94.1	5.9	
PHF	.500	.625	.000	.875	.000	.000	.000	.000	.000	.583	.500	.688	.000	.800	.250	.708

Counts Unlimited
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City of Los Angeles
N/S: Main Street/Spring Street
E/W: 9th Street
Weather: Clear

File Name : 03_LAC_Main_Spring_9th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Buses

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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	13	0	13	0	0	0	0	0	9	0	9	1	1	4	6	28
03:15 PM	0	17	0	17	0	0	0	0	0	15	0	15	0	2	0	2	34
03:30 PM	0	13	0	13	0	0	0	0	0	8	0	8	0	2	2	4	25
03:45 PM	0	16	0	16	0	0	0	0	0	11	0	11	0	1	2	3	30
Total	0	59	0	59	0	0	0	0	0	43	0	43	1	6	8	15	117
04:00 PM	0	15	0	15	0	0	0	0	0	10	0	10	1	2	2	5	30
04:15 PM	0	13	0	13	0	0	0	0	0	14	0	14	1	2	0	3	30
04:30 PM	0	19	0	19	0	0	0	0	0	11	0	11	1	1	2	4	34
04:45 PM	0	14	0	14	0	0	0	0	0	8	0	8	0	2	1	3	25
Total	0	61	0	61	0	0	0	0	0	43	0	43	3	7	5	15	119
05:00 PM	0	15	0	15	0	0	0	0	0	14	0	14	0	2	2	4	33
05:15 PM	0	15	0	15	0	0	0	0	0	9	0	9	0	2	1	3	27
05:30 PM	0	18	0	18	0	0	0	0	0	17	2	19	1	2	1	4	41
05:45 PM	0	15	0	15	0	0	0	0	0	10	1	11	0	1	1	2	28
Total	0	63	0	63	0	0	0	0	0	50	3	53	1	7	5	13	129
Grand Total	0	183	0	183	0	0	0	0	0	136	3	139	5	20	18	43	365
Apprch %	0	100	0		0	0	0		0	97.8	2.2		11.6	46.5	41.9		
Total %	0	50.1	0	50.1	0	0	0	0	0	37.3	0.8	38.1	1.4	5.5	4.9	11.8	

	Main Street/Spring Street Southbound				9th Street Westbound				Main Street Northbound				9th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**19**	0	**19**	0	0	0	0	0	11	0	11	**1**	1	**2**	**4**	**34**
04:45 PM	0	14	0	14	0	0	0	0	0	8	0	8	0	**2**	1	3	25
05:00 PM	0	15	0	15	0	0	0	0	0	**14**	0	**14**	0	2	2	4	33
05:15 PM	0	15	0	15	0	0	0	0	0	9	0	9	0	2	1	3	27
Total Volume	0	63	0	63	0	0	0	0	0	42	0	42	1	7	6	14	119
% App. Total	0	100	0		0	0	0		0	100	0		7.1	50	42.9		
PHF	.000	.829	.000	.829	.000	.000	.000	.000	.000	.750	.000	.750	.250	.875	.750	.875	.875

Counts Unlimited
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City of Los Angeles
N/S: Main Street/Spring Street
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File Name : 03_LAC_Main_Spring_9th PM
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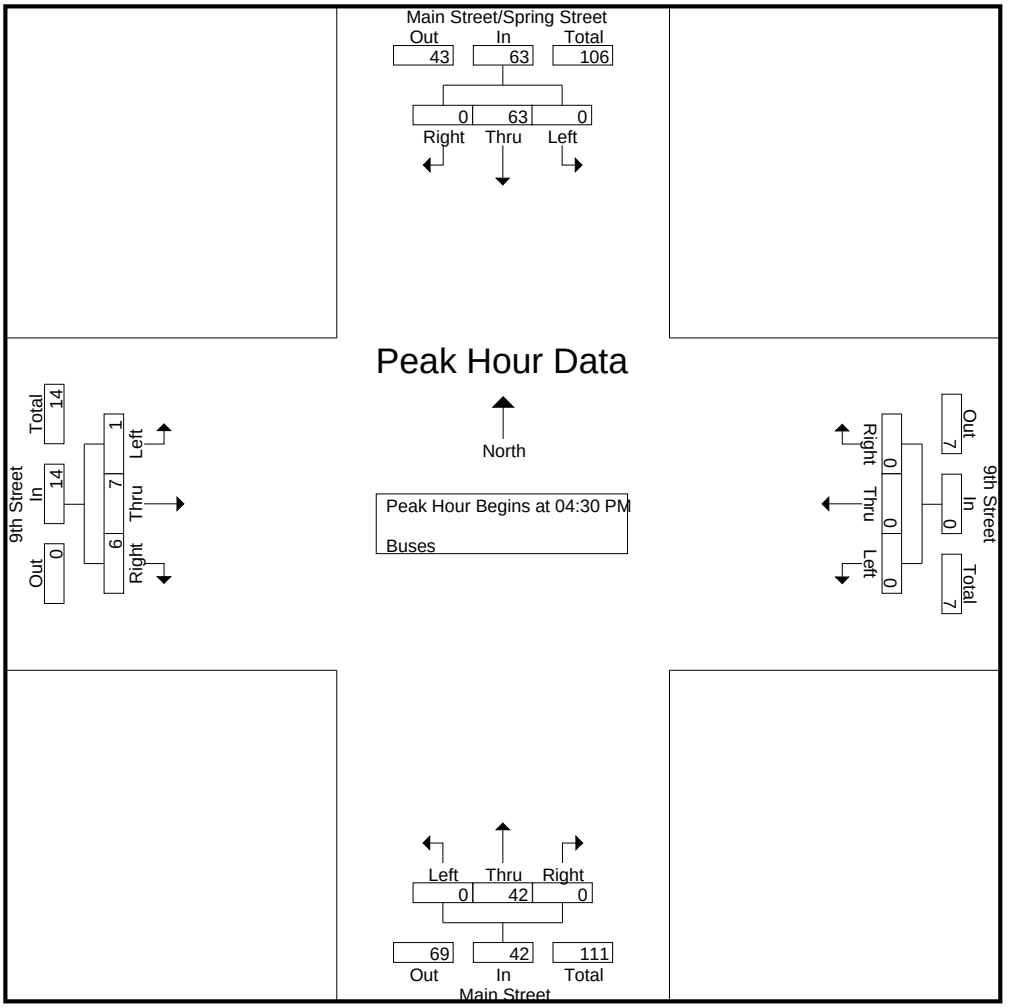

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**19**	0	**19**	0	0	0	0	0	11	0	11	**1**	1	**2**	**4**
+15 mins.	0	14	0	14	0	0	0	0	0	8	0	8	0	**2**	1	3
+30 mins.	0	15	0	15	0	0	0	0	0	**14**	0	**14**	0	2	2	4
+45 mins.	0	15	0	15	0	0	0	0	0	9	0	9	0	2	1	3
Total Volume	0	63	0	63	0	0	0	0	0	42	0	42	1	7	6	14
% App. Total	0	100	0		0	0	0		0	100	0		7.1	50	42.9	
PHF	.000	.829	.000	.829	.000	.000	.000	.000	.000	.750	.000	.750	.250	.875	.750	.875

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main Street/Spring Street

East/West 9th Street

Day: Wednesday **Date:** January 29, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8713

	N/B	S/B	E/B	W/B
DUAL-WHEELED	87	54	127	0
BIKES	93	97	114	42
BUSES	316	359	87	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	192	8.30	112	9.30	273	8.15	0	7.00
PM PK 15 MIN	289	5.00	157	5.00	364	5.00	0	3.00
AM PK HOUR	723	8.00	421	9.00	1007	7.45	0	7.00
PM PK HOUR	1032	4.15	598	4.45	1370	4.15	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	577	89	666
8-9	0	624	99	723
9-10	0	606	87	693
3-4	0	758	84	842
4-5	0	918	71	989
5-6	0	825	119	944
TOTAL	0	4308	549	4857

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	306	0	367
8-9	68	342	0	410
9-10	82	339	0	421
3-4	59	365	0	424
4-5	52	443	0	495
5-6	72	507	0	579
TOTAL	394	2302	0	2696

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1033	60	27	36	22
1133	110	34	72	49
1114	115	19	58	37
1266	149	27	113	37
1484	101	28	112	60
1523	142	40	99	67
7553	677	175	490	272

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	601	38	687
8-9	86	837	66	989
9-10	106	610	54	770
3-4	194	708	80	982
4-5	282	995	78	1355
5-6	225	1006	60	1291
TOTAL	941	4757	376	6074

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
687	33	16	36	11
989	38	30	53	6
770	39	20	47	9
982	78	23	92	20
1355	62	41	77	19
1291	43	33	89	38
6074	293	163	394	103

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Main Street/Spring Street				
East/West:	9th Street				
Day:	Wednesday	Date:	1/29/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8713
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	14	0	14
9-10	0	5	0	5
3-4	0	18	0	18
4-5	0	18	0	18
5-6	0	31	2	33
TOTAL	0	91	2	93

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	17	0	19
8-9	2	11	0	13
9-10	2	9	1	12
3-4	2	19	1	22
4-5	3	17	1	21
5-6	0	8	2	10
TOTAL	11	81	5	97

TOTAL

Hours	N-S
7-8	24
8-9	27
9-10	17
3-4	40
4-5	39
5-6	43
TOTAL	190

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	21	2	27
8-9	4	26	3	33
9-10	4	8	1	13
3-4	5	11	3	19
4-5	5	8	0	13
5-6	6	1	2	9
TOTAL	28	75	11	114

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	1	7
8-9	0	5	0	5
9-10	0	3	0	3
3-4	2	6	2	10
4-5	0	4	2	6
5-6	1	10	0	11
TOTAL	3	34	5	42

TOTAL

Hours	E-W
7-8	34
8-9	38
9-10	16
3-4	29
4-5	19
5-6	20
TOTAL	156

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	41	2	51	0	94
- No helmet riders	40	49	64	33	186
- Sidewalk Riding	27	40	21	30	118
- Wrong way riding	5	15	2	37	59

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

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Main Street/Spring Street				
East/West:	9th Street				
Day:	Wednesday	Date:	January 29, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8713
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	11	9	12	11	43
7:15-7:30	14	14	13	6	47
7:30-7:45	14	28	9	14	65
7:45-8:00	19	36	13	18	86
8:00-8:15	18	24	12	11	65
8:15-8:30	34	33	13	12	92
8:30-8:45	19	32	14	18	83
8:45-9:00	50	55	20	27	152
9:00-9:15	25	44	16	14	99
9:15-9:30	25	33	10	15	83
9:30-9:45	22	28	16	15	81
9:45-10:00	23	29	14	15	81
Hours					
7 - 8	58	87	47	49	241
8 - 9	121	144	59	68	392
9 - 10	95	134	56	59	344
TOTAL	274	365	162	176	977

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	46	64	64	32	206
3:15-3:30	36	86	56	36	214
3:30-3:45	35	78	32	32	177
3:45-4:00	33	70	32	56	191
4:00-4:15	49	44	42	42	177
4:15-4:30	38	46	36	22	142
4:30-4:45	38	56	30	24	148
4:45-5:00	47	56	46	36	185
5:00-5:15	42	78	26	32	178
5:15-5:30	44	62	54	32	192
5:30-5:45	46	94	62	18	220
5:45-6:00	34	50	36	4	124
Hours					
3 - 4	150	298	184	156	788
4 - 5	172	202	154	124	652
5 - 6	166	284	178	86	714
	488	784	516	366	2154

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	5	2	0	7
- Skateboard/scooter	5	3	12	7	27

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

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Main Street
E/W: Olympic Boulevard
Weather: Clear

File Name : 04_LAC_Main_Olympic AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	1	56	24	81	9	92	6	107	15	144	8	167	13	36	5	54	409
07:15 AM	1	54	26	81	2	103	5	110	20	162	9	191	11	25	1	37	419
07:30 AM	3	71	35	109	8	118	4	130	14	169	22	205	8	28	5	41	485
07:45 AM	3	64	30	97	8	125	6	139	16	152	22	190	16	35	0	51	477
Total	8	245	115	368	27	438	21	486	65	627	61	753	48	124	11	183	1790
08:00 AM	3	65	40	108	3	103	8	114	12	187	19	218	13	40	5	58	498
08:15 AM	7	60	50	117	4	95	8	107	19	151	27	197	30	120	12	162	583
08:30 AM	10	42	44	96	11	113	5	129	16	193	18	227	24	121	14	159	611
08:45 AM	11	50	53	114	2	121	8	131	17	168	25	210	39	125	14	178	633
Total	31	217	187	435	20	432	29	481	64	699	89	852	106	406	45	557	2325
09:00 AM	5	57	37	99	5	97	12	114	15	154	26	195	29	115	9	153	561
09:15 AM	3	61	31	95	4	102	4	110	15	159	24	198	25	92	6	123	526
09:30 AM	7	62	40	109	8	102	6	116	16	163	21	200	27	113	14	154	579
09:45 AM	6	59	30	95	4	106	7	117	11	157	22	190	23	78	9	110	512
Total	21	239	138	398	21	407	29	457	57	633	93	783	104	398	38	540	2178
Grand Total	60	701	440	1201	68	1277	79	1424	186	1959	243	2388	258	928	94	1280	6293
Apprch %	5	58.4	36.6		4.8	89.7	5.5		7.8	82	10.2		20.2	72.5	7.3		
Total %	1	11.1	7	19.1	1.1	20.3	1.3	22.6	3	31.1	3.9	37.9	4.1	14.7	1.5	20.3	
Passenger Vehicles	50	552	376	978	67	1221	72	1360	182	1799	238	2219	193	900	92	1185	5742
% Passenger Vehicles	83.3	78.7	85.5	81.4	98.5	95.6	91.1	95.5	97.8	91.8	97.9	92.9	74.8	97	97.9	92.6	91.2
Dual Wheeled	2	17	16	35	1	54	7	62	4	41	5	50	7	21	2	30	177
% Dual Wheeled	3.3	2.4	3.6	2.9	1.5	4.2	8.9	4.4	2.2	2.1	2.1	2.1	2.7	2.3	2.1	2.3	2.8
Buses	8	132	48	188	0	2	0	2	0	119	0	119	58	7	0	65	374
% Buses	13.3	18.8	10.9	15.7	0	0.2	0	0.1	0	6.1	0	5	22.5	0.8	0	5.1	5.9

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 08:15 AM																	
08:15 AM	7	**60**	50	**117**	4	95	8	107	**19**	151	**27**	197	30	120	12	162	583
08:30 AM	10	42	44	96	**11**	113	5	129	16	**193**	18	**227**	24	121	**14**	159	611
08:45 AM	**11**	50	**53**	114	2	**121**	8	**131**	17	168	25	210	**39**	**125**	14	**178**	**633**
09:00 AM	5	57	37	99	5	97	**12**	114	15	154	26	195	29	115	9	153	561
Total Volume	33	209	184	426	22	426	33	481	67	666	96	829	122	481	49	652	2388
% App. Total	7.7	49.1	43.2		4.6	88.6	6.9		8.1	80.3	11.6		18.7	73.8	7.5		
PHF	.750	.871	.868	.910	.500	.880	.688	.918	.882	.863	.889	.913	.782	.962	.875	.916	.943

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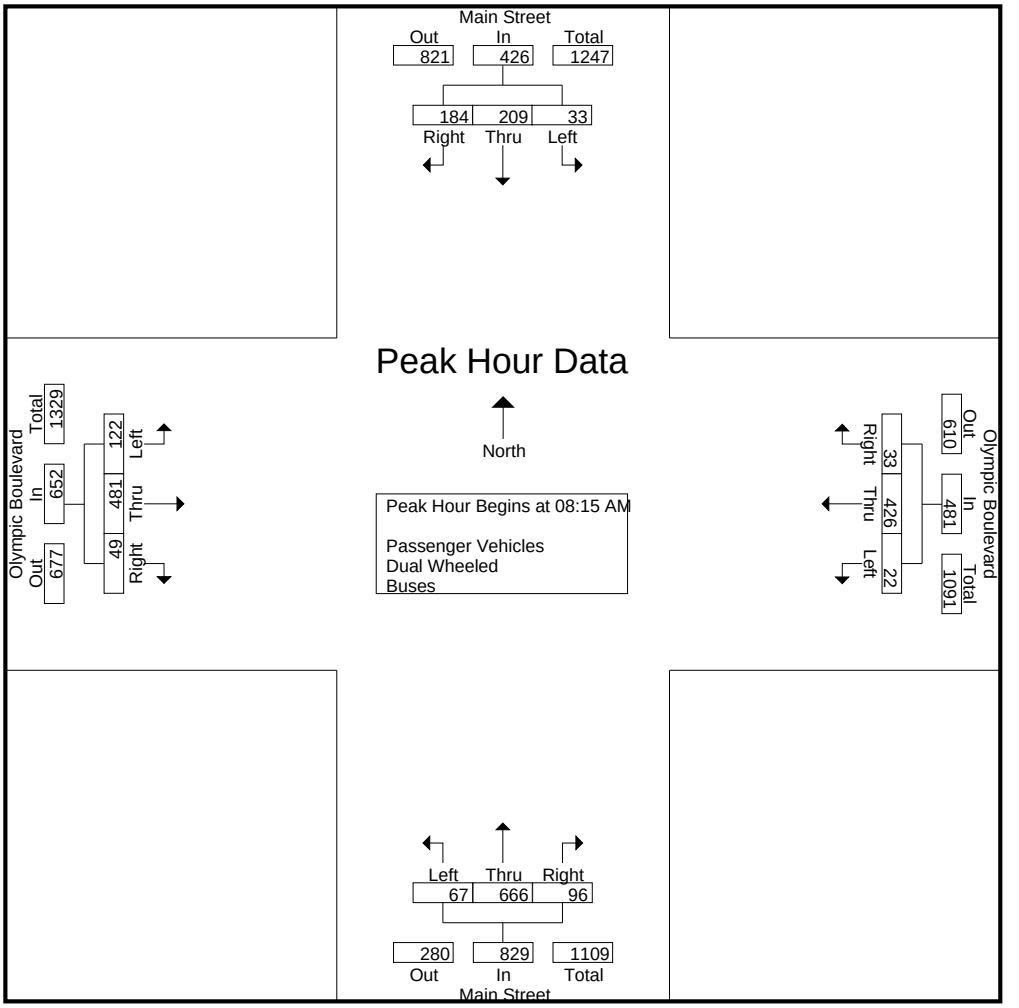

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				08:00 AM				08:15 AM			
+0 mins.	3	**65**	40	108	2	103	5	110	12	187	19	218	30	120	12	162
+15 mins.	7	60	50	**117**	**8**	118	4	130	**19**	151	**27**	197	24	121	**14**	159
+30 mins.	10	42	44	96	8	**125**	6	**139**	16	**193**	18	**227**	**39**	**125**	14	**178**
+45 mins.	**11**	50	**53**	114	3	103	**8**	114	17	168	25	210	29	115	9	153
Total Volume	31	217	187	435	21	449	23	493	64	699	89	852	122	481	49	652
% App. Total	7.1	49.9	43		4.3	91.1	4.7		7.5	82	10.4		18.7	73.8	7.5	
PHF	.705	.835	.882	.929	.656	.898	.719	.887	.842	.905	.824	.938	.782	.962	.875	.916

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Groups Printed- Passenger Vehicles

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	44	18	62	9	85	4	98	15	133	8	156	10	34	5	49	365
07:15 AM	1	40	20	61	2	101	5	108	20	155	9	184	6	23	1	30	383
07:30 AM	1	57	28	86	8	109	4	121	14	153	22	189	2	28	5	35	431
07:45 AM	3	50	25	78	8	120	4	132	16	141	20	177	12	32	0	44	431
Total	5	191	91	287	27	415	17	459	65	582	59	706	30	117	11	158	1610
08:00 AM	2	50	32	84	3	98	8	109	12	176	19	207	7	38	4	49	449
08:15 AM	6	43	47	96	4	93	6	103	19	139	27	185	23	120	12	155	539
08:30 AM	10	35	41	86	11	107	4	122	15	172	16	203	22	118	14	154	565
08:45 AM	9	37	47	93	2	116	8	126	16	153	25	194	32	122	14	168	581
Total	27	165	167	359	20	414	26	460	62	640	87	789	84	398	44	526	2134
09:00 AM	5	49	33	87	5	93	12	110	14	138	25	177	19	110	9	138	512
09:15 AM	3	45	27	75	4	99	4	107	15	145	24	184	18	89	6	113	479
09:30 AM	5	54	34	93	8	97	6	111	16	150	21	187	21	109	13	143	534
09:45 AM	5	48	24	77	3	103	7	113	10	144	22	176	21	77	9	107	473
Total	18	196	118	332	20	392	29	441	55	577	92	724	79	385	37	501	1998
Grand Total	50	552	376	978	67	1221	72	1360	182	1799	238	2219	193	900	92	1185	5742
Apprch %	5.1	56.4	38.4		4.9	89.8	5.3		8.2	81.1	10.7		16.3	75.9	7.8		
Total %	0.9	9.6	6.5	17	1.2	21.3	1.3	23.7	3.2	31.3	4.1	38.6	3.4	15.7	1.6	20.6	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	6	43	**47**	**96**	4	93	6	103	**19**	139	**27**	185	23	120	12	155	539
08:30 AM	**10**	35	41	86	**11**	107	4	122	15	**172**	16	**203**	22	118	**14**	154	565
08:45 AM	9	37	47	93	2	**116**	8	**126**	16	153	25	194	**32**	**122**	14	**168**	**581**
09:00 AM	5	**49**	33	87	5	93	**12**	110	14	138	25	177	19	110	9	138	512
Total Volume	30	164	168	362	22	409	30	461	64	602	93	759	96	470	49	615	2197
% App. Total	8.3	45.3	46.4		4.8	88.7	6.5		8.4	79.3	12.3		15.6	76.4	8		
PHF	.750	.837	.894	.943	.500	.881	.625	.915	.842	.875	.861	.935	.750	.963	.875	.915	.945

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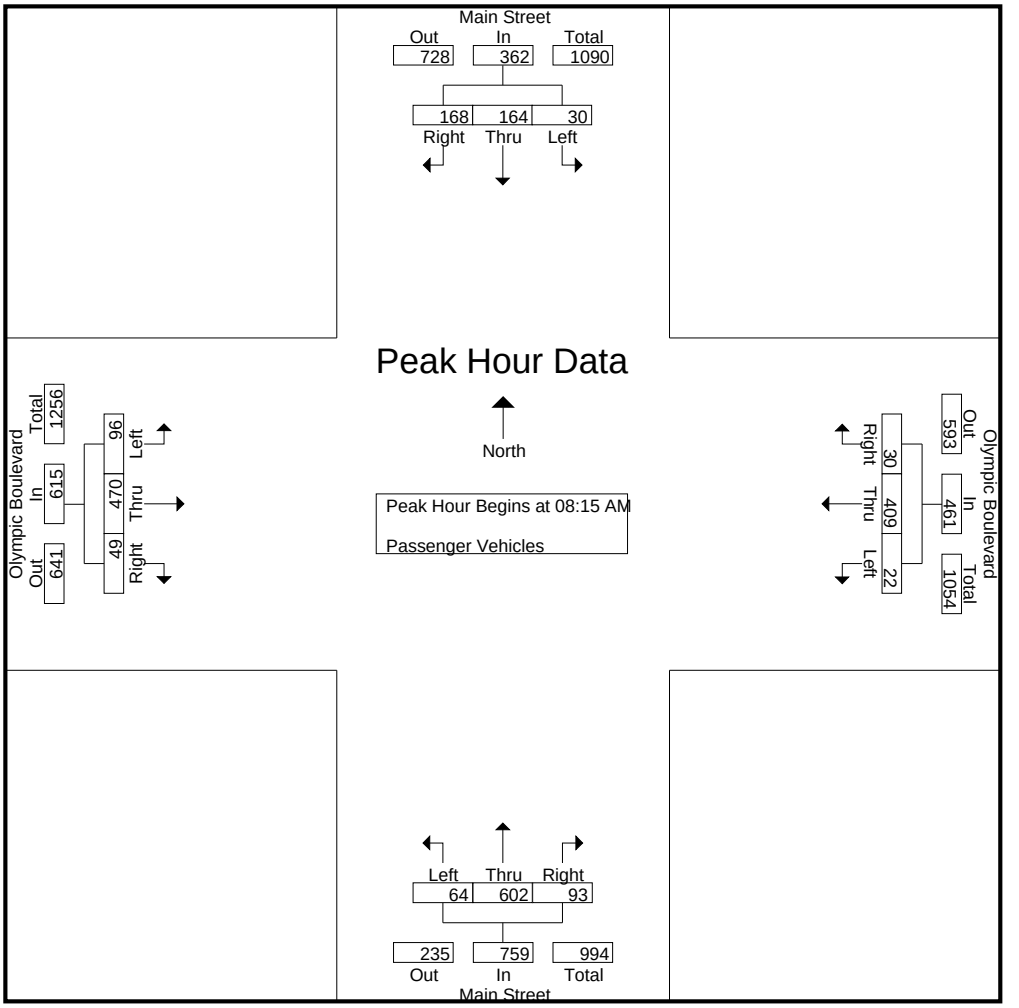

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	6	43	**47**	**96**	4	93	6	103	**19**	139	**27**	185	23	120	12	155
+15 mins.	**10**	35	41	86	**11**	107	4	122	15	**172**	16	**203**	22	118	**14**	154
+30 mins.	9	37	47	93	2	**116**	8	**126**	16	153	25	194	**32**	**122**	14	**168**
+45 mins.	5	**49**	33	87	5	93	**12**	110	14	138	25	177	19	110	9	138
Total Volume	30	164	168	362	22	409	30	461	64	602	93	759	96	470	49	615
% App. Total	8.3	45.3	46.4		4.8	88.7	6.5		8.4	79.3	12.3		15.6	76.4	8	
PHF	.750	.837	.894	.943	.500	.881	.625	.915	.842	.875	.861	.935	.750	.963	.875	.915

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Groups Printed- Dual Wheeled

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	5	2	7	0	3	0	3	0	2	0	2	13
07:15 AM	0	1	1	2	0	2	0	2	0	2	0	2	0	0	0	0	6
07:30 AM	1	2	1	4	0	9	0	9	0	9	0	9	0	0	0	0	22
07:45 AM	0	2	1	3	0	5	2	7	0	1	2	3	0	3	0	3	16
Total	1	6	3	10	0	21	4	25	0	15	2	17	0	5	0	5	57
08:00 AM	0	0	5	5	0	5	0	5	0	4	0	4	0	1	1	2	16
08:15 AM	0	4	0	4	0	2	2	4	0	3	0	3	1	0	0	1	12
08:30 AM	0	0	0	0	0	6	1	7	1	4	2	7	0	2	0	2	16
08:45 AM	0	1	2	3	0	5	0	5	1	3	0	4	1	3	0	4	16
Total	0	5	7	12	0	18	3	21	2	14	2	18	2	6	1	9	60
09:00 AM	0	1	1	2	0	4	0	4	1	5	1	7	2	3	0	5	18
09:15 AM	0	3	1	4	0	3	0	3	0	1	0	1	0	2	0	2	10
09:30 AM	1	1	4	6	0	5	0	5	0	1	0	1	3	4	1	8	20
09:45 AM	0	1	0	1	1	3	0	4	1	5	0	6	0	1	0	1	12
Total	1	6	6	13	1	15	0	16	2	12	1	15	5	10	1	16	60
Grand Total	2	17	16	35	1	54	7	62	4	41	5	50	7	21	2	30	177
Apprch %	5.7	48.6	45.7		1.6	87.1	11.3		8	82	10		23.3	70	6.7		
Total %	1.1	9.6	9	19.8	0.6	30.5	4	35	2.3	23.2	2.8	28.2	4	11.9	1.1	16.9	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**4**	0	**4**	0	2	**2**	4	0	3	0	3	1	0	0	1	12
08:30 AM	0	0	0	0	0	**6**	1	**7**	**1**	4	**2**	**7**	0	2	0	2	16
08:45 AM	0	1	**2**	3	0	5	0	5	1	3	0	4	1	**3**	0	4	16
09:00 AM	0	1	1	2	0	4	0	4	1	**5**	1	7	**2**	3	0	**5**	**18**
Total Volume	0	6	3	9	0	17	3	20	3	15	3	21	4	8	0	12	62
% App. Total	0	66.7	33.3		0	85	15		14.3	71.4	14.3		33.3	66.7	0		
PHF	.000	.375	.375	.563	.000	.708	.375	.714	.750	.750	.375	.750	.500	.667	.000	.600	.861

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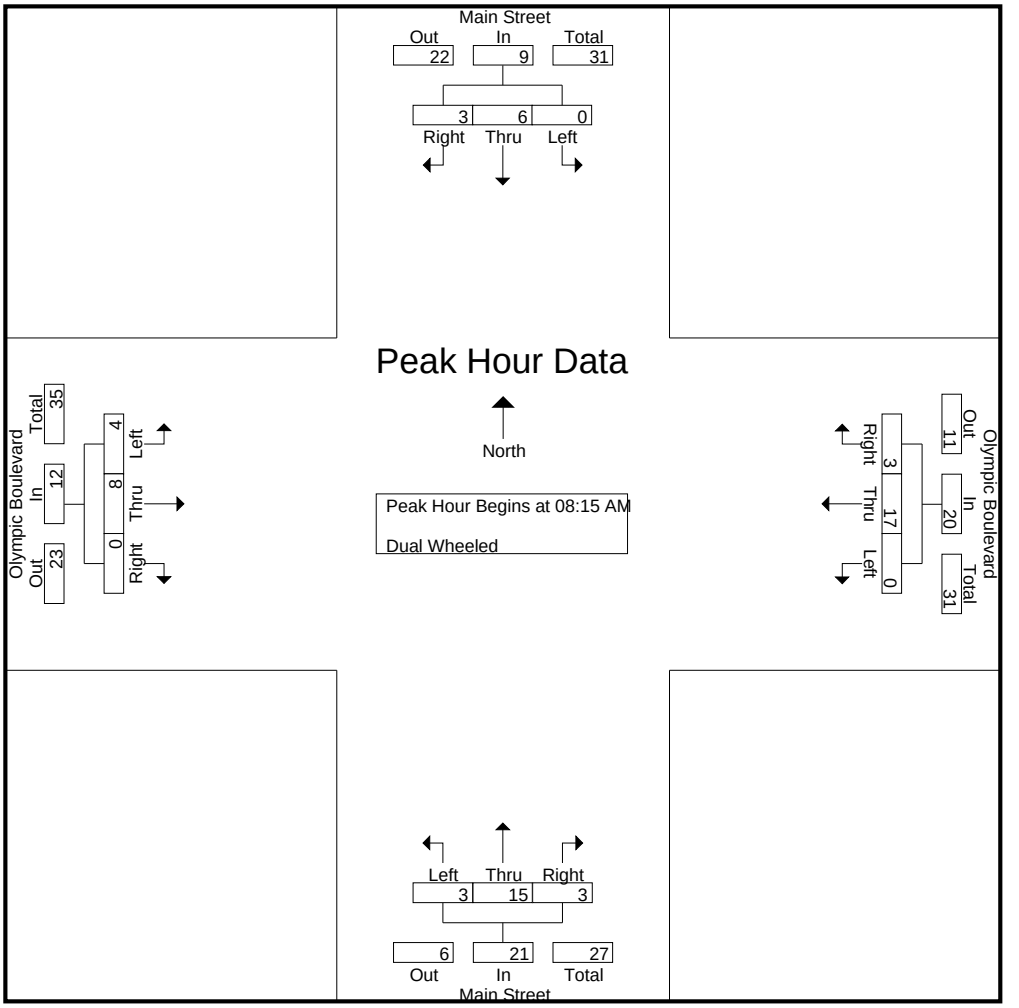

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	**4**	0	**4**	0	2	**2**	4	0	3	0	3	1	0	0	1
+15 mins.	0	0	0	0	0	**6**	1	**7**	**1**	4	**2**	**7**	0	2	0	2
+30 mins.	0	1	**2**	3	0	5	0	5	1	3	0	4	1	**3**	0	4
+45 mins.	0	1	1	2	0	4	0	4	1	**5**	1	7	**2**	3	0	**5**
Total Volume	0	6	3	9	0	17	3	20	3	15	3	21	4	8	0	12
% App. Total	0	66.7	33.3		0	85	15		14.3	71.4	14.3		33.3	66.7	0	
PHF	.000	.375	.375	.563	.000	.708	.375	.714	.750	.750	.375	.750	.500	.667	.000	.600

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Groups Printed- Buses

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	1	11	6	18	0	2	0	2	0	8	0	8	3	0	0	3	31
07:15 AM	0	13	5	18	0	0	0	0	0	5	0	5	5	2	0	7	30
07:30 AM	1	12	6	19	0	0	0	0	0	7	0	7	6	0	0	6	32
07:45 AM	0	12	4	16	0	0	0	0	0	10	0	10	4	0	0	4	30
Total	2	48	21	71	0	2	0	2	0	30	0	30	18	2	0	20	123
08:00 AM	1	15	3	19	0	0	0	0	0	7	0	7	6	1	0	7	33
08:15 AM	1	13	3	17	0	0	0	0	0	9	0	9	6	0	0	6	32
08:30 AM	0	7	3	10	0	0	0	0	0	17	0	17	2	1	0	3	30
08:45 AM	2	12	4	18	0	0	0	0	0	12	0	12	6	0	0	6	36
Total	4	47	13	64	0	0	0	0	0	45	0	45	20	2	0	22	131
09:00 AM	0	7	3	10	0	0	0	0	0	11	0	11	8	2	0	10	31
09:15 AM	0	13	3	16	0	0	0	0	0	13	0	13	7	1	0	8	37
09:30 AM	1	7	2	10	0	0	0	0	0	12	0	12	3	0	0	3	25
09:45 AM	1	10	6	17	0	0	0	0	0	8	0	8	2	0	0	2	27
Total	2	37	14	53	0	0	0	0	0	44	0	44	20	3	0	23	120
Grand Total	8	132	48	188	0	2	0	2	0	119	0	119	58	7	0	65	374
Apprch %	4.3	70.2	25.5		0	100	0		0	100	0		89.2	10.8	0		
Total %	2.1	35.3	12.8	50.3	0	0.5	0	0.5	0	31.8	0	31.8	15.5	1.9	0	17.4	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	**13**	3	17	0	0	0	0	0	9	0	9	6	0	0	6	32
08:30 AM	0	7	3	10	0	0	0	0	0	**17**	0	**17**	2	1	0	3	30
08:45 AM	**2**	12	**4**	**18**	0	0	0	0	0	12	0	12	6	0	0	6	**36**
09:00 AM	0	7	3	10	0	0	0	0	0	11	0	11	**8**	**2**	0	**10**	31
Total Volume	3	39	13	55	0	0	0	0	0	49	0	49	22	3	0	25	129
% App. Total	5.5	70.9	23.6		0	0	0		0	100	0		88	12	0		
PHF	.375	.750	.813	.764	.000	.000	.000	.000	.000	.721	.000	.721	.688	.375	.000	.625	.896

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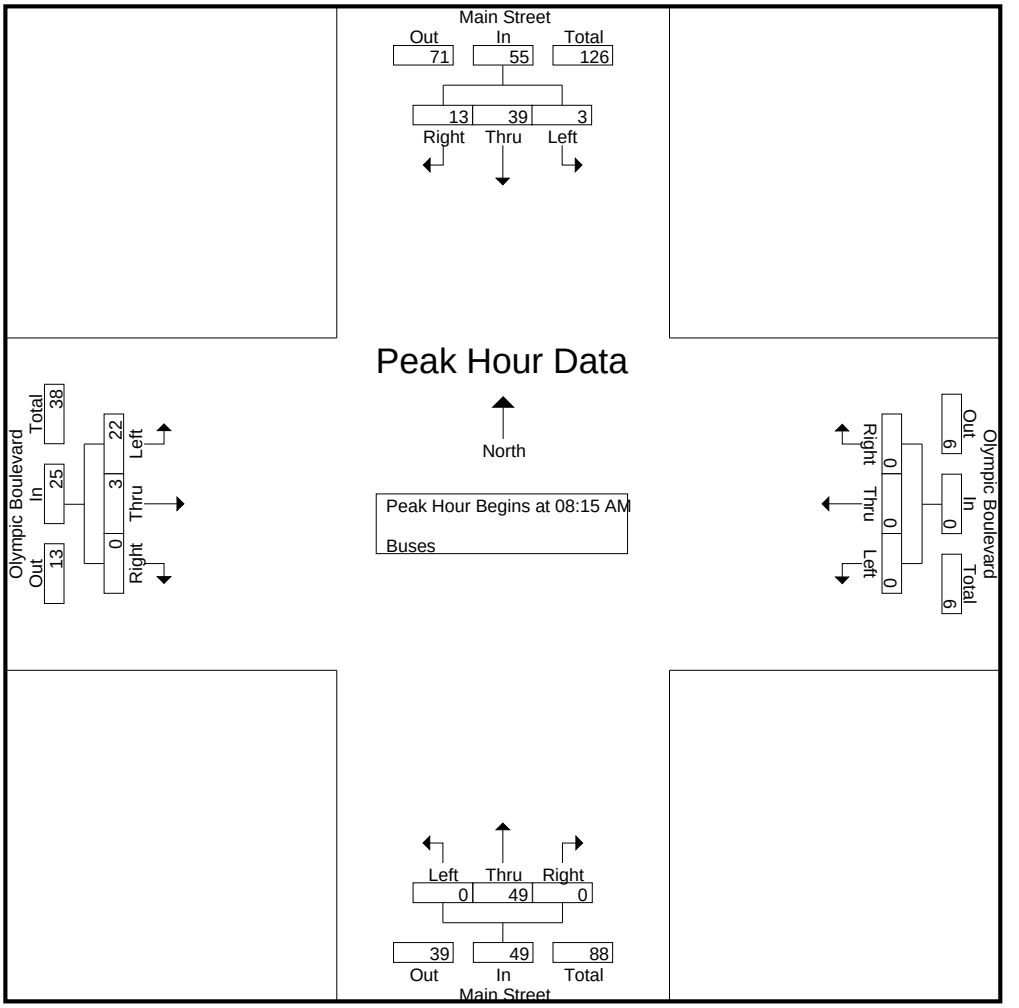

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	1	**13**	3	17	0	0	0	0	0	9	0	9	6	0	0	6
+15 mins.	0	7	3	10	0	0	0	0	0	**17**	0	**17**	2	1	0	3
+30 mins.	**2**	12	**4**	**18**	0	0	0	0	0	12	0	12	6	0	0	6
+45 mins.	0	7	3	10	0	0	0	0	0	11	0	11	**8**	**2**	0	**10**
Total Volume	3	39	13	55	0	0	0	0	0	49	0	49	22	3	0	25
% App. Total	5.5	70.9	23.6		0	0	0		0	100	0		88	12	0	
PHF	.375	.750	.813	.764	.000	.000	.000	.000	.000	.721	.000	.721	.688	.375	.000	.625

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	7	74	27	108	14	101	14	129	25	135	27	187	25	96	16	137	561
03:15 PM	5	75	33	113	10	121	14	145	10	158	20	188	35	80	17	132	578
03:30 PM	8	79	30	117	7	89	11	107	12	195	24	231	38	106	12	156	611
03:45 PM	7	83	40	130	7	99	14	120	10	163	18	191	28	92	15	135	576
Total	27	311	130	468	38	410	53	501	57	651	89	797	126	374	60	560	2326
04:00 PM	3	85	39	127	15	115	10	140	20	202	13	235	34	100	19	153	655
04:15 PM	2	55	40	97	15	119	13	147	14	214	17	245	28	96	19	143	632
04:30 PM	10	102	41	153	11	106	13	130	12	182	19	213	30	103	19	152	648
04:45 PM	4	110	53	167	13	116	9	138	15	212	31	258	32	109	20	161	724
Total	19	352	173	544	54	456	45	555	61	810	80	951	124	408	77	609	2659
05:00 PM	5	107	34	146	16	141	12	169	18	226	21	265	41	83	3	127	707
05:15 PM	3	120	45	168	16	111	11	138	7	168	16	191	28	126	13	167	664
05:30 PM	7	96	39	142	17	108	17	142	9	147	11	167	32	100	12	144	595
05:45 PM	3	117	39	159	22	112	13	147	12	160	11	183	29	119	11	159	648
Total	18	440	157	615	71	472	53	596	46	701	59	806	130	428	39	597	2614
Grand Total	64	1103	460	1627	163	1338	151	1652	164	2162	228	2554	380	1210	176	1766	7599
Apprch %	3.9	67.8	28.3		9.9	81	9.1		6.4	84.7	8.9		21.5	68.5	10		
Total %	0.8	14.5	6.1	21.4	2.1	17.6	2	21.7	2.2	28.5	3	33.6	5	15.9	2.3	23.2	
Passenger Vehicles	55	937	411	1403	160	1313	146	1619	163	2023	220	2406	336	1181	172	1689	7117
% Passenger Vehicles	85.9	85	89.3	86.2	98.2	98.1	96.7	98	99.4	93.6	96.5	94.2	88.4	97.6	97.7	95.6	93.7
Dual Wheeled	0	17	2	19	2	25	5	32	1	37	5	43	4	22	3	29	123
% Dual Wheeled	0	1.5	0.4	1.2	1.2	1.9	3.3	1.9	0.6	1.7	2.2	1.7	1.1	1.8	1.7	1.6	1.6
Buses	9	149	47	205	1	0	0	1	0	102	3	105	40	7	1	48	359
% Buses	14.1	13.5	10.2	12.6	0.6	0	0	0.1	0	4.7	1.3	4.1	10.5	0.6	0.6	2.7	4.7

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 04:30 PM																	
04:30 PM	**10**	102	41	153	11	106	**13**	130	12	182	19	213	30	103	19	152	648
04:45 PM	4	110	**53**	167	13	116	9	138	15	212	**31**	258	32	109	**20**	161	**724**
05:00 PM	5	107	34	146	**16**	**141**	12	**169**	**18**	**226**	21	**265**	**41**	83	3	127	707
05:15 PM	3	**120**	45	**168**	16	111	11	138	7	168	16	191	28	**126**	13	**167**	664
Total Volume	22	439	173	634	56	474	45	575	52	788	87	927	131	421	55	607	2743
% App. Total	3.5	69.2	27.3		9.7	82.4	7.8		5.6	85	9.4		21.6	69.4	9.1		
PHF	.550	.915	.816	.943	.875	.840	.865	.851	.722	.872	.702	.875	.799	.835	.688	.909	.947

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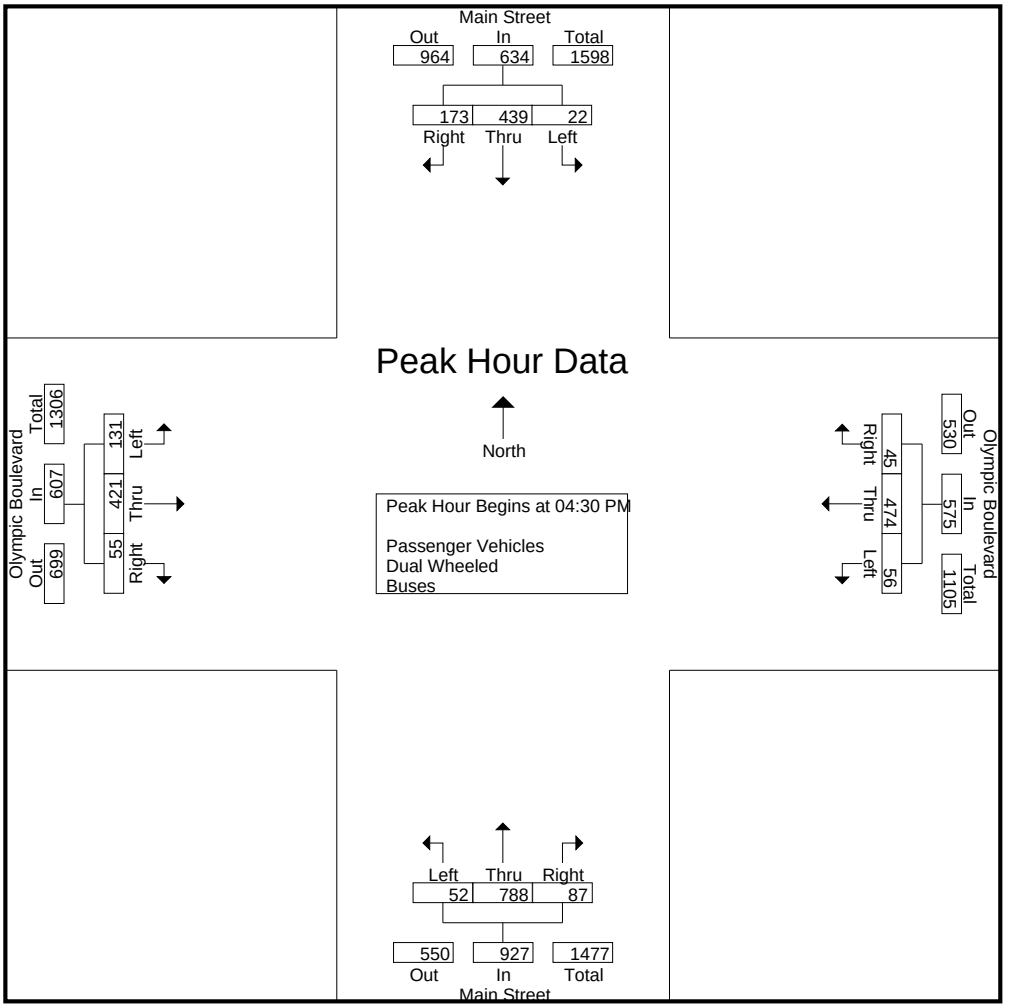

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	**10**	102	41	153	16	**141**	12	**169**	14	214	17	245	**34**	100	19	153
+15 mins.	4	110	**53**	167	16	111	11	138	12	182	19	213	28	96	19	143
+30 mins.	5	107	34	146	17	108	**17**	142	15	212	**31**	258	30	103	19	152
+45 mins.	3	**120**	45	**168**	**22**	112	13	147	**18**	**226**	21	**265**	32	**109**	**20**	**161**
Total Volume	22	439	173	634	71	472	53	596	59	834	88	981	124	408	77	609
% App. Total	3.5	69.2	27.3		11.9	79.2	8.9		6	85	9		20.4	67	12.6	
PHF	.550	.915	.816	.943	.807	.837	.779	.882	.819	.923	.710	.925	.912	.936	.963	.946

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Groups Printed- Passenger Vehicles

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	5	62	23	90	14	100	14	128	25	125	26	176	22	90	15	127	521
03:15 PM	5	56	29	90	10	118	14	142	10	142	18	170	31	79	16	126	528
03:30 PM	7	65	26	98	7	85	9	101	12	186	23	221	36	100	12	148	568
03:45 PM	6	69	37	112	7	97	13	117	9	154	17	180	21	89	15	125	534
Total	23	252	115	390	38	400	50	488	56	607	84	747	110	358	58	526	2151
04:00 PM	3	73	35	111	15	111	9	135	20	192	13	225	30	98	19	147	618
04:15 PM	2	44	35	81	15	116	13	144	14	197	17	228	25	94	18	137	590
04:30 PM	8	87	37	132	11	104	13	128	12	174	18	204	25	100	19	144	608
04:45 PM	4	100	48	152	11	114	9	134	15	204	29	248	30	107	19	156	690
Total	17	304	155	476	52	445	44	541	61	767	77	905	110	399	75	584	2506
05:00 PM	5	89	32	126	16	138	11	165	18	214	21	253	37	82	3	122	666
05:15 PM	2	110	40	152	15	111	11	137	7	158	16	181	25	126	13	164	634
05:30 PM	5	80	35	120	17	107	17	141	9	132	11	152	26	100	12	138	551
05:45 PM	3	102	34	139	22	112	13	147	12	145	11	168	28	116	11	155	609
Total	15	381	141	537	70	468	52	590	46	649	59	754	116	424	39	579	2460
Grand Total	55	937	411	1403	160	1313	146	1619	163	2023	220	2406	336	1181	172	1689	7117
Apprch %	3.9	66.8	29.3		9.9	81.1	9		6.8	84.1	9.1		19.9	69.9	10.2		
Total %	0.8	13.2	5.8	19.7	2.2	18.4	2.1	22.7	2.3	28.4	3.1	33.8	4.7	16.6	2.4	23.7	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**8**	87	37	132	11	104	**13**	128	12	174	18	204	25	100	**19**	144	608
04:45 PM	4	100	**48**	**152**	11	114	9	134	15	204	**29**	248	30	107	19	156	**690**
05:00 PM	5	89	32	126	**16**	**138**	11	**165**	**18**	**214**	21	**253**	**37**	82	3	122	666
05:15 PM	2	**110**	40	152	15	111	11	137	7	158	16	181	25	**126**	13	**164**	634
Total Volume	19	386	157	562	53	467	44	564	52	750	84	886	117	415	54	586	2598
% App. Total	3.4	68.7	27.9		9.4	82.8	7.8		5.9	84.7	9.5		20	70.8	9.2		
PHF	.594	.877	.818	.924	.828	.846	.846	.855	.722	.876	.724	.875	.791	.823	.711	.893	.941

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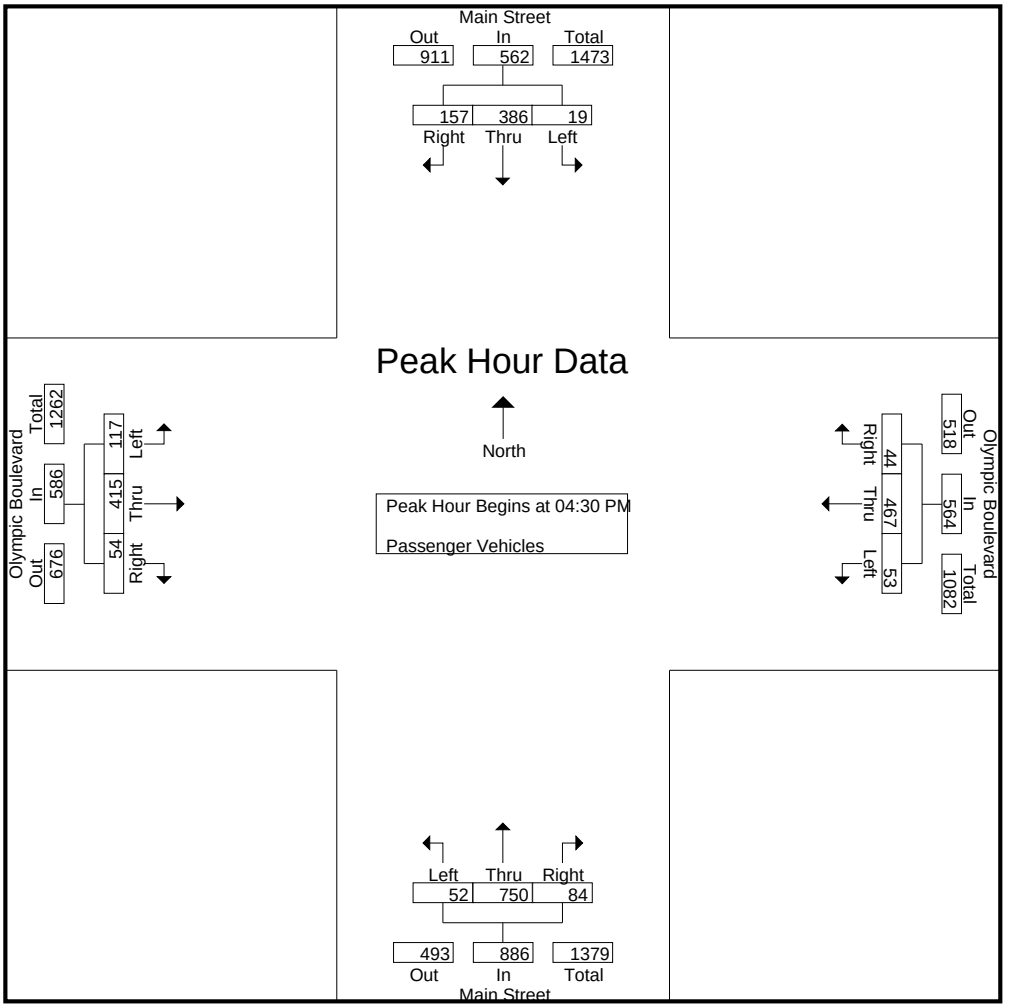

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**8**	87	37	132	11	104	**13**	128	12	174	18	204	25	100	**19**	144
+15 mins.	4	100	**48**	**152**	11	114	9	134	15	204	**29**	248	30	107	19	156
+30 mins.	5	89	32	126	**16**	**138**	11	**165**	**18**	**214**	21	**253**	**37**	82	3	122
+45 mins.	2	**110**	40	152	15	111	11	137	7	158	16	181	25	**126**	13	**164**
Total Volume	19	386	157	562	53	467	44	564	52	750	84	886	117	415	54	586
% App. Total	3.4	68.7	27.9		9.4	82.8	7.8		5.9	84.7	9.5		20	70.8	9.2	
PHF	.594	.877	.818	.924	.828	.846	.846	.855	.722	.876	.724	.875	.791	.823	.711	.893

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Groups Printed- Dual Wheeled

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	2	0	2	0	1	0	1	0	4	0	4	0	3	0	3	10
03:15 PM	0	4	0	4	0	3	0	3	0	5	1	6	0	1	1	2	15
03:30 PM	0	2	0	2	0	4	2	6	0	4	1	5	0	3	0	3	16
03:45 PM	0	1	0	1	0	2	1	3	1	3	1	5	1	2	0	3	12
Total	0	9	0	9	0	10	3	13	1	16	3	20	1	9	1	11	53
04:00 PM	0	0	0	0	0	4	1	5	0	3	0	3	1	2	0	3	11
04:15 PM	0	0	1	1	0	3	0	3	0	5	0	5	1	2	1	4	13
04:30 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	3	0	3	8
04:45 PM	0	2	1	3	1	2	0	3	0	2	2	4	0	2	1	3	13
Total	0	3	2	5	1	11	1	13	0	12	2	14	2	9	2	13	45
05:00 PM	0	1	0	1	0	3	1	4	0	1	0	1	0	1	0	1	7
05:15 PM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
05:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
05:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	3	0	3	9
Total	0	5	0	5	1	4	1	6	0	9	0	9	1	4	0	5	25
Grand Total	0	17	2	19	2	25	5	32	1	37	5	43	4	22	3	29	123
Apprch %	0	89.5	10.5		6.2	78.1	15.6		2.3	86	11.6		13.8	75.9	10.3		
Total %	0	13.8	1.6	15.4	1.6	20.3	4.1	26	0.8	30.1	4.1	35	3.3	17.9	2.4	23.6	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	**3**	0	**3**	8
04:45 PM	0	**2**	**1**	**3**	**1**	2	0	3	0	2	**2**	**4**	0	2	**1**	3	**13**
05:00 PM	0	1	0	1	0	**3**	**1**	**4**	0	1	0	1	0	1	0	1	7
05:15 PM	0	1	0	1	1	0	0	1	0	**3**	0	3	0	0	0	0	5
Total Volume	0	5	1	6	2	7	1	10	0	8	2	10	0	6	1	7	33
% App. Total	0	83.3	16.7		20	70	10		0	80	20		0	85.7	14.3		
PHF	.000	.625	.250	.500	.500	.583	.250	.625	.000	.667	.250	.625	.000	.500	.250	.583	.635

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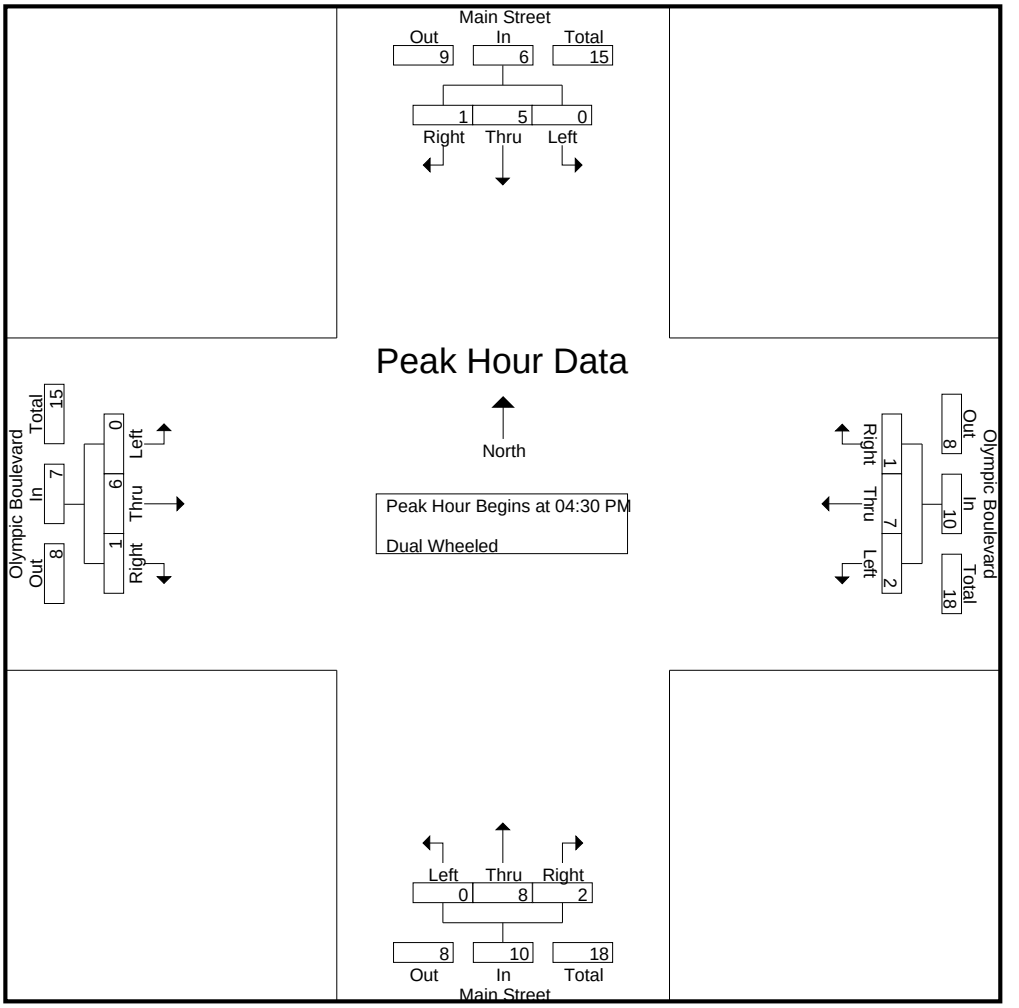

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	**3**	0	**3**
+15 mins.	0	**2**	**1**	**3**	**1**	2	0	3	0	2	**2**	**4**	0	2	**1**	3
+30 mins.	0	1	0	1	0	**3**	**1**	**4**	0	1	0	1	0	1	0	1
+45 mins.	0	1	0	1	1	0	0	1	0	**3**	0	3	0	0	0	0
Total Volume	0	5	1	6	2	7	1	10	0	8	2	10	0	6	1	7
% App. Total	0	83.3	16.7		20	70	10		0	80	20		0	85.7	14.3	
PHF	.000	.625	.250	.500	.500	.583	.250	.625	.000	.667	.250	.625	.000	.500	.250	.583

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Groups Printed- Buses

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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	2	10	4	16	0	0	0	0	0	6	1	7	3	3	1	7	30
03:15 PM	0	15	4	19	0	0	0	0	0	11	1	12	4	0	0	4	35
03:30 PM	1	12	4	17	0	0	0	0	0	5	0	5	2	3	0	5	27
03:45 PM	1	13	3	17	0	0	0	0	0	6	0	6	6	1	0	7	30
Total	4	50	15	69	0	0	0	0	0	28	2	30	15	7	1	23	122
04:00 PM	0	12	4	16	0	0	0	0	0	7	0	7	3	0	0	3	26
04:15 PM	0	11	4	15	0	0	0	0	0	12	0	12	2	0	0	2	29
04:30 PM	2	14	4	20	0	0	0	0	0	6	1	7	5	0	0	5	32
04:45 PM	0	8	4	12	1	0	0	1	0	6	0	6	2	0	0	2	21
Total	2	45	16	63	1	0	0	1	0	31	1	32	12	0	0	12	108
05:00 PM	0	17	2	19	0	0	0	0	0	11	0	11	4	0	0	4	34
05:15 PM	1	9	5	15	0	0	0	0	0	7	0	7	3	0	0	3	25
05:30 PM	2	15	4	21	0	0	0	0	0	14	0	14	5	0	0	5	40
05:45 PM	0	13	5	18	0	0	0	0	0	11	0	11	1	0	0	1	30
Total	3	54	16	73	0	0	0	0	0	43	0	43	13	0	0	13	129
Grand Total	9	149	47	205	1	0	0	1	0	102	3	105	40	7	1	48	359
Apprch %	4.4	72.7	22.9		100	0	0		0	97.1	2.9		83.3	14.6	2.1		
Total %	2.5	41.5	13.1	57.1	0.3	0	0	0.3	0	28.4	0.8	29.2	11.1	1.9	0.3	13.4	

	Main Street Southbound				Olympic Boulevard Westbound				Main Street Northbound				Olympic Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	14	4	**20**	0	0	0	0	0	6	**1**	7	**5**	0	0	**5**	32
04:45 PM	0	8	4	12	**1**	0	0	**1**	0	6	0	6	2	0	0	2	21
05:00 PM	0	**17**	2	19	0	0	0	0	0	**11**	0	**11**	4	0	0	4	**34**
05:15 PM	1	9	**5**	15	0	0	0	0	0	7	0	7	3	0	0	3	25
Total Volume	3	48	15	66	1	0	0	1	0	30	1	31	14	0	0	14	112
% App. Total	4.5	72.7	22.7		100	0	0		0	96.8	3.2		100	0	0		
PHF	.375	.706	.750	.825	.250	.000	.000	.250	.000	.682	.250	.705	.700	.000	.000	.700	.824

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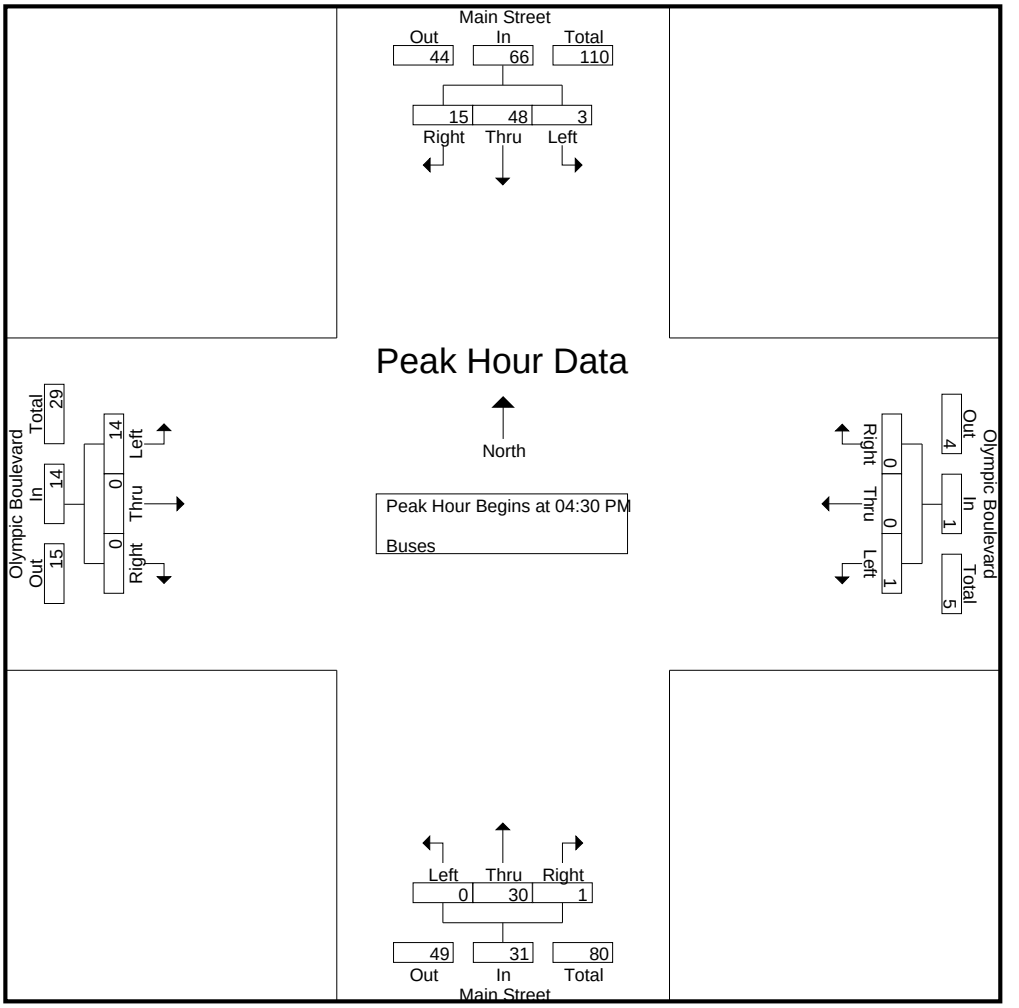

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	14	4	**20**	0	0	0	0	0	6	**1**	7	**5**	0	0	**5**
+15 mins.	0	8	4	12	**1**	0	0	**1**	0	6	0	6	2	0	0	2
+30 mins.	0	**17**	2	19	0	0	0	0	0	**11**	0	**11**	4	0	0	4
+45 mins.	1	9	**5**	15	0	0	0	0	0	7	0	7	3	0	0	3
Total Volume	3	48	15	66	1	0	0	1	0	30	1	31	14	0	0	14
% App. Total	4.5	72.7	22.7		100	0	0		0	96.8	3.2		100	0	0	
PHF	.375	.706	.750	.825	.250	.000	.000	.250	.000	.682	.250	.705	.700	.000	.000	.700

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main Street

East/West Olympic Boulevard

Day: Wednesday **Date:** January 29, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8731

	N/B	S/B	E/B	W/B
DUAL-WHEELED	93	54	59	94
BIKES	91	108	69	46
BUSES	224	393	113	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	227	8.30	117	8.15	178	8.45	139	7.45
PM PK 15 MIN	265	5.00	168	5.15	167	5.15	169	5.00
AM PK HOUR	852	8.00	435	8.00	652	8.15	493	7.15
PM PK HOUR	981	4.15	634	4.30	609	4.00	596	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	627	61	753
8-9	64	699	89	852
9-10	57	633	93	783
3-4	57	651	89	797
4-5	61	810	80	951
5-6	46	701	59	806
TOTAL	350	4121	471	4942

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	245	115	368
8-9	31	217	187	435
9-10	21	239	138	398
3-4	27	311	130	468
4-5	19	352	173	544
5-6	18	440	157	615
TOTAL	124	1804	900	2828

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1121	19	2	31	0
1287	17	1	60	1
1181	47	4	31	12
1265	58	6	56	5
1495	59	9	63	3
1421	79	7	68	4
7770	279	29	309	25

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	124	11	183
8-9	106	406	45	557
9-10	104	398	38	540
3-4	126	374	60	560
4-5	124	408	77	609
5-6	130	428	39	597
TOTAL	638	2138	270	3046

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	438	21	486
8-9	20	432	29	481
9-10	21	407	29	457
3-4	38	410	53	501
4-5	54	456	45	555
5-6	71	472	53	596
TOTAL	231	2615	230	3076

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
669	19	4	60	2
1038	21	1	80	2
997	25	3	71	9
1061	49	10	138	6
1164	41	1	53	7
1193	37	0	105	6
6122	192	19	507	32

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Main Street				
East/West:	Olympic Boulevard				
Day:	Wednesday	Date:	1/29/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8731
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	9	1	10
8-9	1	15	0	16
9-10	2	7	2	11
3-4	2	13	2	17
4-5	0	13	0	13
5-6	6	18	0	24
TOTAL	11	75	5	91

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	14	2	18
8-9	1	19	0	20
9-10	1	12	1	14
3-4	1	20	5	26
4-5	0	12	5	17
5-6	1	8	4	13
TOTAL	6	85	17	108

TOTAL

N-S
28
36
25
43
30
37
199

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	13	5	18
8-9	2	17	2	21
9-10	0	5	1	6
3-4	0	4	1	5
4-5	6	5	1	12
5-6	3	4	0	7
TOTAL	11	48	10	69

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	1	0	1
9-10	0	2	0	2
3-4	0	9	3	12
4-5	2	9	0	11
5-6	2	13	2	17
TOTAL	4	37	5	46

TOTAL

E-W
21
22
8
17
23
24
115

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	10	8	3	1	22
- No helmet riders	58	72	59	34	223
- Sidewalk Riding	27	37	39	23	126
- Wrong way riding	14	30	14	10	68

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

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Main Street				
East/West:	Olympic Boulevard				
Day:	Wednesday	Date:	January 29, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8731
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	2	11	10	33
7:15-7:30	4	2	12	2	20
7:30-7:45	6	10	19	5	40
7:45-8:00	11	7	20	6	44
8:00-8:15	8	6	17	7	38
8:15-8:30	20	4	20	5	49
8:30-8:45	16	7	26	8	57
8:45-9:00	17	1	19	2	39
9:00-9:15	12	15	25	3	55
9:15-9:30	14	12	17	7	50
9:30-9:45	12	18	22	9	61
9:45-10:00	5	6	16	9	36
Hours					
7 - 8	31	21	62	23	137
8 - 9	61	18	82	22	183
9 - 10	43	51	80	28	202
TOTAL	135	90	224	73	522

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	18	38	146	26	228
3:15-3:30	20	34	38	26	118
3:30-3:45	13	18	56	24	111
3:45-4:00	10	26	36	22	94
4:00-4:15	12	32	40	36	120
4:15-4:30	15	10	12	16	53
4:30-4:45	16	44	30	8	98
4:45-5:00	23	32	24	22	101
5:00-5:15	21	30	58	18	127
5:15-5:30	23	34	44	26	127
5:30-5:45	18	48	52	18	136
5:45-6:00	10	46	56	12	124
Hours					
3 - 4	61	116	276	98	551
4 - 5	66	118	106	82	372
5 - 6	72	158	210	74	514
	199	392	592	254	1437

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	2	1	1	0	4
- Skateboard/scooter	5	15	13	7	40

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

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Main Street
E/W: 11th Street
Weather: Clear

File Name : 05_LAC_Main_11th AM
Site Code : 16619068
Start Date : 1/29/2019

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	53	11	64	4	23	2	29	3	167	0	170	0	0	0	0	263
07:15 AM	0	53	5	58	4	20	6	30	8	187	0	195	0	0	0	0	283
07:30 AM	0	68	11	79	4	36	2	42	9	195	0	204	0	0	0	0	325
07:45 AM	0	53	15	68	7	31	18	56	9	186	0	195	0	0	0	0	319
Total	0	227	42	269	19	110	28	157	29	735	0	764	0	0	0	0	1190
08:00 AM	0	69	9	78	3	33	13	49	8	208	0	216	0	0	0	0	343
08:15 AM	0	66	11	77	6	24	9	39	12	202	0	214	0	0	0	0	330
08:30 AM	0	55	7	62	2	23	6	31	9	207	0	216	0	0	0	0	309
08:45 AM	0	59	7	66	9	26	7	42	6	207	0	213	0	0	0	0	321
Total	0	249	34	283	20	106	35	161	35	824	0	859	0	0	0	0	1303
09:00 AM	0	64	7	71	8	30	7	45	7	189	0	196	0	0	0	0	312
09:15 AM	0	62	9	71	4	29	5	38	8	196	0	204	0	0	0	0	313
09:30 AM	0	71	10	81	5	28	11	44	6	183	0	189	0	0	0	0	314
09:45 AM	0	61	14	75	12	39	7	58	12	185	0	197	0	0	0	0	330
Total	0	258	40	298	29	126	30	185	33	753	0	786	0	0	0	0	1269
Grand Total	0	734	116	850	68	342	93	503	97	2312	0	2409	0	0	0	0	3762
Apprch %	0	86.4	13.6		13.5	68	18.5		4	96	0		0	0	0		
Total %	0	19.5	3.1	22.6	1.8	9.1	2.5	13.4	2.6	61.5	0	64	0	0	0	0	
Passenger Vehicles	0	626	70	696	66	320	83	469	95	2154	0	2249	0	0	0	0	3414
% Passenger Vehicles	0	85.3	60.3	81.9	97.1	93.6	89.2	93.2	97.9	93.2	0	93.4	0	0	0	0	90.7
Dual Wheeled	0	13	7	20	2	22	4	28	1	47	0	48	0	0	0	0	96
% Dual Wheeled	0	1.8	6	2.4	2.9	6.4	4.3	5.6	1	2	0	2	0	0	0	0	2.6
Buses	0	95	39	134	0	0	6	6	1	111	0	112	0	0	0	0	252
% Buses	0	12.9	33.6	15.8	0	0	6.5	1.2	1	4.8	0	4.6	0	0	0	0	6.7

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 07:30 AM																	
07:30 AM	0	68	11	**79**	4	**36**	2	42	9	195	0	204	0	0	0	0	325
07:45 AM	0	53	**15**	68	**7**	31	**18**	**56**	9	186	0	195	0	0	0	0	319
08:00 AM	0	**69**	9	78	3	33	13	49	8	**208**	0	**216**	0	0	0	0	**343**
08:15 AM	0	66	11	77	6	24	9	39	**12**	202	0	214	0	0	0	0	330
Total Volume	0	256	46	302	20	124	42	186	38	791	0	829	0	0	0	0	1317
% App. Total	0	84.8	15.2		10.8	66.7	22.6		4.6	95.4	0		0	0	0		
PHF	.000	.928	.767	.956	.714	.861	.583	.830	.792	.951	.000	.959	.000	.000	.000	.000	.960

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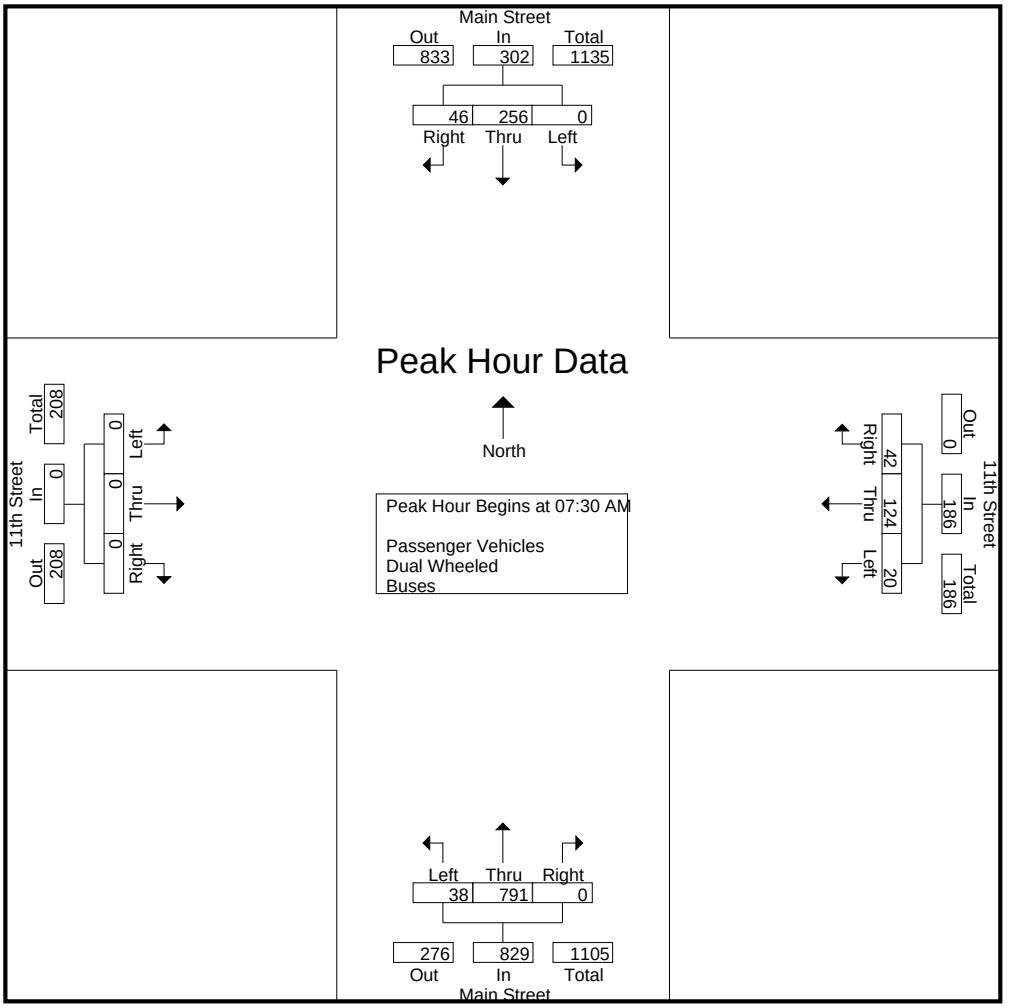
City of Los Angeles
N/S: Main Street
E/W: 11th Street
Weather: Clear

File Name : 05_LAC_Main_11th AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 2



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

	07:30 AM				07:30 AM				08:00 AM				07:00 AM			
+0 mins.	0	68	11	**79**	4	**36**	2	42	8	**208**	0	**216**	0	0	0	0
+15 mins.	0	53	**15**	68	**7**	31	**18**	**56**	**12**	202	0	214	0	0	0	0
+30 mins.	0	**69**	9	78	3	33	13	49	9	207	0	216	0	0	0	0
+45 mins.	0	66	11	77	6	24	9	39	6	207	0	213	0	0	0	0
Total Volume	0	256	46	302	20	124	42	186	35	824	0	859	0	0	0	0
% App. Total	0	84.8	15.2		10.8	66.7	22.6		4.1	95.9	0		0	0	0	
PHF	.000	.928	.767	.956	.714	.861	.583	.830	.729	.990	.000	.994	.000	.000	.000	.000

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Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	45	6	51	4	22	2	28	3	157	0	160	0	0	0	0	239
07:15 AM	0	43	2	45	4	20	5	29	8	179	0	187	0	0	0	0	261
07:30 AM	0	58	7	65	4	33	2	39	9	183	0	192	0	0	0	0	296
07:45 AM	0	44	10	54	7	28	17	52	9	173	0	182	0	0	0	0	288
Total	0	190	25	215	19	103	26	148	29	692	0	721	0	0	0	0	1084
08:00 AM	0	59	4	63	3	29	12	44	7	196	0	203	0	0	0	0	310
08:15 AM	0	55	5	60	5	20	7	32	12	190	0	202	0	0	0	0	294
08:30 AM	0	49	6	55	2	22	6	30	8	186	0	194	0	0	0	0	279
08:45 AM	0	48	5	53	9	26	5	40	6	193	0	199	0	0	0	0	292
Total	0	211	20	231	19	97	30	146	33	765	0	798	0	0	0	0	1175
09:00 AM	0	58	3	61	7	29	6	42	7	170	0	177	0	0	0	0	280
09:15 AM	0	50	5	55	4	27	5	36	8	185	0	193	0	0	0	0	284
09:30 AM	0	65	7	72	5	28	9	42	6	172	0	178	0	0	0	0	292
09:45 AM	0	52	10	62	12	36	7	55	12	170	0	182	0	0	0	0	299
Total	0	225	25	250	28	120	27	175	33	697	0	730	0	0	0	0	1155
Grand Total	0	626	70	696	66	320	83	469	95	2154	0	2249	0	0	0	0	3414
Apprch %	0	89.9	10.1		14.1	68.2	17.7		4.2	95.8	0		0	0	0		
Total %	0	18.3	2.1	20.4	1.9	9.4	2.4	13.7	2.8	63.1	0	65.9	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	58	7	**65**	4	**33**	2	39	9	183	0	192	0	0	0	0	296
07:45 AM	0	44	**10**	54	**7**	28	**17**	**52**	9	173	0	182	0	0	0	0	288
08:00 AM	0	**59**	4	63	3	29	12	44	7	**196**	0	**203**	0	0	0	0	**310**
08:15 AM	0	55	5	60	5	20	7	32	**12**	190	0	202	0	0	0	0	294
Total Volume	0	216	26	242	19	110	38	167	37	742	0	779	0	0	0	0	1188
% App. Total	0	89.3	10.7		11.4	65.9	22.8		4.7	95.3	0		0	0	0		
PHF	.000	.915	.650	.931	.679	.833	.559	.803	.771	.946	.000	.959	.000	.000	.000	.000	.958

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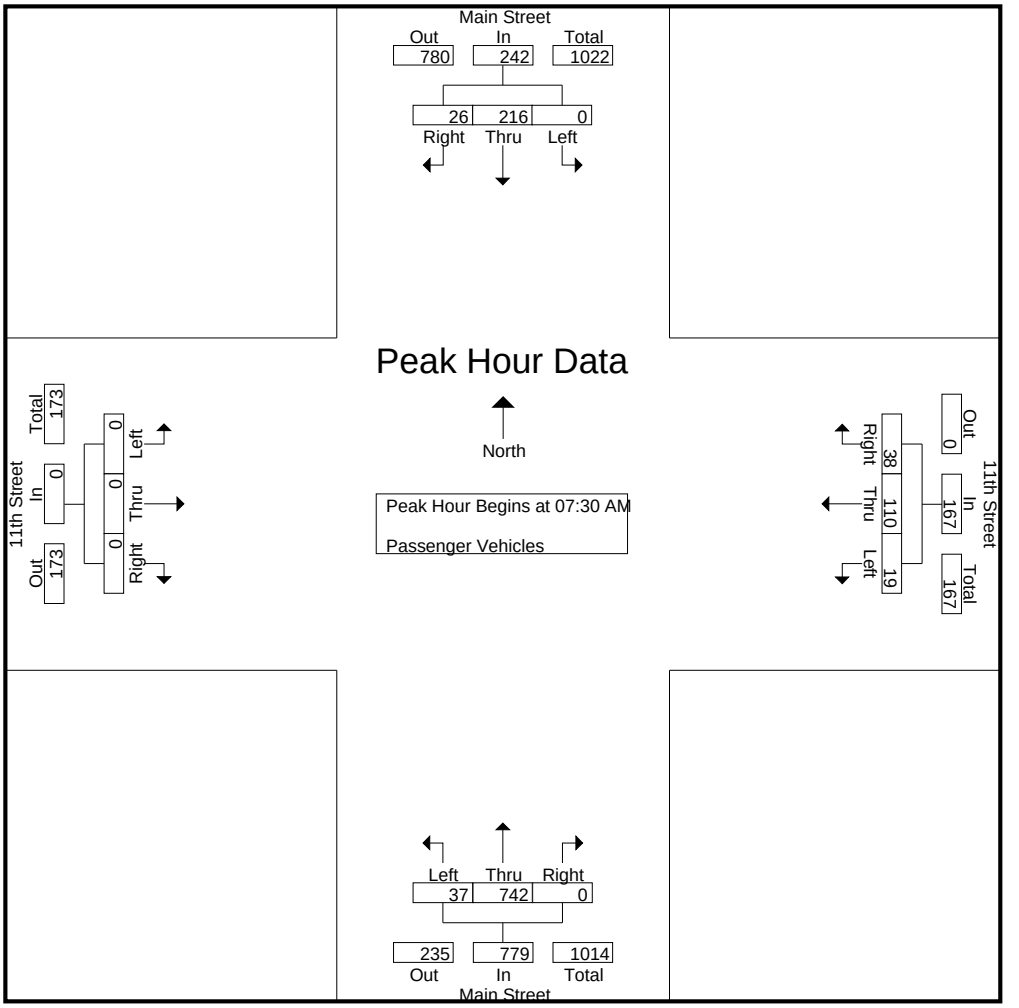

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	58	7	**65**	4	**33**	2	39	9	183	0	192	0	0	0	0
+15 mins.	0	44	**10**	54	**7**	28	**17**	**52**	9	173	0	182	0	0	0	0
+30 mins.	0	**59**	4	63	3	29	12	44	7	**196**	0	**203**	0	0	0	0
+45 mins.	0	55	5	60	5	20	7	32	**12**	190	0	202	0	0	0	0
Total Volume	0	216	26	242	19	110	38	167	37	742	0	779	0	0	0	0
% App. Total	0	89.3	10.7		11.4	65.9	22.8		4.7	95.3	0		0	0	0	
PHF	.000	.915	.650	.931	.679	.833	.559	.803	.771	.946	.000	.959	.000	.000	.000	.000

Counts Unlimited
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City of Los Angeles
N/S: Main Street
E/W: 11th Street
Weather: Clear

File Name : 05_LAC_Main_11th AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Dual Wheeled

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	1	1	0	1	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
07:30 AM	0	2	0	2	0	3	0	3	0	6	0	6	0	0	0	0	11
07:45 AM	0	0	2	2	0	3	0	3	0	4	0	4	0	0	0	0	9
Total	0	3	3	6	0	7	0	7	0	16	0	16	0	0	0	0	29
08:00 AM	0	0	0	0	0	4	0	4	1	5	0	6	0	0	0	0	10
08:15 AM	0	3	1	4	1	4	1	6	0	2	0	2	0	0	0	0	12
08:30 AM	0	0	0	0	0	1	0	1	0	5	0	5	0	0	0	0	6
08:45 AM	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0	6
Total	0	4	1	5	1	9	2	12	1	16	0	17	0	0	0	0	34
09:00 AM	0	1	0	1	1	1	1	3	0	6	0	6	0	0	0	0	10
09:15 AM	0	2	1	3	0	2	0	2	0	1	0	1	0	0	0	0	6
09:30 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
09:45 AM	0	2	1	3	0	3	0	3	0	8	0	8	0	0	0	0	14
Total	0	6	3	9	1	6	2	9	0	15	0	15	0	0	0	0	33
Grand Total	0	13	7	20	2	22	4	28	1	47	0	48	0	0	0	0	96
Apprch %	0	65	35		7.1	78.6	14.3		2.1	97.9	0		0	0	0		
Total %	0	13.5	7.3	20.8	2.1	22.9	4.2	29.2	1	49	0	50	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	3	0	3	0	**6**	0	**6**	0	0	0	0	11
07:45 AM	0	0	**2**	2	0	3	0	3	0	4	0	4	0	0	0	0	9
08:00 AM	0	0	0	0	0	**4**	0	4	**1**	5	0	6	0	0	0	0	10
08:15 AM	0	**3**	1	**4**	**1**	4	**1**	**6**	0	2	0	2	0	0	0	0	**12**
Total Volume	0	5	3	8	1	14	1	16	1	17	0	18	0	0	0	0	42
% App. Total	0	62.5	37.5		6.2	87.5	6.2		5.6	94.4	0		0	0	0		
PHF	.000	.417	.375	.500	.250	.875	.250	.667	.250	.708	.000	.750	.000	.000	.000	.000	.875

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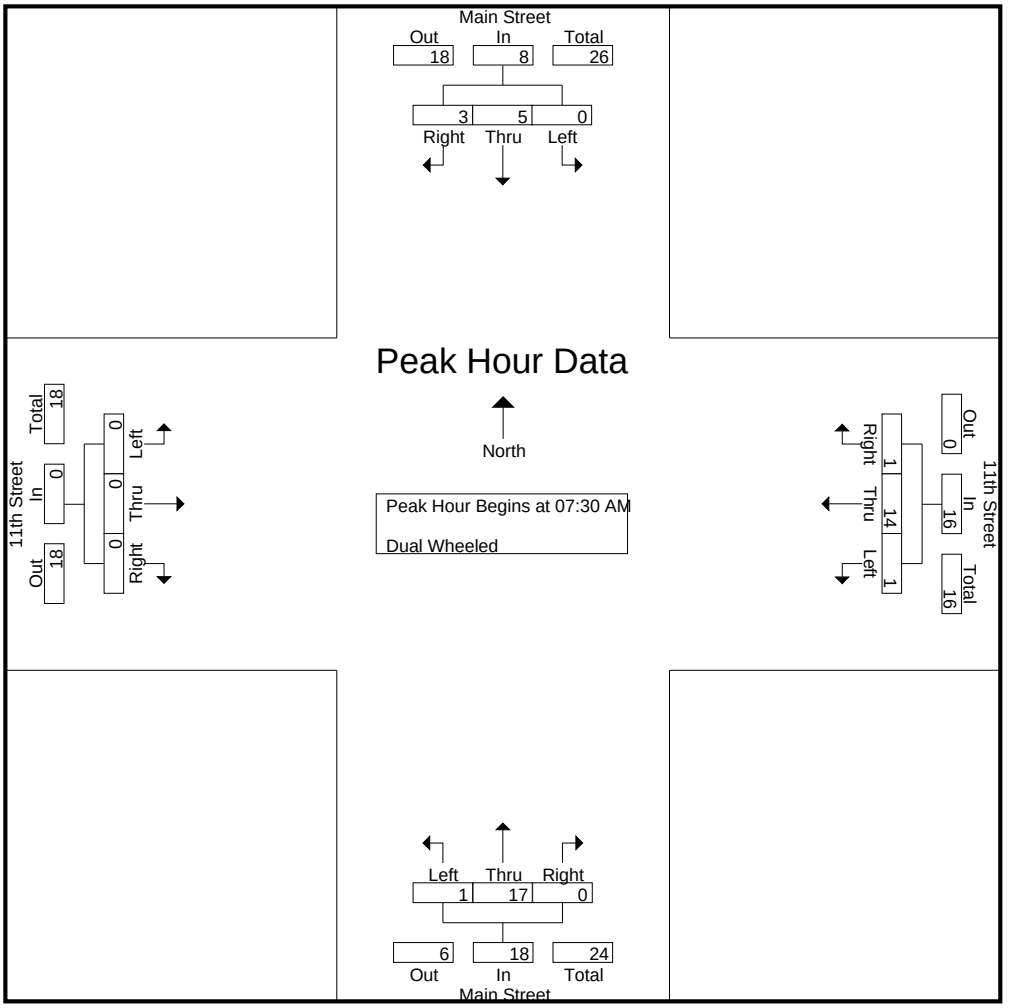

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	3	0	3	0	**6**	0	**6**	0	0	0	0
+15 mins.	0	0	**2**	2	0	3	0	3	0	4	0	4	0	0	0	0
+30 mins.	0	0	0	0	0	**4**	0	4	**1**	5	0	6	0	0	0	0
+45 mins.	0	**3**	1	**4**	**1**	4	**1**	**6**	0	2	0	2	0	0	0	0
Total Volume	0	5	3	8	1	14	1	16	1	17	0	18	0	0	0	0
% App. Total	0	62.5	37.5		6.2	87.5	6.2		5.6	94.4	0		0	0	0	
PHF	.000	.417	.375	.500	.250	.875	.250	.667	.250	.708	.000	.750	.000	.000	.000	.000

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Groups Printed- Buses

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	8	4	12	0	0	0	0	0	8	0	8	0	0	0	0	20
07:15 AM	0	9	3	12	0	0	1	1	0	4	0	4	0	0	0	0	17
07:30 AM	0	8	4	12	0	0	0	0	0	6	0	6	0	0	0	0	18
07:45 AM	0	9	3	12	0	0	1	1	0	9	0	9	0	0	0	0	22
Total	0	34	14	48	0	0	2	2	0	27	0	27	0	0	0	0	77
08:00 AM	0	10	5	15	0	0	1	1	0	7	0	7	0	0	0	0	23
08:15 AM	0	8	5	13	0	0	1	1	0	10	0	10	0	0	0	0	24
08:30 AM	0	6	1	7	0	0	0	0	1	16	0	17	0	0	0	0	24
08:45 AM	0	10	2	12	0	0	1	1	0	10	0	10	0	0	0	0	23
Total	0	34	13	47	0	0	3	3	1	43	0	44	0	0	0	0	94
09:00 AM	0	5	4	9	0	0	0	0	0	13	0	13	0	0	0	0	22
09:15 AM	0	10	3	13	0	0	0	0	0	10	0	10	0	0	0	0	23
09:30 AM	0	5	2	7	0	0	1	1	0	11	0	11	0	0	0	0	19
09:45 AM	0	7	3	10	0	0	0	0	0	7	0	7	0	0	0	0	17
Total	0	27	12	39	0	0	1	1	0	41	0	41	0	0	0	0	81
Grand Total	0	95	39	134	0	0	6	6	1	111	0	112	0	0	0	0	252
Apprch %	0	70.9	29.1		0	0	100		0.9	99.1	0		0	0	0		
Total %	0	37.7	15.5	53.2	0	0	2.4	2.4	0.4	44	0	44.4	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	4	12	0	0	0	0	0	6	0	6	0	0	0	0	18
07:45 AM	0	9	3	12	0	0	**1**	**1**	0	9	0	9	0	0	0	0	22
08:00 AM	0	**10**	**5**	**15**	0	0	1	1	0	7	0	7	0	0	0	0	23
08:15 AM	0	8	5	13	0	0	1	1	0	**10**	0	**10**	0	0	0	0	**24**
Total Volume	0	35	17	52	0	0	3	3	0	32	0	32	0	0	0	0	87
% App. Total	0	67.3	32.7		0	0	100		0	100	0		0	0	0		
PHF	.000	.875	.850	.867	.000	.000	.750	.750	.000	.800	.000	.800	.000	.000	.000	.000	.906

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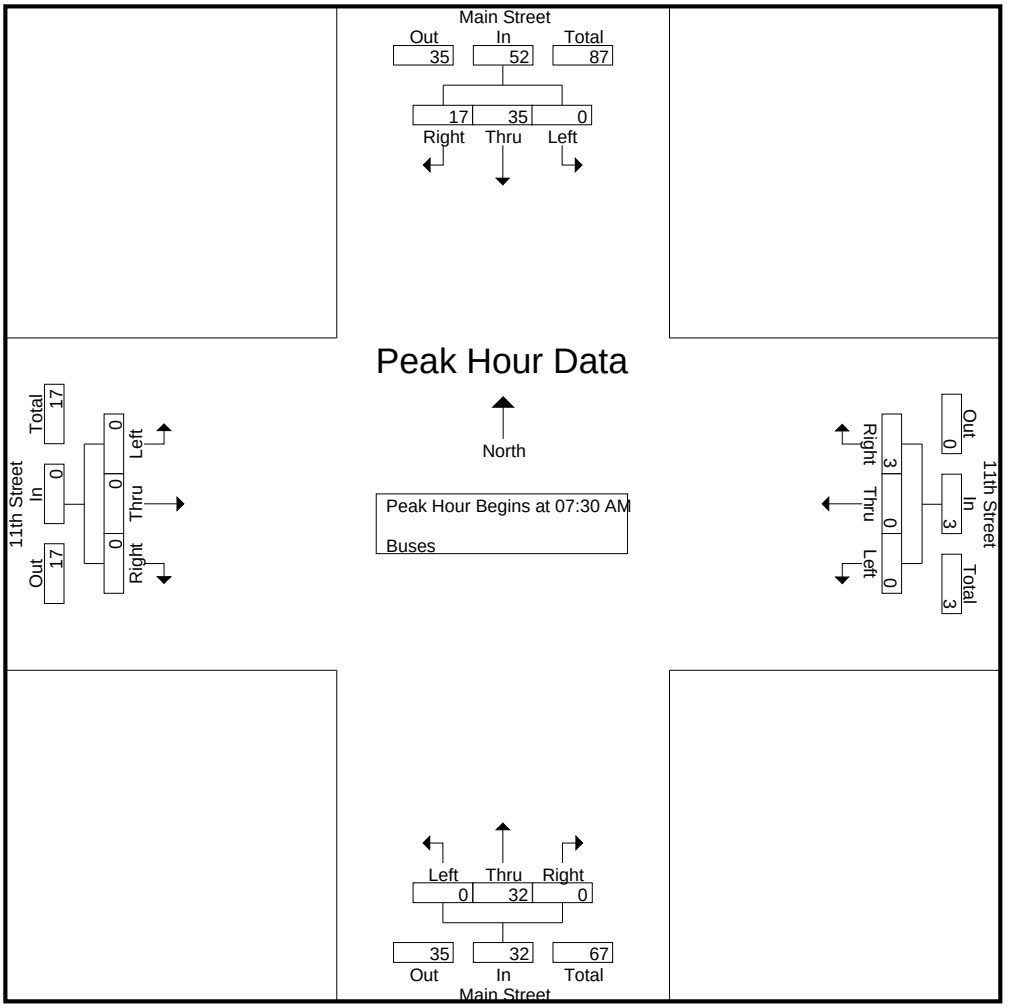

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	8	4	12	0	0	0	0	0	6	0	6	0	0	0	0
+15 mins.	0	9	3	12	0	0	**1**	**1**	0	9	0	9	0	0	0	0
+30 mins.	0	**10**	**5**	**15**	0	0	1	1	0	7	0	7	0	0	0	0
+45 mins.	0	8	5	13	0	0	1	1	0	**10**	0	**10**	0	0	0	0
Total Volume	0	35	17	52	0	0	3	3	0	32	0	32	0	0	0	0
% App. Total	0	67.3	32.7		0	0	100		0	100	0		0	0	0	
PHF	.000	.875	.850	.867	.000	.000	.750	.750	.000	.800	.000	.800	.000	.000	.000	.000

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File Name : 05_LAC_Main_11th PM
Site Code : 16619068
Start Date : 1/29/2019

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	107	12	119	17	28	12	57	7	156	0	163	0	0	0	0	339
03:15 PM	0	97	11	108	15	23	16	54	8	165	0	173	0	0	0	0	335
03:30 PM	0	86	10	96	12	35	15	62	9	223	0	232	0	0	0	0	390
03:45 PM	0	95	10	105	7	27	8	42	12	191	0	203	0	0	0	0	350
Total	0	385	43	428	51	113	51	215	36	735	0	771	0	0	0	0	1414
04:00 PM	0	110	6	116	9	43	11	63	10	223	0	233	0	0	0	0	412
04:15 PM	0	78	12	90	11	38	7	56	11	215	0	226	0	0	0	0	372
04:30 PM	0	117	19	136	11	44	12	67	4	228	0	232	0	0	0	0	435
04:45 PM	0	114	28	142	14	45	13	72	12	236	0	248	0	0	0	0	462
Total	0	419	65	484	45	170	43	258	37	902	0	939	0	0	0	0	1681
05:00 PM	0	103	27	130	13	66	9	88	15	244	0	259	0	0	0	0	477
05:15 PM	0	130	19	149	15	81	3	99	14	185	0	199	0	0	0	0	447
05:30 PM	0	112	19	131	14	91	8	113	13	152	0	165	0	0	0	0	409
05:45 PM	0	122	32	154	9	82	9	100	9	167	0	176	0	0	0	0	430
Total	0	467	97	564	51	320	29	400	51	748	0	799	0	0	0	0	1763
Grand Total	0	1271	205	1476	147	603	123	873	124	2385	0	2509	0	0	0	0	4858
Apprch %	0	86.1	13.9		16.8	69.1	14.1		4.9	95.1	0		0	0	0		
Total %	0	26.2	4.2	30.4	3	12.4	2.5	18	2.6	49.1	0	51.6	0	0	0	0	
Passenger Vehicles	0	1143	159	1302	141	582	113	836	121	2253	0	2374	0	0	0	0	4512
% Passenger Vehicles	0	89.9	77.6	88.2	95.9	96.5	91.9	95.8	97.6	94.5	0	94.6	0	0	0	0	92.9
Dual Wheeled	0	25	0	25	6	21	1	28	2	40	0	42	0	0	0	0	95
% Dual Wheeled	0	2	0	1.7	4.1	3.5	0.8	3.2	1.6	1.7	0	1.7	0	0	0	0	2
Buses	0	103	46	149	0	0	9	9	1	92	0	93	0	0	0	0	251
% Buses	0	8.1	22.4	10.1	0	0	7.3	1	0.8	3.9	0	3.7	0	0	0	0	5.2

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 04:30 PM																	
04:30 PM	0	117	19	136	11	44	12	67	4	228	0	232	0	0	0	0	435
04:45 PM	0	114	**28**	142	14	45	**13**	72	12	236	0	248	0	0	0	0	462
05:00 PM	0	103	27	130	13	66	9	88	**15**	**244**	0	**259**	0	0	0	0	**477**
05:15 PM	0	**130**	19	**149**	**15**	**81**	3	**99**	14	185	0	199	0	0	0	0	447
Total Volume	0	464	93	557	53	236	37	326	45	893	0	938	0	0	0	0	1821
% App. Total	0	83.3	16.7		16.3	72.4	11.3		4.8	95.2	0		0	0	0		
PHF	.000	.892	.830	.935	.883	.728	.712	.823	.750	.915	.000	.905	.000	.000	.000	.000	.954

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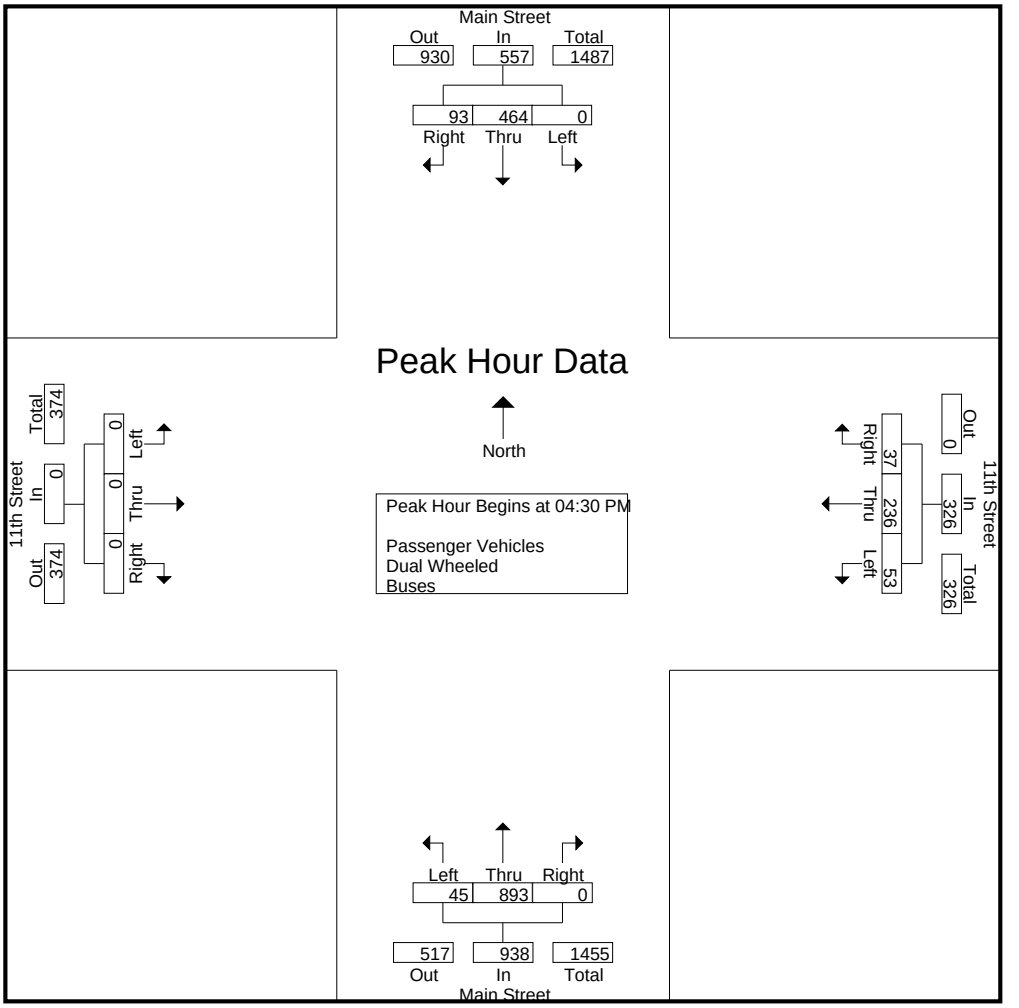

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:15 PM				03:00 PM			
+0 mins.	0	103	27	130	13	66	**9**	88	11	215	0	226	0	0	0	0
+15 mins.	0	**130**	19	149	**15**	81	3	99	4	228	0	232	0	0	0	0
+30 mins.	0	112	19	131	14	**91**	8	**113**	12	236	0	248	0	0	0	0
+45 mins.	0	122	**32**	**154**	9	82	9	100	**15**	**244**	0	**259**	0	0	0	0
Total Volume	0	467	97	564	51	320	29	400	42	923	0	965	0	0	0	0
% App. Total	0	82.8	17.2		12.8	80	7.2		4.4	95.6	0		0	0	0	
PHF	.000	.898	.758	.916	.850	.879	.806	.885	.700	.946	.000	.931	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	96	10	106	17	27	10	54	7	148	0	155	0	0	0	0	315
03:15 PM	0	82	6	88	13	23	15	51	8	148	0	156	0	0	0	0	295
03:30 PM	0	74	7	81	12	33	14	59	9	217	0	226	0	0	0	0	366
03:45 PM	0	85	6	91	6	24	7	37	11	181	0	192	0	0	0	0	320
Total	0	337	29	366	48	107	46	201	35	694	0	729	0	0	0	0	1296
04:00 PM	0	100	4	104	8	41	10	59	10	210	0	220	0	0	0	0	383
04:15 PM	0	71	9	80	11	36	7	54	11	203	0	214	0	0	0	0	348
04:30 PM	0	106	14	120	11	43	10	64	4	219	0	223	0	0	0	0	407
04:45 PM	0	104	24	128	13	43	13	69	12	226	0	238	0	0	0	0	435
Total	0	381	51	432	43	163	40	246	37	858	0	895	0	0	0	0	1573
05:00 PM	0	92	20	112	13	63	9	85	15	234	0	249	0	0	0	0	446
05:15 PM	0	121	16	137	15	77	3	95	13	173	0	186	0	0	0	0	418
05:30 PM	0	100	16	116	14	91	6	111	12	139	0	151	0	0	0	0	378
05:45 PM	0	112	27	139	8	81	9	98	9	155	0	164	0	0	0	0	401
Total	0	425	79	504	50	312	27	389	49	701	0	750	0	0	0	0	1643
Grand Total	0	1143	159	1302	141	582	113	836	121	2253	0	2374	0	0	0	0	4512
Apprch %	0	87.8	12.2		16.9	69.6	13.5		5.1	94.9	0		0	0	0		
Total %	0	25.3	3.5	28.9	3.1	12.9	2.5	18.5	2.7	49.9	0	52.6	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	106	14	120	11	43	10	64	4	219	0	223	0	0	0	0	407
04:45 PM	0	104	**24**	128	13	43	**13**	69	12	226	0	238	0	0	0	0	435
05:00 PM	0	92	20	112	13	63	9	85	**15**	**234**	0	**249**	0	0	0	0	**446**
05:15 PM	0	**121**	16	**137**	**15**	**77**	3	**95**	13	173	0	186	0	0	0	0	418
Total Volume	0	423	74	497	52	226	35	313	44	852	0	896	0	0	0	0	1706
% App. Total	0	85.1	14.9		16.6	72.2	11.2		4.9	95.1	0		0	0	0		
PHF	.000	.874	.771	.907	.867	.734	.673	.824	.733	.910	.000	.900	.000	.000	.000	.000	.956

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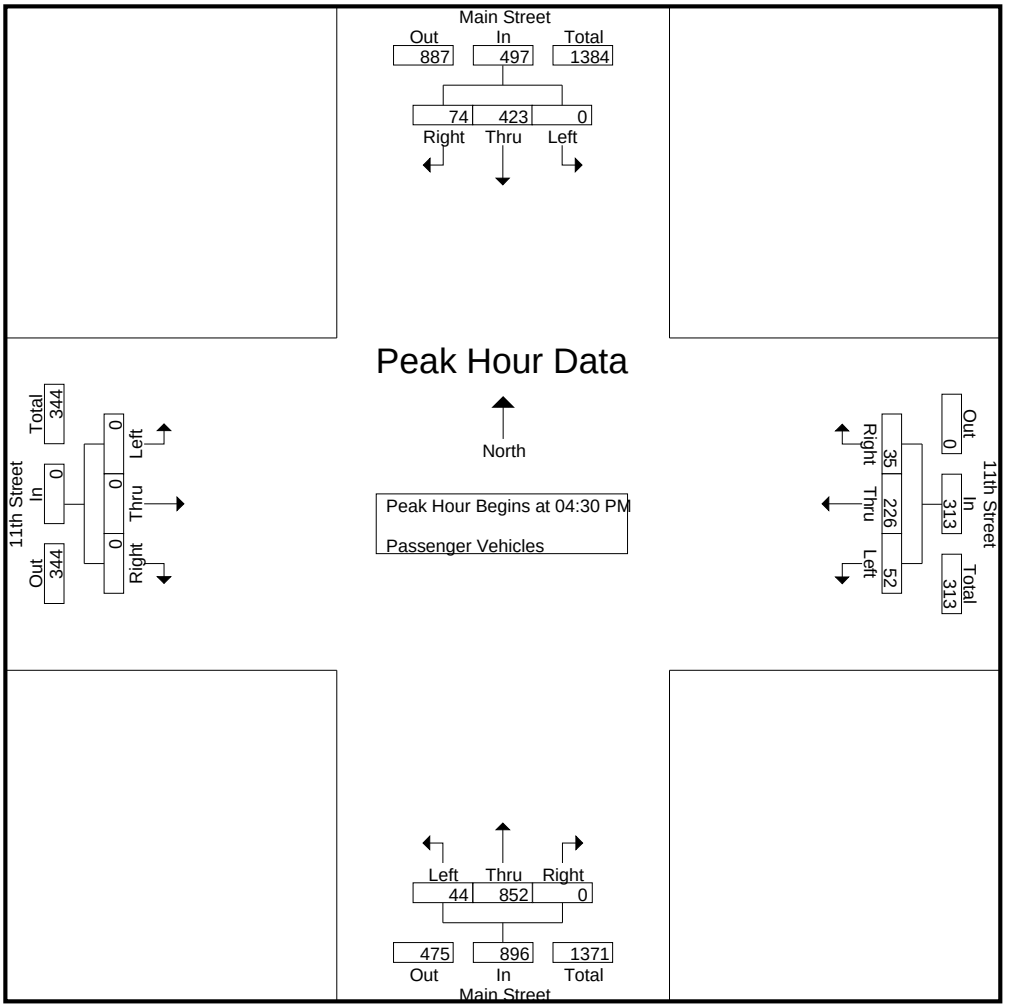

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	106	14	120	11	43	10	64	4	219	0	223	0	0	0	0
+15 mins.	0	104	**24**	128	13	43	**13**	69	12	226	0	238	0	0	0	0
+30 mins.	0	92	20	112	13	63	9	85	**15**	**234**	0	**249**	0	0	0	0
+45 mins.	0	**121**	16	**137**	**15**	**77**	3	**95**	13	173	0	186	0	0	0	0
Total Volume	0	423	74	497	52	226	35	313	44	852	0	896	0	0	0	0
% App. Total	0	85.1	14.9		16.6	72.2	11.2		4.9	95.1	0		0	0	0	
PHF	.000	.874	.771	.907	.867	.734	.673	.824	.733	.910	.000	.900	.000	.000	.000	.000

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Groups Printed- Dual Wheeled

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	2	0	2	0	1	0	1	0	4	0	4	0	0	0	0	7
03:15 PM	0	6	0	6	2	0	0	2	0	6	0	6	0	0	0	0	14
03:30 PM	0	2	0	2	0	2	1	3	0	2	0	2	0	0	0	0	7
03:45 PM	0	1	0	1	1	3	0	4	0	5	0	5	0	0	0	0	10
Total	0	11	0	11	3	6	1	10	0	17	0	17	0	0	0	0	38
04:00 PM	0	0	0	0	1	2	0	3	0	5	0	5	0	0	0	0	8
04:15 PM	0	0	0	0	0	2	0	2	0	3	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:45 PM	0	5	0	5	1	2	0	3	0	4	0	4	0	0	0	0	12
Total	0	7	0	7	2	7	0	9	0	14	0	14	0	0	0	0	30
05:00 PM	0	1	0	1	0	3	0	3	0	1	0	1	0	0	0	0	5
05:15 PM	0	2	0	2	0	4	0	4	1	3	0	4	0	0	0	0	10
05:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:45 PM	0	3	0	3	1	1	0	2	0	4	0	4	0	0	0	0	9
Total	0	7	0	7	1	8	0	9	2	9	0	11	0	0	0	0	27
Grand Total	0	25	0	25	6	21	1	28	2	40	0	42	0	0	0	0	95
Apprch %	0	100	0		21.4	75	3.6		4.8	95.2	0		0	0	0		
Total %	0	26.3	0	26.3	6.3	22.1	1.1	29.5	2.1	42.1	0	44.2	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:45 PM	0	**5**	0	**5**	**1**	2	0	3	0	**4**	0	**4**	0	0	0	0	**12**
05:00 PM	0	1	0	1	0	3	0	3	0	1	0	1	0	0	0	0	5
05:15 PM	0	2	0	2	0	**4**	0	**4**	**1**	3	0	4	0	0	0	0	10
Total Volume	0	10	0	10	1	10	0	11	1	10	0	11	0	0	0	0	32
% App. Total	0	100	0		9.1	90.9	0		9.1	90.9	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.625	.000	.688	.250	.625	.000	.688	.000	.000	.000	.000	.667

Counts Unlimited
PO Box 1178
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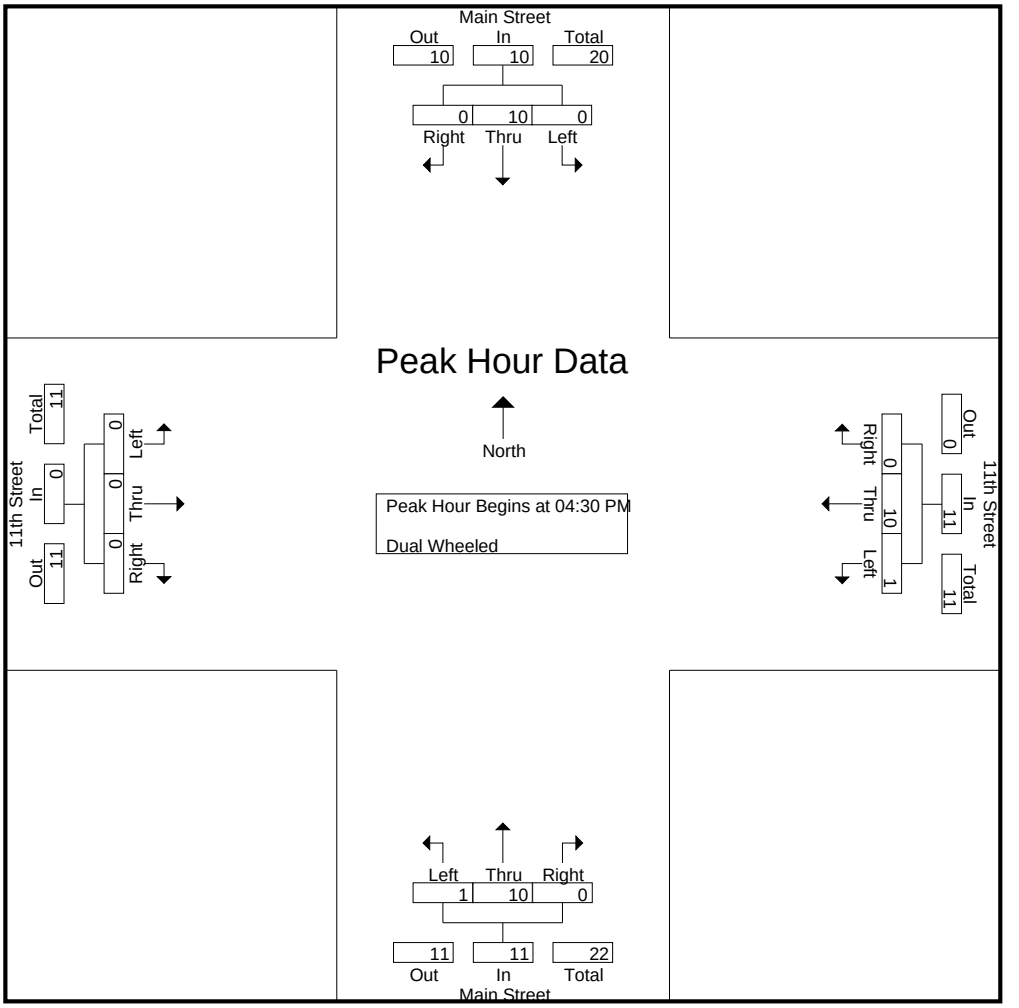
(951) 268-6268

City of Los Angeles
N/S: Main Street
E/W: 11th Street
Weather: Clear

File Name : 05_LAC_Main_11th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	**5**	0	**5**	**1**	2	0	3	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	1	0	1	0	3	0	3	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	**4**	0	**4**	**1**	3	0	4	0	0	0	0
Total Volume	0	10	0	10	1	10	0	11	1	10	0	11	0	0	0	0
% App. Total	0	100	0		9.1	90.9	0		9.1	90.9	0		0	0	0	
PHF	.000	.500	.000	.500	.250	.625	.000	.688	.250	.625	.000	.688	.000	.000	.000	.000

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City of Los Angeles
N/S: Main Street
E/W: 11th Street
Weather: Clear

File Name : 05_LAC_Main_11th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Buses

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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	9	2	11	0	0	2	2	0	4	0	4	0	0	0	0	17
03:15 PM	0	9	5	14	0	0	1	1	0	11	0	11	0	0	0	0	26
03:30 PM	0	10	3	13	0	0	0	0	0	4	0	4	0	0	0	0	17
03:45 PM	0	9	4	13	0	0	1	1	1	5	0	6	0	0	0	0	20
Total	0	37	14	51	0	0	4	4	1	24	0	25	0	0	0	0	80
04:00 PM	0	10	2	12	0	0	1	1	0	8	0	8	0	0	0	0	21
04:15 PM	0	7	3	10	0	0	0	0	0	9	0	9	0	0	0	0	19
04:30 PM	0	9	5	14	0	0	2	2	0	7	0	7	0	0	0	0	23
04:45 PM	0	5	4	9	0	0	0	0	0	6	0	6	0	0	0	0	15
Total	0	31	14	45	0	0	3	3	0	30	0	30	0	0	0	0	78
05:00 PM	0	10	7	17	0	0	0	0	0	9	0	9	0	0	0	0	26
05:15 PM	0	7	3	10	0	0	0	0	0	9	0	9	0	0	0	0	19
05:30 PM	0	11	3	14	0	0	2	2	0	12	0	12	0	0	0	0	28
05:45 PM	0	7	5	12	0	0	0	0	0	8	0	8	0	0	0	0	20
Total	0	35	18	53	0	0	2	2	0	38	0	38	0	0	0	0	93
Grand Total	0	103	46	149	0	0	9	9	1	92	0	93	0	0	0	0	251
Apprch %	0	69.1	30.9		0	0	100		1.1	98.9	0		0	0	0		
Total %	0	41	18.3	59.4	0	0	3.6	3.6	0.4	36.7	0	37.1	0	0	0	0	

	Main Street Southbound				11th Street Westbound				Main Street Northbound				11th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	9	5	14	0	0	**2**	**2**	0	7	0	7	0	0	0	0	23
04:45 PM	0	5	4	9	0	0	0	0	0	6	0	6	0	0	0	0	15
05:00 PM	0	**10**	**7**	**17**	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**26**
05:15 PM	0	7	3	10	0	0	0	0	0	9	0	9	0	0	0	0	19
Total Volume	0	31	19	50	0	0	2	2	0	31	0	31	0	0	0	0	83
% App. Total	0	62	38		0	0	100		0	100	0		0	0	0		
PHF	.000	.775	.679	.735	.000	.000	.250	.250	.000	.861	.000	.861	.000	.000	.000	.000	.798

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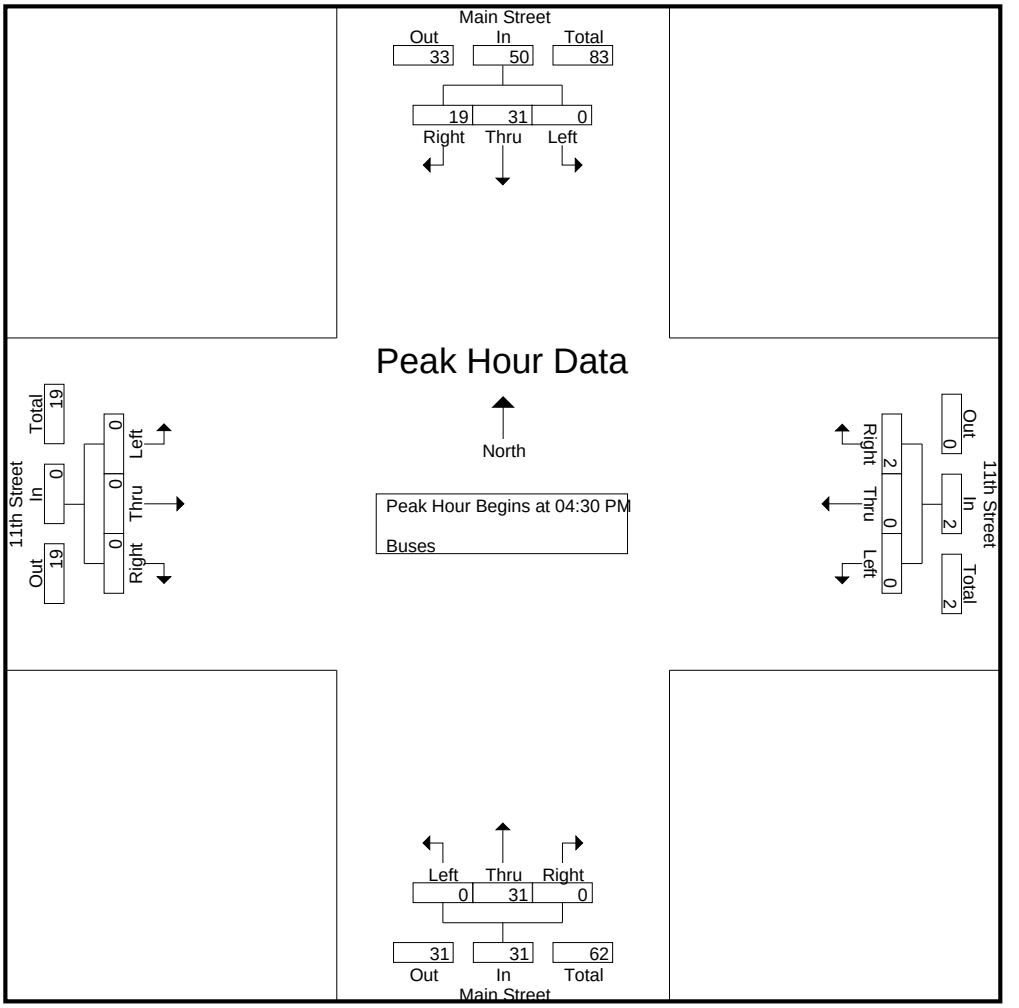

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	9	5	14	0	0	**2**	**2**	0	7	0	7	0	0	0	0
+15 mins.	0	5	4	9	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	**10**	**7**	**17**	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+45 mins.	0	7	3	10	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	31	19	50	0	0	2	2	0	31	0	31	0	0	0	0
% App. Total	0	62	38		0	0	100		0	100	0		0	0	0	
PHF	.000	.775	.679	.735	.000	.000	.250	.250	.000	.861	.000	.861	.000	.000	.000	.000

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main Street

East/West 11th Street

Day: Wednesday **Date:** January 29, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8895

	N/B	S/B	E/B	W/B
DUAL-WHEELED	90	45	0	56
BIKES	90	114	26	69
BUSES	205	283	0	15

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	216	8.00	81	9.30	0	7.00	58	9.45
PM PK 15 MIN	259	5.00	154	5.45	0	3.00	113	5.30
AM PK HOUR	859	8.00	302	7.30	0	7.00	186	7.30
PM PK HOUR	965	4.15	564	5.00	0	3.00	400	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	735	0	764
8-9	35	824	0	859
9-10	33	753	0	786
3-4	36	735	0	771
4-5	37	902	0	939
5-6	51	748	0	799
TOTAL	221	4697	0	4918

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	227	42	269
8-9	0	249	34	283
9-10	0	258	40	298
3-4	0	385	43	428
4-5	0	419	65	484
5-6	0	467	97	564
TOTAL	0	2005	321	2326

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1033	18	4	14	4
1142	27	8	22	8
1084	15	10	25	4
1199	24	17	23	13
1423	35	12	35	17
1363	46	19	43	15
7244	165	70	162	61

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	110	28	157
8-9	20	106	35	161
9-10	29	126	30	185
3-4	51	113	51	215
4-5	45	170	43	258
5-6	51	320	29	400
TOTAL	215	945	216	1376

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
157	13	8	20	7
161	17	4	18	4
185	12	6	39	10
215	21	6	45	15
258	25	9	36	8
400	33	15	44	21
1376	121	48	202	65

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Main Street				
East/West:	11th Street				
Day:	Wednesday	Date:	1/29/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8895
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	12	0	12
8-9	0	13	2	15
9-10	0	10	1	11
3-4	0	14	1	15
4-5	2	11	0	13
5-6	4	18	2	24
TOTAL	6	78	6	90

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	17	3	22
8-9	2	18	4	24
9-10	1	9	1	11
3-4	6	19	3	28
4-5	2	8	6	16
5-6	1	10	2	13
TOTAL	14	81	19	114

TOTAL

Hours	N-S
7-8	34
8-9	39
9-10	22
3-4	43
4-5	29
5-6	37
TOTAL	204

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	1	4
8-9	1	2	1	4
9-10	0	3	1	4
3-4	0	5	1	6
4-5	1	1	2	4
5-6	1	1	2	4
TOTAL	3	15	8	26

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	2	0	2
9-10	0	1	0	1
3-4	1	12	8	21
4-5	2	9	4	15
5-6	2	20	6	28
TOTAL	5	46	18	69

TOTAL

Hours	E-W
7-8	6
8-9	6
9-10	5
3-4	27
4-5	19
5-6	32
TOTAL	95

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	10	9	4	3	26
- No helmet riders	60	81	24	52	217
- Sidewalk Riding	28	51	11	15	105
- Wrong way riding	16	26	24	1	67

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

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Main Street				
East/West:	11th Street				
Day:	Wednesday	Date:	January 29, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8895
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	5	3	3	13
7:15-7:30	6	2	8	11	27
7:30-7:45	4	2	6	3	15
7:45-8:00	6	13	10	4	33
8:00-8:15	7	11	5	6	29
8:15-8:30	7	9	5	5	26
8:30-8:45	7	6	4	6	23
8:45-9:00	9	9	8	4	30
9:00-9:15	7	4	12	4	27
9:15-9:30	10	10	14	3	37
9:30-9:45	4	5	14	4	27
9:45-10:00	8	6	9	7	30
Hours					
7 - 8	18	22	27	21	88
8 - 9	30	35	22	21	108
9 - 10	29	25	49	18	121
TOTAL	77	82	98	60	317

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	9	10	20	12	51
3:15-3:30	14	6	20	4	44
3:30-3:45	7	12	22	8	49
3:45-4:00	6	20	28	18	72
4:00-4:15	11	12	8	10	41
4:15-4:30	5	16	10	14	45
4:30-4:45	20	24	30	12	86
4:45-5:00	16	18	24	14	72
5:00-5:15	11	18	20	16	65
5:15-5:30	11	22	18	18	69
5:30-5:45	20	22	32	6	80
5:45-6:00	16	30	18	26	90
Hours					
3 - 4	36	48	90	42	216
4 - 5	52	70	72	50	244
5 - 6	58	92	88	66	304
	146	210	250	158	764

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	1	0	1
- Skateboard/scooter	7	5	8	11	31

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

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Main Street
E/W: 12th Street
Weather: Clear

File Name : 06_LAC_Main_12th AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	49	0	52	0	0	0	0	0	166	6	172	10	12	4	26	250
07:15 AM	4	52	0	56	0	0	0	0	0	190	8	198	12	42	6	60	314
07:30 AM	2	70	0	72	0	0	0	0	0	181	14	195	23	56	8	87	354
07:45 AM	5	57	0	62	0	0	0	0	0	181	14	195	18	72	2	92	349
Total	14	228	0	242	0	0	0	0	0	718	42	760	63	182	20	265	1267
08:00 AM	3	72	0	75	0	0	0	0	0	207	14	221	7	74	3	84	380
08:15 AM	5	66	0	71	0	0	0	0	0	208	12	220	6	51	5	62	353
08:30 AM	5	50	0	55	0	0	0	0	0	211	9	220	8	53	5	66	341
08:45 AM	8	62	0	70	0	0	0	0	0	207	10	217	7	44	12	63	350
Total	21	250	0	271	0	0	0	0	0	833	45	878	28	222	25	275	1424
09:00 AM	5	62	0	67	0	0	0	0	0	192	21	213	7	44	6	57	337
09:15 AM	2	64	0	66	0	0	0	0	0	198	15	213	9	35	9	53	332
09:30 AM	8	63	0	71	0	0	0	0	0	185	17	202	11	35	8	54	327
09:45 AM	9	64	0	73	0	0	0	0	0	188	15	203	10	37	6	53	329
Total	24	253	0	277	0	0	0	0	0	763	68	831	37	151	29	217	1325
Grand Total	59	731	0	790	0	0	0	0	0	2314	155	2469	128	555	74	757	4016
Apprch %	7.5	92.5	0		0	0	0		0	93.7	6.3		16.9	73.3	9.8		
Total %	1.5	18.2	0	19.7	0	0	0	0	0	57.6	3.9	61.5	3.2	13.8	1.8	18.8	
Passenger Vehicles	58	622	0	680	0	0	0	0	0	2156	151	2307	121	540	72	733	3720
% Passenger Vehicles	98.3	85.1	0	86.1	0	0	0	0	0	93.2	97.4	93.4	94.5	97.3	97.3	96.8	92.6
Dual Wheeled	1	15	0	16	0	0	0	0	0	48	4	52	5	12	2	19	87
% Dual Wheeled	1.7	2.1	0	2	0	0	0	0	0	2.1	2.6	2.1	3.9	2.2	2.7	2.5	2.2
Buses	0	94	0	94	0	0	0	0	0	110	0	110	2	3	0	5	209
% Buses	0	12.9	0	11.9	0	0	0	0	0	4.8	0	4.5	1.6	0.5	0	0.7	5.2

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 07:30 AM																	
07:30 AM	2	70	0	72	0	0	0	0	0	181	**14**	195	**23**	56	**8**	87	354
07:45 AM	**5**	57	0	62	0	0	0	0	0	181	14	195	18	72	2	**92**	349
08:00 AM	3	**72**	0	**75**	0	0	0	0	0	207	14	**221**	7	**74**	3	84	**380**
08:15 AM	5	66	0	71	0	0	0	0	0	**208**	12	220	6	51	5	62	353
Total Volume	15	265	0	280	0	0	0	0	0	777	54	831	54	253	18	325	1436
% App. Total	5.4	94.6	0		0	0	0		0	93.5	6.5		16.6	77.8	5.5		
PHF	.750	.920	.000	.933	.000	.000	.000	.000	.000	.934	.964	.940	.587	.855	.563	.883	.945

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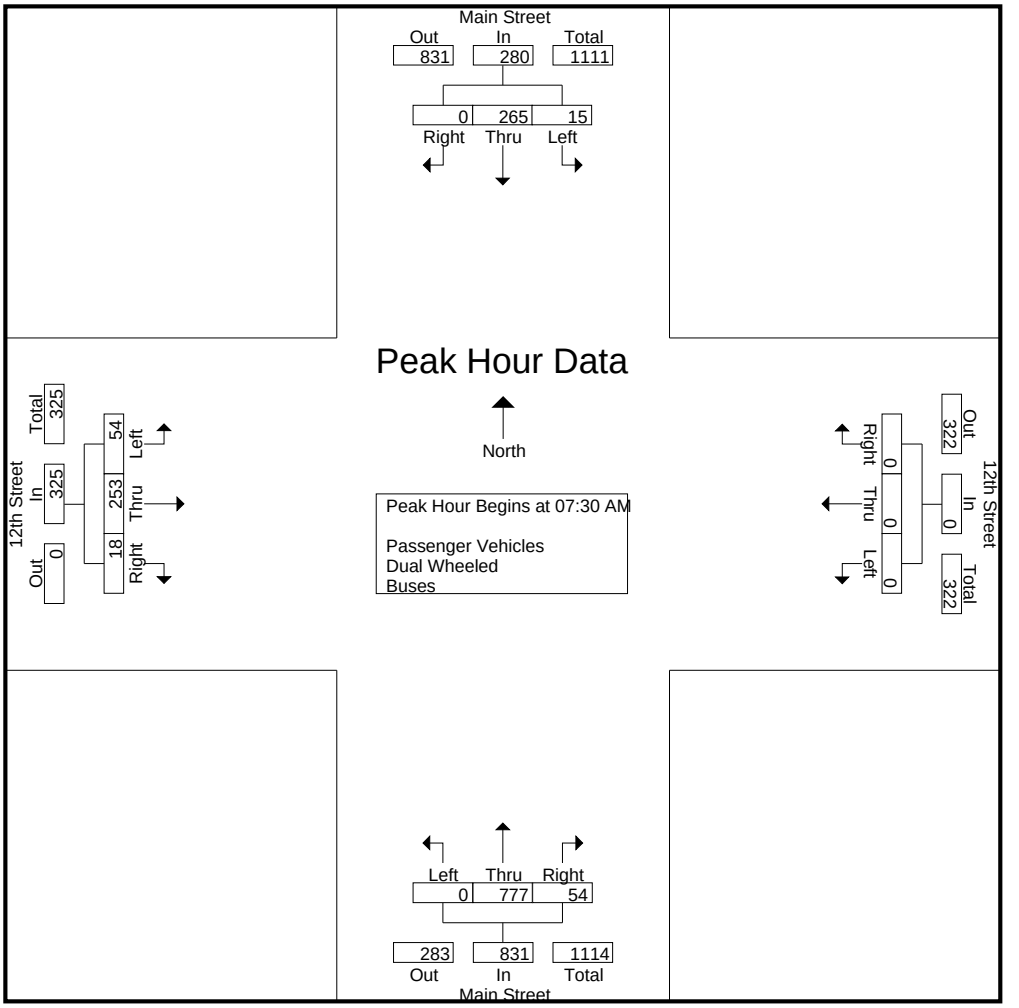

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	2	70	0	72	0	0	0	0	0	207	**14**	**221**	**23**	56	**8**	87
+15 mins.	**5**	57	0	62	0	0	0	0	0	208	12	220	18	72	2	**92**
+30 mins.	3	**72**	0	**75**	0	0	0	0	0	**211**	9	220	7	**74**	3	84
+45 mins.	5	66	0	71	0	0	0	0	0	207	10	217	6	51	5	62
Total Volume	15	265	0	280	0	0	0	0	0	833	45	878	54	253	18	325
% App. Total	5.4	94.6	0		0	0	0		0	94.9	5.1		16.6	77.8	5.5	
PHF	.750	.920	.000	.933	.000	.000	.000	.000	.000	.987	.804	.993	.587	.855	.563	.883

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File Name : 06_LAC_Main_12th AM
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Groups Printed- Passenger Vehicles

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	42	0	45	0	0	0	0	0	156	6	162	10	11	4	25	232
07:15 AM	4	41	0	45	0	0	0	0	0	181	8	189	10	39	6	55	289
07:30 AM	2	60	0	62	0	0	0	0	0	170	13	183	22	55	8	85	330
07:45 AM	5	48	0	53	0	0	0	0	0	169	13	182	17	72	2	91	326
Total	14	191	0	205	0	0	0	0	0	676	40	716	59	177	20	256	1177
08:00 AM	3	62	0	65	0	0	0	0	0	193	14	207	6	70	2	78	350
08:15 AM	5	55	0	60	0	0	0	0	0	196	12	208	6	50	5	61	329
08:30 AM	5	43	0	48	0	0	0	0	0	190	8	198	7	53	5	65	311
08:45 AM	8	51	0	59	0	0	0	0	0	192	10	202	7	44	12	63	324
Total	21	211	0	232	0	0	0	0	0	771	44	815	26	217	24	267	1314
09:00 AM	4	58	0	62	0	0	0	0	0	175	21	196	6	43	6	55	313
09:15 AM	2	52	0	54	0	0	0	0	0	187	15	202	9	32	9	50	306
09:30 AM	8	57	0	65	0	0	0	0	0	174	16	190	11	35	7	53	308
09:45 AM	9	53	0	62	0	0	0	0	0	173	15	188	10	36	6	52	302
Total	23	220	0	243	0	0	0	0	0	709	67	776	36	146	28	210	1229
Grand Total	58	622	0	680	0	0	0	0	0	2156	151	2307	121	540	72	733	3720
Apprch %	8.5	91.5	0		0	0	0		0	93.5	6.5		16.5	73.7	9.8		
Total %	1.6	16.7	0	18.3	0	0	0	0	0	58	4.1	62	3.3	14.5	1.9	19.7	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	60	0	62	0	0	0	0	0	170	13	183	**22**	55	**8**	85	330
07:45 AM	**5**	48	0	53	0	0	0	0	0	169	13	182	17	**72**	2	**91**	326
08:00 AM	3	**62**	0	**65**	0	0	0	0	0	193	**14**	207	6	70	2	78	**350**
08:15 AM	5	55	0	60	0	0	0	0	0	**196**	12	**208**	6	50	5	61	329
Total Volume	15	225	0	240	0	0	0	0	0	728	52	780	51	247	17	315	1335
% App. Total	6.2	93.8	0		0	0	0		0	93.3	6.7		16.2	78.4	5.4		
PHF	.750	.907	.000	.923	.000	.000	.000	.000	.000	.929	.929	.938	.580	.858	.531	.865	.954

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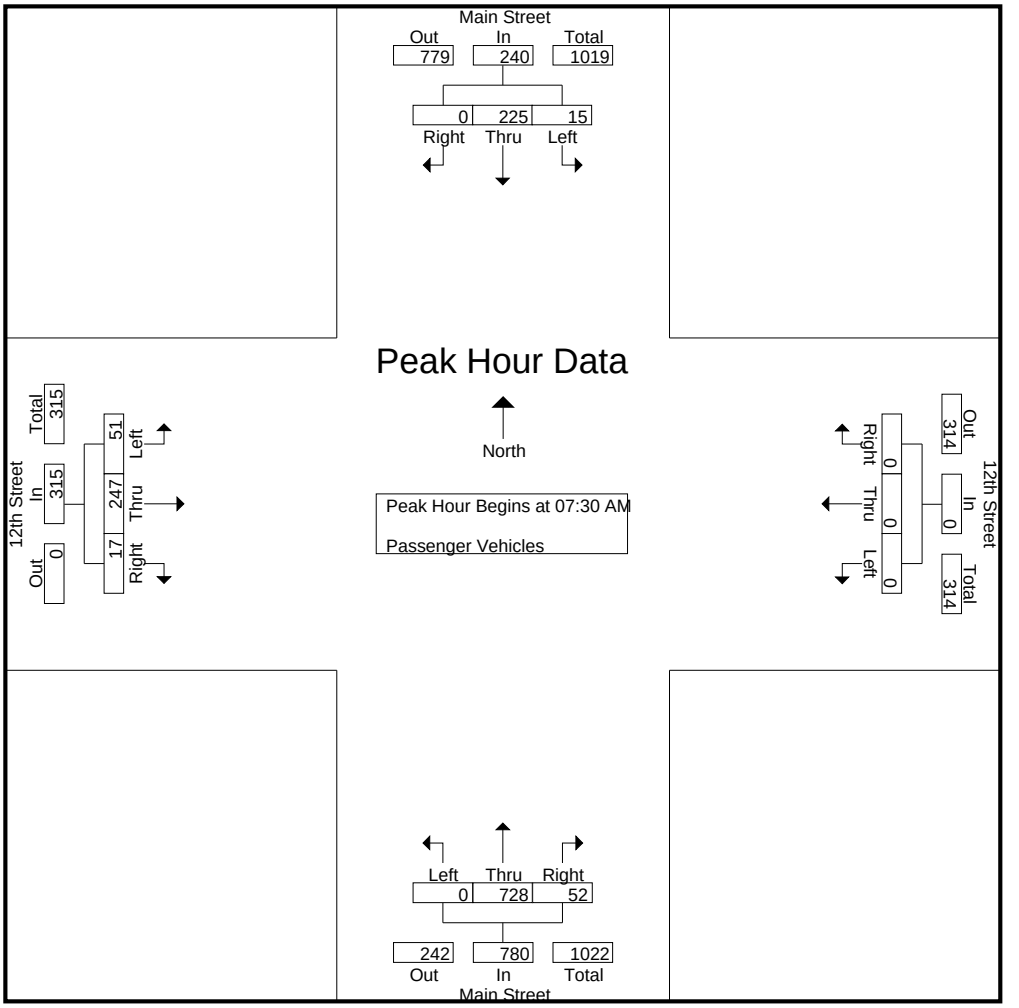

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	60	0	62	0	0	0	0	0	170	13	183	**22**	55	**8**	85
+15 mins.	**5**	48	0	53	0	0	0	0	0	169	13	182	17	**72**	2	**91**
+30 mins.	3	**62**	0	**65**	0	0	0	0	0	193	**14**	207	6	70	2	78
+45 mins.	5	55	0	60	0	0	0	0	0	**196**	12	**208**	6	50	5	61
Total Volume	15	225	0	240	0	0	0	0	0	728	52	780	51	247	17	315
% App. Total	6.2	93.8	0		0	0	0		0	93.3	6.7		16.2	78.4	5.4	
PHF	.750	.907	.000	.923	.000	.000	.000	.000	.000	.929	.929	.938	.580	.858	.531	.865

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Groups Printed- Dual Wheeled

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	2	0	2	0	1	0	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	2	3	0	5	11
07:30 AM	0	2	0	2	0	0	0	0	0	5	1	6	1	1	0	2	10
07:45 AM	0	0	0	0	0	0	0	0	0	3	1	4	1	0	0	1	5
Total	0	3	0	3	0	0	0	0	0	15	2	17	4	5	0	9	29
08:00 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	3	1	4	10
08:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	7
08:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	5	0	5	0	0	0	0	0	19	1	20	0	3	1	4	29
09:00 AM	1	1	0	2	0	0	0	0	0	5	0	5	1	1	0	2	9
09:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	3	0	3	6
09:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
09:45 AM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
Total	1	7	0	8	0	0	0	0	0	14	1	15	1	4	1	6	29
Grand Total	1	15	0	16	0	0	0	0	0	48	4	52	5	12	2	19	87
Apprch %	6.2	93.8	0		0	0	0		0	92.3	7.7		26.3	63.2	10.5		
Total %	1.1	17.2	0	18.4	0	0	0	0	0	55.2	4.6	59.8	5.7	13.8	2.3	21.8	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	5	**1**	**6**	**1**	1	0	2	**10**
07:45 AM	0	0	0	0	0	0	0	0	0	3	1	4	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	**6**	0	6	0	**3**	**1**	**4**	10
08:15 AM	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	0	0	7
Total Volume	0	6	0	6	0	0	0	0	0	17	2	19	2	4	1	7	32
% App. Total	0	100	0		0	0	0		0	89.5	10.5		28.6	57.1	14.3		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.708	.500	.792	.500	.333	.250	.438	.800

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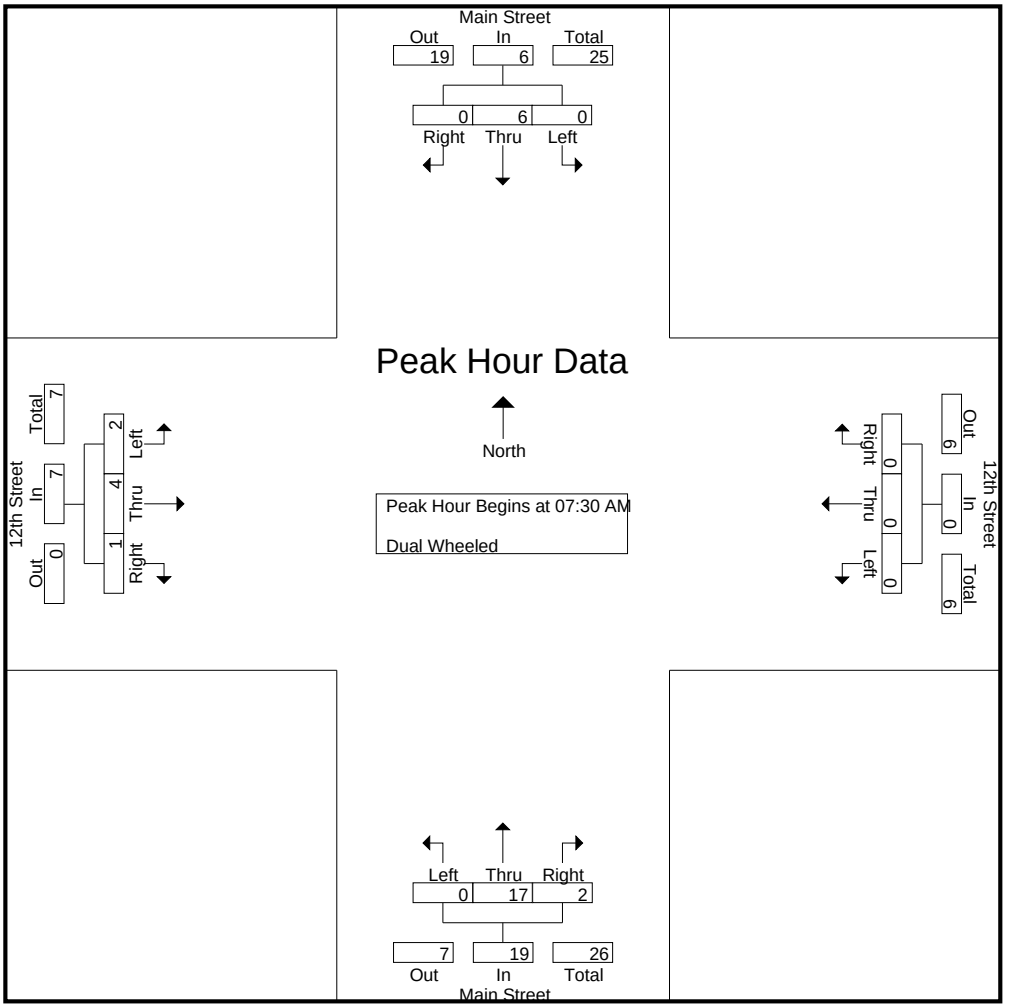

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	5	**1**	**6**	**1**	1	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	3	1	4	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	**6**	0	6	0	**3**	**1**	**4**
+45 mins.	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	17	2	19	2	4	1	7
% App. Total	0	100	0		0	0	0		0	89.5	10.5		28.6	57.1	14.3	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.708	.500	.792	.500	.333	.250	.438

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Groups Printed- Buses

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
07:15 AM	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0	14
07:30 AM	0	8	0	8	0	0	0	0	0	6	0	6	0	0	0	0	14
07:45 AM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0	18
Total	0	34	0	34	0	0	0	0	0	27	0	27	0	0	0	0	61
08:00 AM	0	10	0	10	0	0	0	0	0	8	0	8	1	1	0	2	20
08:15 AM	0	7	0	7	0	0	0	0	0	9	0	9	0	1	0	1	17
08:30 AM	0	7	0	7	0	0	0	0	0	15	0	15	1	0	0	1	23
08:45 AM	0	10	0	10	0	0	0	0	0	11	0	11	0	0	0	0	21
Total	0	34	0	34	0	0	0	0	0	43	0	43	2	2	0	4	81
09:00 AM	0	3	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
09:15 AM	0	10	0	10	0	0	0	0	0	10	0	10	0	0	0	0	20
09:30 AM	0	5	0	5	0	0	0	0	0	11	0	11	0	0	0	0	16
09:45 AM	0	8	0	8	0	0	0	0	0	7	0	7	0	1	0	1	16
Total	0	26	0	26	0	0	0	0	0	40	0	40	0	1	0	1	67
Grand Total	0	94	0	94	0	0	0	0	0	110	0	110	2	3	0	5	209
Apprch %	0	100	0		0	0	0		0	100	0		40	60	0		
Total %	0	45	0	45	0	0	0	0	0	52.6	0	52.6	1	1.4	0	2.4	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	0	0	0	0	6	0	6	0	0	0	0	14
07:45 AM	0	9	0	9	0	0	0	0	0	**9**	0	**9**	0	0	0	0	18
08:00 AM	0	**10**	0	**10**	0	0	0	0	0	8	0	8	**1**	**1**	0	**2**	**20**
08:15 AM	0	7	0	7	0	0	0	0	0	9	0	9	0	1	0	1	17
Total Volume	0	34	0	34	0	0	0	0	0	32	0	32	1	2	0	3	69
% App. Total	0	100	0		0	0	0		0	100	0		33.3	66.7	0		
PHF	.000	.850	.000	.850	.000	.000	.000	.000	.000	.889	.000	.889	.250	.500	.000	.375	.863

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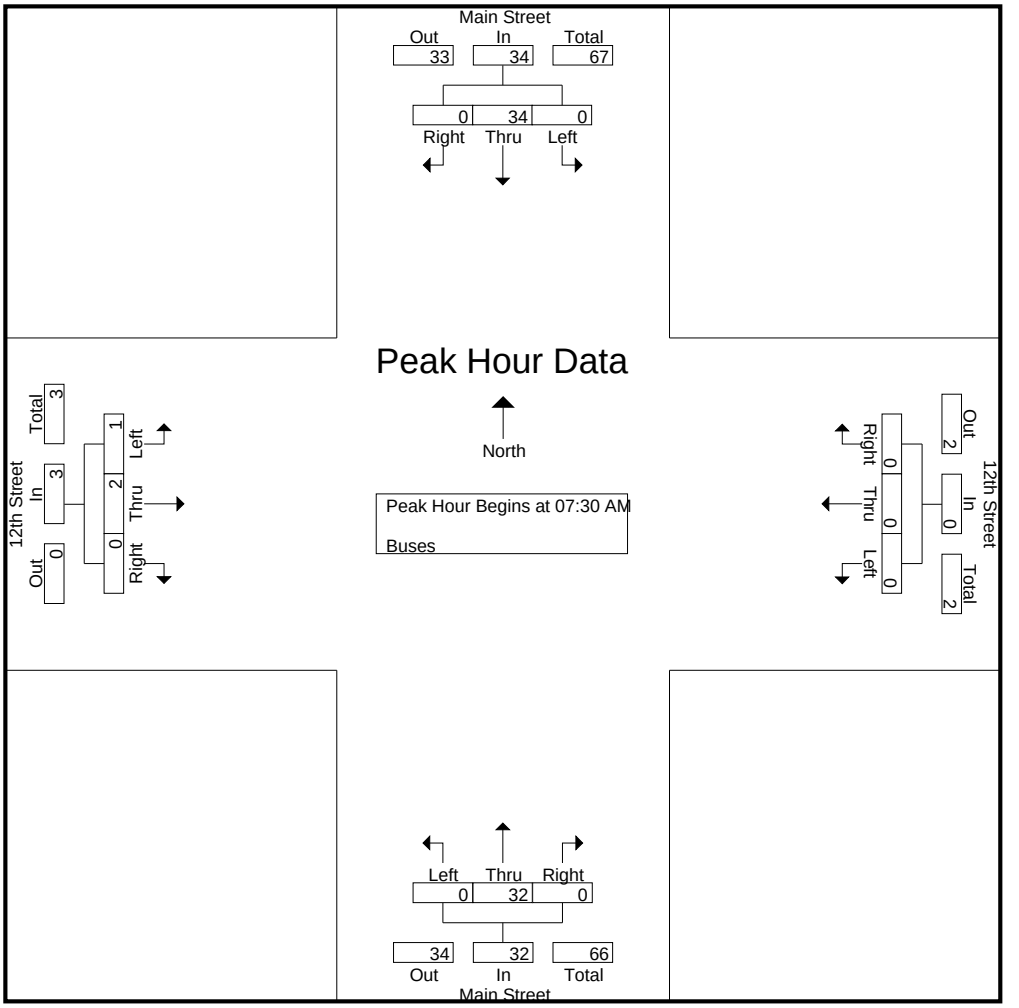

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	8	0	8	0	0	0	0	0	6	0	6	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+30 mins.	0	**10**	0	**10**	0	0	0	0	0	8	0	8	**1**	**1**	0	**2**
+45 mins.	0	7	0	7	0	0	0	0	0	9	0	9	0	1	0	1
Total Volume	0	34	0	34	0	0	0	0	0	32	0	32	1	2	0	3
% App. Total	0	100	0		0	0	0		0	100	0		33.3	66.7	0	
PHF	.000	.850	.000	.850	.000	.000	.000	.000	.000	.889	.000	.889	.250	.500	.000	.375

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Weather: Clear

File Name : 06_LAC_Main_12th PM
Site Code : 16619068
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	16	113	0	129	0	0	0	0	0	125	14	139	12	34	17	63	331
03:15 PM	6	109	0	115	0	0	0	0	0	162	13	175	19	37	9	65	355
03:30 PM	2	94	0	96	0	0	0	0	0	205	17	222	19	40	8	67	385
03:45 PM	7	93	0	100	0	0	0	0	0	189	8	197	15	27	4	46	343
Total	31	409	0	440	0	0	0	0	0	681	52	733	65	138	38	241	1414
04:00 PM	9	113	0	122	0	0	0	0	0	199	15	214	42	43	12	97	433
04:15 PM	4	82	0	86	0	0	0	0	0	198	8	206	37	44	10	91	383
04:30 PM	1	121	0	122	0	0	0	0	0	186	18	204	41	57	19	117	443
04:45 PM	2	126	0	128	0	0	0	0	0	220	10	230	34	52	8	94	452
Total	16	442	0	458	0	0	0	0	0	803	51	854	154	196	49	399	1711
05:00 PM	4	105	0	109	0	0	0	0	0	215	20	235	42	68	12	122	466
05:15 PM	7	136	0	143	0	0	0	0	0	171	16	187	19	50	14	83	413
05:30 PM	2	122	0	124	0	0	0	0	0	153	11	164	17	34	6	57	345
05:45 PM	6	121	0	127	0	0	0	0	0	164	9	173	19	40	5	64	364
Total	19	484	0	503	0	0	0	0	0	703	56	759	97	192	37	326	1588
Grand Total	66	1335	0	1401	0	0	0	0	0	2187	159	2346	316	526	124	966	4713
Apprch %	4.7	95.3	0		0	0	0		0	93.2	6.8		32.7	54.5	12.8		
Total %	1.4	28.3	0	29.7	0	0	0	0	0	46.4	3.4	49.8	6.7	11.2	2.6	20.5	
Passenger Vehicles	59	1205	0	1264	0	0	0	0	0	2052	151	2203	311	511	121	943	4410
% Passenger Vehicles	89.4	90.3	0	90.2	0	0	0	0	0	93.8	95	93.9	98.4	97.1	97.6	97.6	93.6
Dual Wheeled	7	27	0	34	0	0	0	0	0	39	8	47	4	13	3	20	101
% Dual Wheeled	10.6	2	0	2.4	0	0	0	0	0	1.8	5	2	1.3	2.5	2.4	2.1	2.1
Buses	0	103	0	103	0	0	0	0	0	96	0	96	1	2	0	3	202
% Buses	0	7.7	0	7.4	0	0	0	0	0	4.4	0	4.1	0.3	0.4	0	0.3	4.3

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 04:30 PM																	
04:30 PM	1	121	0	122	0	0	0	0	0	186	18	204	41	57	**19**	117	443
04:45 PM	2	126	0	128	0	0	0	0	0	**220**	10	230	34	52	8	94	452
05:00 PM	4	105	0	109	0	0	0	0	0	215	**20**	**235**	**42**	**68**	12	**122**	**466**
05:15 PM	**7**	**136**	0	**143**	0	0	0	0	0	171	16	187	19	50	14	83	413
Total Volume	14	488	0	502	0	0	0	0	0	792	64	856	136	227	53	416	1774
% App. Total	2.8	97.2	0		0	0	0		0	92.5	7.5		32.7	54.6	12.7		
PHF	.500	.897	.000	.878	.000	.000	.000	.000	.000	.900	.800	.911	.810	.835	.697	.852	.952

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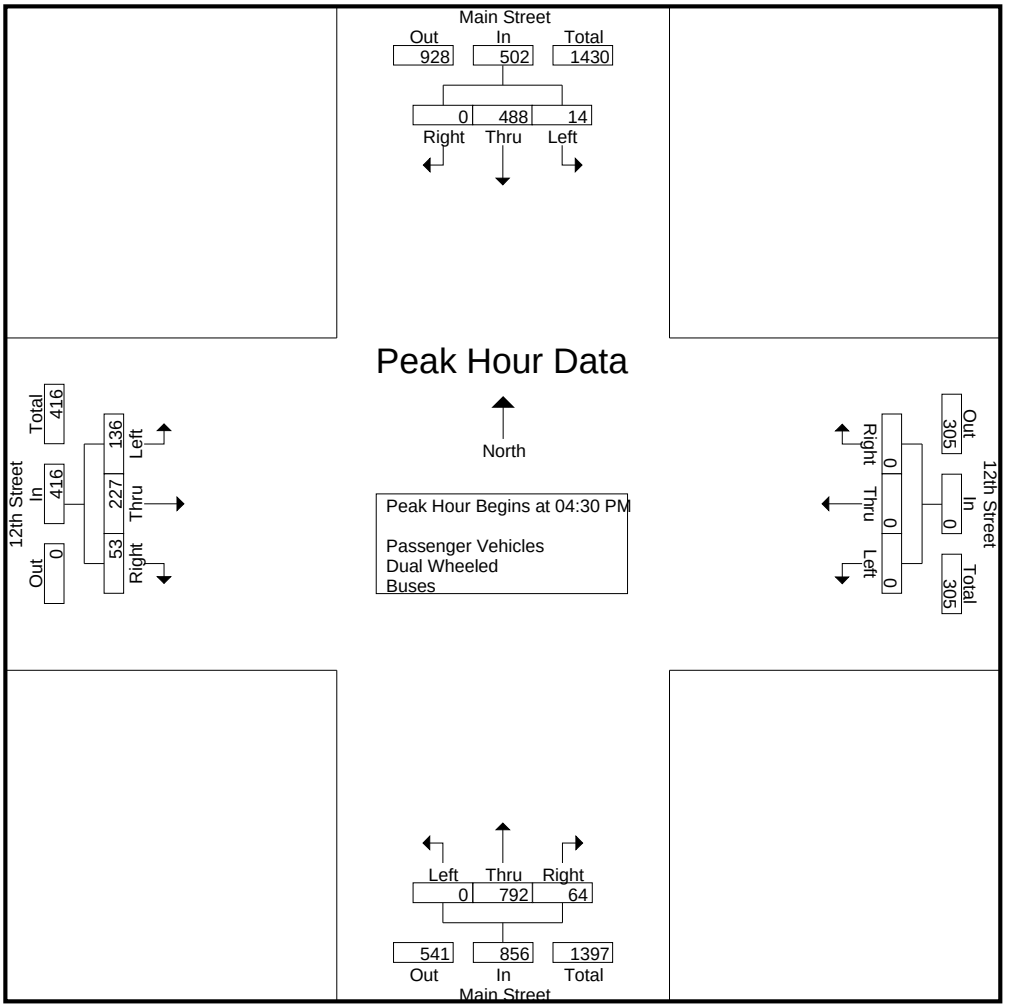

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				03:00 PM				04:15 PM				04:15 PM			
+0 mins.	2	126	0	128	0	0	0	0	0	198	8	206	37	44	10	91
+15 mins.	4	105	0	109	0	0	0	0	0	186	18	204	41	57	**19**	117
+30 mins.	**7**	**136**	0	**143**	0	0	0	0	0	**220**	10	230	34	52	8	94
+45 mins.	2	122	0	124	0	0	0	0	0	215	**20**	**235**	**42**	**68**	12	**122**
Total Volume	15	489	0	504	0	0	0	0	0	819	56	875	154	221	49	424
% App. Total	3	97	0		0	0	0		0	93.6	6.4		36.3	52.1	11.6	
PHF	.536	.899	.000	.881	.000	.000	.000	.000	.000	.931	.700	.931	.917	.813	.645	.869

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Groups Printed- Passenger Vehicles

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	15	102	0	117	0	0	0	0	0	120	13	133	11	30	17	58	308
03:15 PM	6	91	0	97	0	0	0	0	0	142	12	154	18	37	9	64	315
03:30 PM	1	83	0	84	0	0	0	0	0	200	16	216	19	38	8	65	365
03:45 PM	6	83	0	89	0	0	0	0	0	178	8	186	15	26	4	45	320
Total	28	359	0	387	0	0	0	0	0	640	49	689	63	131	38	232	1308
04:00 PM	7	103	0	110	0	0	0	0	0	183	15	198	42	43	12	97	405
04:15 PM	4	74	0	78	0	0	0	0	0	189	8	197	37	42	10	89	364
04:30 PM	1	109	0	110	0	0	0	0	0	177	16	193	40	54	18	112	415
04:45 PM	1	117	0	118	0	0	0	0	0	210	9	219	34	52	7	93	430
Total	13	403	0	416	0	0	0	0	0	759	48	807	153	191	47	391	1614
05:00 PM	4	93	0	97	0	0	0	0	0	203	20	223	41	68	12	121	441
05:15 PM	6	129	0	135	0	0	0	0	0	159	15	174	19	50	13	82	391
05:30 PM	2	110	0	112	0	0	0	0	0	140	10	150	16	32	6	54	316
05:45 PM	6	111	0	117	0	0	0	0	0	151	9	160	19	39	5	63	340
Total	18	443	0	461	0	0	0	0	0	653	54	707	95	189	36	320	1488
Grand Total	59	1205	0	1264	0	0	0	0	0	2052	151	2203	311	511	121	943	4410
Apprch %	4.7	95.3	0		0	0	0		0	93.1	6.9		33	54.2	12.8		
Total %	1.3	27.3	0	28.7	0	0	0	0	0	46.5	3.4	50	7.1	11.6	2.7	21.4	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	109	0	110	0	0	0	0	0	177	16	193	40	54	**18**	112	415
04:45 PM	1	117	0	118	0	0	0	0	0	**210**	9	219	34	52	7	93	430
05:00 PM	4	93	0	97	0	0	0	0	0	203	**20**	**223**	**41**	**68**	12	**121**	**441**
05:15 PM	**6**	**129**	0	**135**	0	0	0	0	0	159	15	174	19	50	13	82	391
Total Volume	12	448	0	460	0	0	0	0	0	749	60	809	134	224	50	408	1677
% App. Total	2.6	97.4	0		0	0	0		0	92.6	7.4		32.8	54.9	12.3		
PHF	.500	.868	.000	.852	.000	.000	.000	.000	.000	.892	.750	.907	.817	.824	.694	.843	.951

Counts Unlimited
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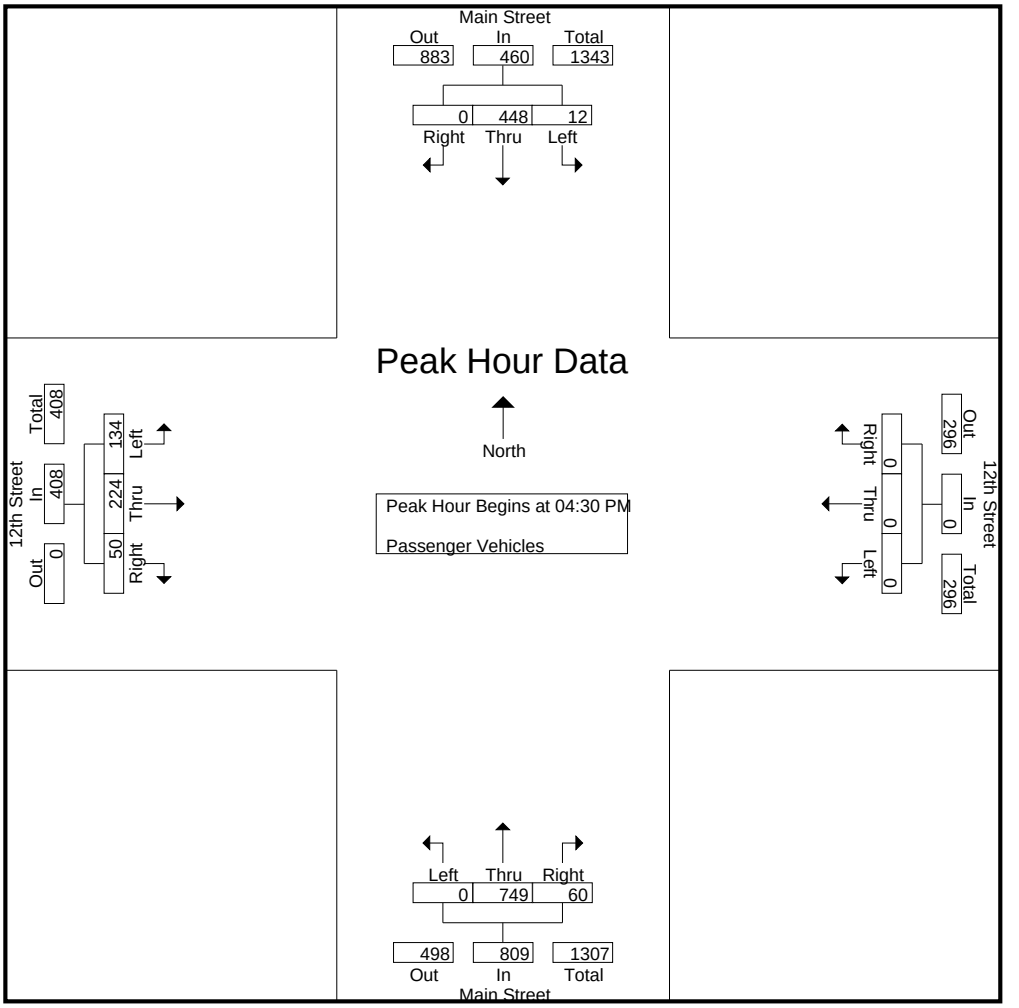
City of Los Angeles
N/S: Main Street
E/W: 12th Street
Weather: Clear

File Name : 06_LAC_Main_12th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	109	0	110	0	0	0	0	0	177	16	193	40	54	**18**	112
+15 mins.	1	117	0	118	0	0	0	0	0	**210**	9	219	34	52	7	93
+30 mins.	4	93	0	97	0	0	0	0	0	203	**20**	**223**	**41**	**68**	12	**121**
+45 mins.	**6**	**129**	0	**135**	0	0	0	0	0	159	15	174	19	50	13	82
Total Volume	12	448	0	460	0	0	0	0	0	749	60	809	134	224	50	408
% App. Total	2.6	97.4	0		0	0	0		0	92.6	7.4		32.8	54.9	12.3	
PHF	.500	.868	.000	.852	.000	.000	.000	.000	.000	.892	.750	.907	.817	.824	.694	.843

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Groups Printed- Dual Wheeled

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	1	2	0	3	0	0	0	0	0	2	1	3	1	4	0	5	11
03:15 PM	0	9	0	9	0	0	0	0	0	8	1	9	1	0	0	1	19
03:30 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	1	0	1	5
03:45 PM	1	1	0	2	0	0	0	0	0	5	0	5	0	1	0	1	8
Total	3	13	0	16	0	0	0	0	0	16	3	19	2	6	0	8	43
04:00 PM	2	0	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	2	0	2	5
04:30 PM	0	2	0	2	0	0	0	0	0	2	2	4	1	3	1	5	11
04:45 PM	1	4	0	5	0	0	0	0	0	3	1	4	0	0	1	1	10
Total	3	7	0	10	0	0	0	0	0	14	3	17	1	5	2	8	35
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	1	1	0	2	0	0	0	0	0	3	1	4	0	0	1	1	7
05:30 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	1	0	1	5
05:45 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	1	0	1	8
Total	1	7	0	8	0	0	0	0	0	9	2	11	1	2	1	4	23
Grand Total	7	27	0	34	0	0	0	0	0	39	8	47	4	13	3	20	101
Apprch %	20.6	79.4	0		0	0	0		0	83	17		20	65	15		
Total %	6.9	26.7	0	33.7	0	0	0	0	0	38.6	7.9	46.5	4	12.9	3	19.8	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	2	**2**	**4**	**1**	**3**	**1**	**5**	**11**
04:45 PM	**1**	**4**	0	**5**	0	0	0	0	0	**3**	1	4	0	0	1	1	10
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	1	1	0	2	0	0	0	0	0	3	1	4	0	0	1	1	7
Total Volume	2	9	0	11	0	0	0	0	0	8	4	12	2	3	3	8	31
% App. Total	18.2	81.8	0		0	0	0		0	66.7	33.3		25	37.5	37.5		
PHF	.500	.563	.000	.550	.000	.000	.000	.000	.000	.667	.500	.750	.500	.250	.750	.400	.705

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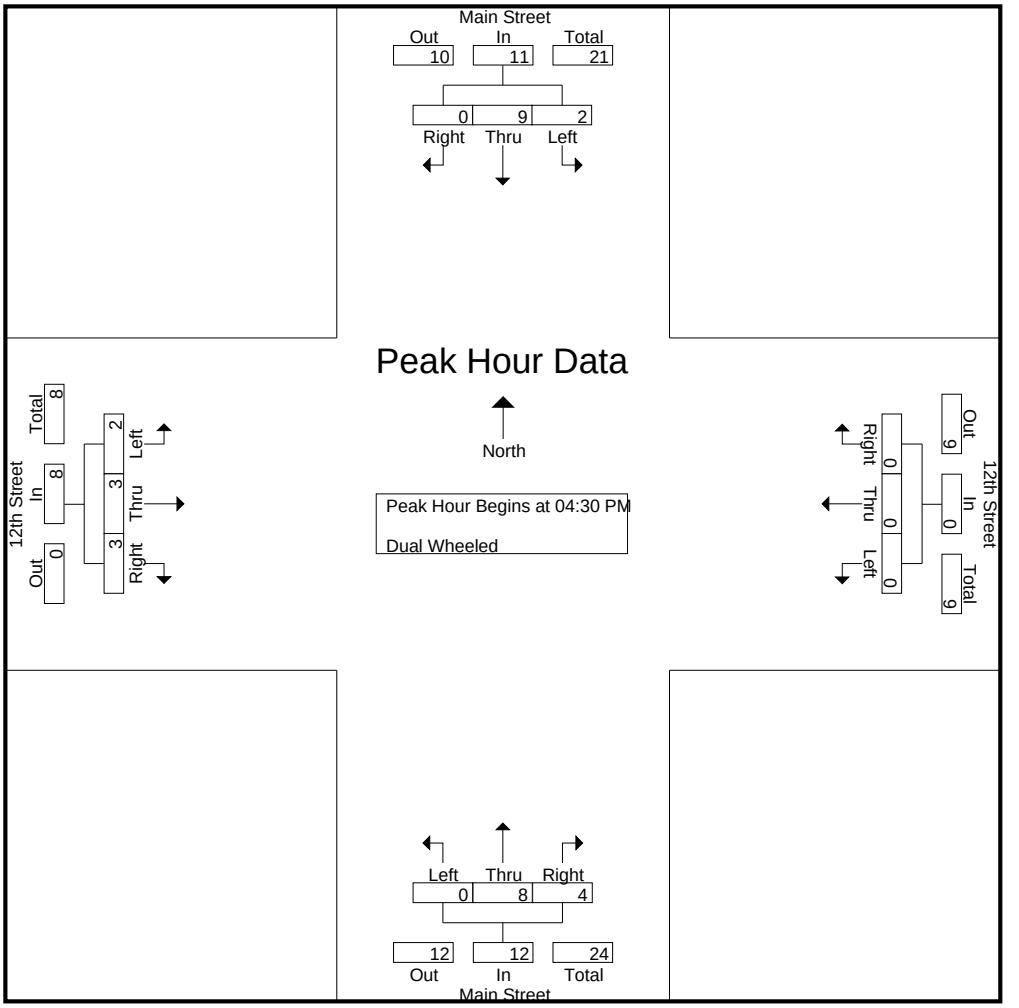

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	**2**	**4**	**1**	**3**	**1**	**5**
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	**3**	1	4	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	1	0	2	0	0	0	0	0	3	1	4	0	0	1	1
Total Volume	2	9	0	11	0	0	0	0	0	8	4	12	2	3	3	8
% App. Total	18.2	81.8	0		0	0	0		0	66.7	33.3		25	37.5	37.5	
PHF	.500	.563	.000	.550	.000	.000	.000	.000	.000	.667	.500	.750	.500	.250	.750	.400

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City of Los Angeles
N/S: Main Street
E/W: 12th Street
Weather: Clear

File Name : 06_LAC_Main_12th PM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Buses

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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	9	0	9	0	0	0	0	0	3	0	3	0	0	0	0	12
03:15 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
03:30 PM	0	10	0	10	0	0	0	0	0	4	0	4	0	1	0	1	15
03:45 PM	0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0	15
Total	0	37	0	37	0	0	0	0	0	25	0	25	0	1	0	1	63
04:00 PM	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	19
04:15 PM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
04:30 PM	0	10	0	10	0	0	0	0	0	7	0	7	0	0	0	0	17
04:45 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	0	32	0	32	0	0	0	0	0	30	0	30	0	0	0	0	62
05:00 PM	0	10	0	10	0	0	0	0	0	12	0	12	0	0	0	0	22
05:15 PM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
05:30 PM	0	11	0	11	0	0	0	0	0	11	0	11	1	1	0	2	24
05:45 PM	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Total	0	34	0	34	0	0	0	0	0	41	0	41	1	1	0	2	77
Grand Total	0	103	0	103	0	0	0	0	0	96	0	96	1	2	0	3	202
Apprch %	0	100	0		0	0	0		0	100	0		33.3	66.7	0		
Total %	0	51	0	51	0	0	0	0	0	47.5	0	47.5	0.5	1	0	1.5	

	Main Street Southbound				12th Street Westbound				Main Street Northbound				12th Street 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**10**	0	**10**	0	0	0	0	0	7	0	7	0	0	0	0	17
04:45 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
05:00 PM	0	10	0	10	0	0	0	0	0	**12**	0	**12**	0	0	0	0	**22**
05:15 PM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
Total Volume	0	31	0	31	0	0	0	0	0	35	0	35	0	0	0	0	66
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.775	.000	.775	.000	.000	.000	.000	.000	.729	.000	.729	.000	.000	.000	.000	.750

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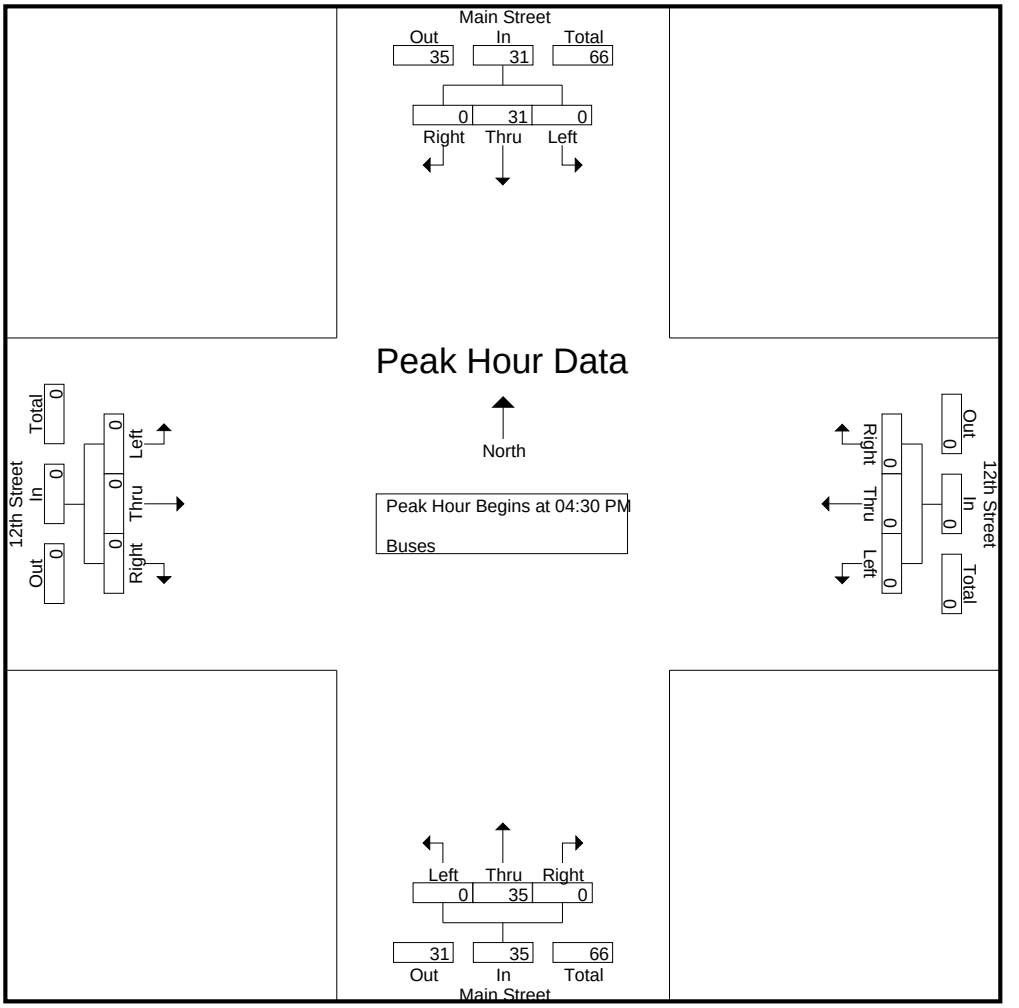

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**10**	0	**10**	0	0	0	0	0	7	0	7	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	10	0	10	0	0	0	0	0	**12**	0	**12**	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	31	0	31	0	0	0	0	0	35	0	35	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.775	.000	.775	.000	.000	.000	.000	.000	.729	.000	.729	.000	.000	.000	.000

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main Street

East/West 12th Street

Day: Wednesday **Date:** January 29, 2019 **Weather:** CLEAR

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

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	99	50	39	0
BIKES	85	84	68	36
BUSES	206	197	8	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	221	8.00	75	8.00	92	7.45	0	7.00
PM PK 15 MIN	235	5.00	143	5.15	122	5.00	0	3.00
AM PK HOUR	878	8.00	280	7.30	325	7.30	0	7.00
PM PK HOUR	875	4.15	504	4.45	424	4.15	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	718	42	760
8-9	0	833	45	878
9-10	0	763	68	831
3-4	0	681	52	733
4-5	0	803	51	854
5-6	0	703	56	759
TOTAL	0	4501	314	4815

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	228	0	242
8-9	21	250	0	271
9-10	24	253	0	277
3-4	31	409	0	440
4-5	16	442	0	458
5-6	19	484	0	503
TOTAL	125	2066	0	2191

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1002	29	0	29	0
1149	34	0	47	0
1108	35	0	42	1
1173	40	1	65	2
1312	49	1	62	0
1262	92	0	80	2
7006	279	2	325	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	63	182	20	265
8-9	28	222	25	275
9-10	37	151	29	217
3-4	65	138	38	241
4-5	154	196	49	399
5-6	97	192	37	326
TOTAL	444	1081	198	1723

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
265	19	0	35	1
275	21	0	21	0
217	21	0	41	0
241	22	2	42	0
399	26	0	47	0
326	38	0	77	0
1723	147	2	263	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Main Street				
East/West:	12th Street				
Day:	Wednesday	Date:	1/29/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	8	1	9
8-9	0	9	2	11
9-10	3	8	1	12
3-4	3	12	4	19
4-5	2	8	2	12
5-6	1	18	3	22
TOTAL	9	63	13	85

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	13	0	16
8-9	1	18	0	19
9-10	0	8	0	8
3-4	2	15	1	18
4-5	1	9	1	11
5-6	0	9	3	12
TOTAL	7	72	5	84

TOTAL

Hours	N-S
7-8	25
8-9	30
9-10	20
3-4	37
4-5	23
5-6	34
TOTAL	169

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	10	2	16
8-9	4	12	3	19
9-10	1	7	4	12
3-4	4	2	2	8
4-5	3	4	0	7
5-6	1	4	1	6
TOTAL	17	39	12	68

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	1	0	0	1
9-10	3	4	1	8
3-4	1	6	0	7
4-5	3	0	1	4
5-6	2	11	2	15
TOTAL	11	21	4	36

TOTAL

Hours	E-W
7-8	17
8-9	20
9-10	20
3-4	15
4-5	11
5-6	21
TOTAL	104

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	4	5	4	1	14
- No helmet riders	51	52	45	32	180
- Sidewalk Riding	33	39	26	27	125
- Wrong way riding	8	17	1	34	60

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

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Main Street				
East/West:	12th Street				
Day:	Wednesday	Date:	January 29, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	5	5	11	3	24
7:15-7:30	6	9	6	7	28
7:30-7:45	12	8	3	4	27
7:45-8:00	6	7	16	5	34
8:00-8:15	10	12	1	7	30
8:15-8:30	9	10	7	3	29
8:30-8:45	13	5	8	6	32
8:45-9:00	15	7	5	5	32
9:00-9:15	11	12	6	7	36
9:15-9:30	13	8	9	6	36
9:30-9:45	8	6	11	1	26
9:45-10:00	11	9	15	7	42
Hours					
7 - 8	29	29	36	19	113
8 - 9	47	34	21	21	123
9 - 10	43	35	41	21	140
TOTAL	119	98	98	61	376

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	24	24	32	4	84
3:15-3:30	17	14	14	18	63
3:30-3:45	11	24	24	8	67
3:45-4:00	15	18	14	14	61
4:00-4:15	14	22	18	24	78
4:15-4:30	13	20	16	2	51
4:30-4:45	15	30	24	12	81
4:45-5:00	20	26	36	14	96
5:00-5:15	17	30	54	18	119
5:15-5:30	20	60	22	16	118
5:30-5:45	16	42	42	14	114
5:45-6:00	29	52	36	28	145
Hours					
3 - 4	67	80	84	44	275
4 - 5	62	98	94	52	306
5 - 6	82	184	154	76	496
	211	362	332	172	1077

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	2	1	0	0	3
- Skateboard/scooter	2	11	8	3	24

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

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Main Street
E/W: Pico Boulevard
Weather: Clear

File Name : 07_LAC_Main_Pico AM
Site Code : 16619068
Start Date : 1/29/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	1	47	7	55	1	53	3	57	17	156	2	175	6	13	8	27	314
07:15 AM	4	49	11	64	0	54	5	59	11	183	4	198	9	40	7	56	377
07:30 AM	2	65	11	78	2	40	0	42	17	184	10	211	12	36	3	51	382
07:45 AM	1	50	8	59	2	54	5	61	12	171	10	193	20	64	9	93	406
Total	8	211	37	256	5	201	13	219	57	694	26	777	47	153	27	227	1479
08:00 AM	3	61	11	75	4	58	4	66	13	206	10	229	13	70	10	93	463
08:15 AM	1	62	5	68	4	58	5	67	12	200	10	222	16	58	9	83	440
08:30 AM	3	53	7	63	1	35	4	40	12	200	10	222	15	52	6	73	398
08:45 AM	5	59	9	73	3	49	6	58	10	205	10	225	14	47	11	72	428
Total	12	235	32	279	12	200	19	231	47	811	40	898	58	227	36	321	1729
09:00 AM	5	46	12	63	4	53	6	63	8	192	22	222	16	47	7	70	418
09:15 AM	3	64	6	73	5	53	6	64	8	177	16	201	6	36	10	52	390
09:30 AM	3	58	10	71	5	47	10	62	11	189	16	216	16	46	5	67	416
09:45 AM	2	55	15	72	2	51	12	65	13	177	16	206	13	38	7	58	401
Total	13	223	43	279	16	204	34	254	40	735	70	845	51	167	29	247	1625
Grand Total	33	669	112	814	33	605	66	704	144	2240	136	2520	156	547	92	795	4833
Apprch %	4.1	82.2	13.8		4.7	85.9	9.4		5.7	88.9	5.4		19.6	68.8	11.6		
Total %	0.7	13.8	2.3	16.8	0.7	12.5	1.4	14.6	3	46.3	2.8	52.1	3.2	11.3	1.9	16.4	
Passenger Vehicles	33	585	91	709	31	576	60	667	142	2097	132	2371	152	534	90	776	4523
% Passenger Vehicles	100	87.4	81.2	87.1	93.9	95.2	90.9	94.7	98.6	93.6	97.1	94.1	97.4	97.6	97.8	97.6	93.6
Dual Wheeled	0	11	2	13	1	17	5	23	1	35	4	40	3	13	2	18	94
% Dual Wheeled	0	1.6	1.8	1.6	3	2.8	7.6	3.3	0.7	1.6	2.9	1.6	1.9	2.4	2.2	2.3	1.9
Buses	0	73	19	92	1	12	1	14	1	108	0	109	1	0	0	1	216
% Buses	0	10.9	17	11.3	3	2	1.5	2	0.7	4.8	0	4.3	0.6	0	0	0.1	4.5

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	3	61	**11**	**75**	**4**	**58**	4	66	**13**	**206**	**10**	**229**	13	**70**	10	**93**	**463**
08:15 AM	1	**62**	5	68	4	58	5	**67**	12	200	10	222	**16**	58	9	83	440
08:30 AM	3	53	7	63	1	35	4	40	12	200	10	222	15	52	6	73	398
08:45 AM	**5**	59	9	73	3	49	**6**	58	10	205	10	225	14	47	**11**	72	428
Total Volume	12	235	32	279	12	200	19	231	47	811	40	898	58	227	36	321	1729
% App. Total	4.3	84.2	11.5		5.2	86.6	8.2		5.2	90.3	4.5		18.1	70.7	11.2		
PHF	.600	.948	.727	.930	.750	.862	.792	.862	.904	.984	1.00	.980	.906	.811	.818	.863	.934

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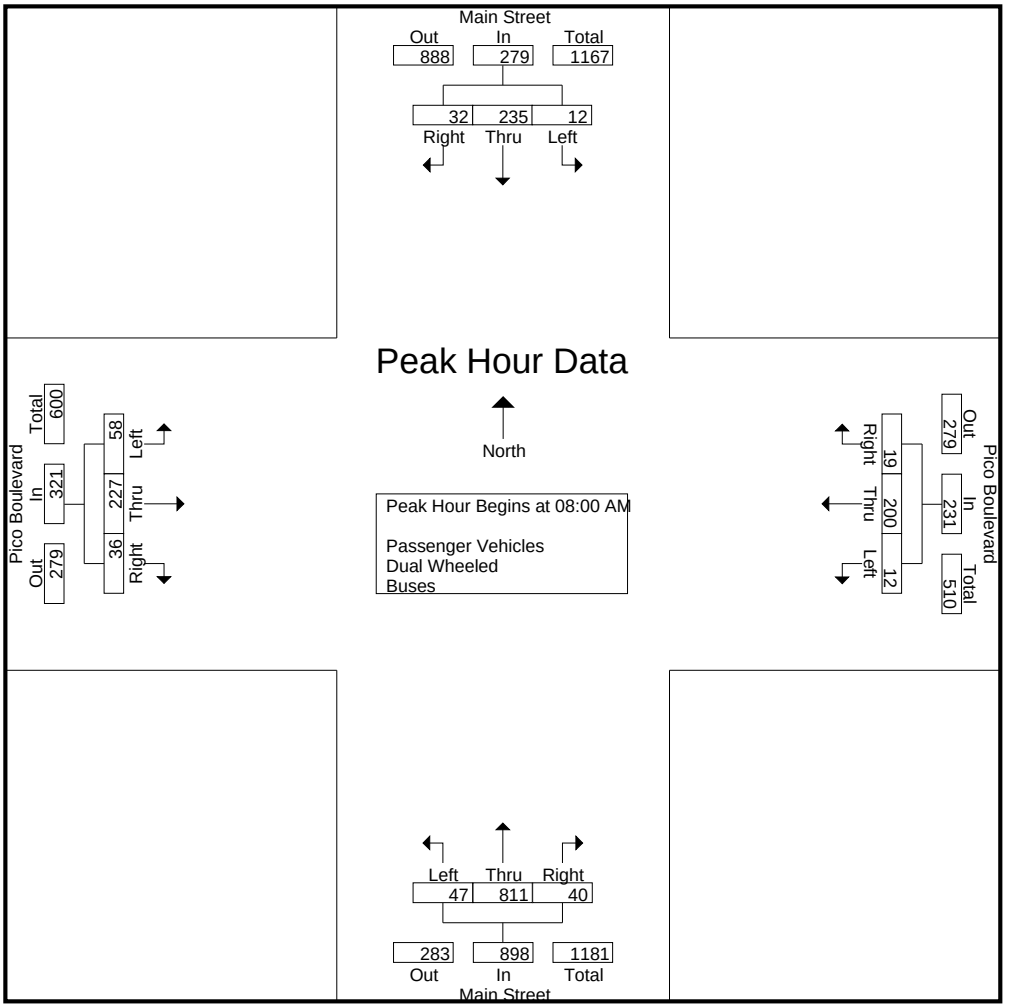

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				09:00 AM				08:00 AM				07:45 AM			
+0 mins.	2	**65**	**11**	**78**	4	**53**	6	63	**13**	**206**	**10**	**229**	**20**	64	9	**93**
+15 mins.	1	50	8	59	**5**	53	6	64	12	200	10	222	13	**70**	**10**	93
+30 mins.	**3**	61	11	75	5	47	10	62	12	200	10	222	16	58	9	83
+45 mins.	1	62	5	68	2	51	**12**	**65**	10	205	10	225	15	52	6	73
Total Volume	7	238	35	280	16	204	34	254	47	811	40	898	64	244	34	342
% App. Total	2.5	85	12.5		6.3	80.3	13.4		5.2	90.3	4.5		18.7	71.3	9.9	
PHF	.583	.915	.795	.897	.800	.962	.708	.977	.904	.984	1.000	.980	.800	.871	.850	.919

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Groups Printed- Passenger Vehicles

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	1	41	6	48	1	50	3	54	17	146	1	164	6	13	8	27	293
07:15 AM	4	41	8	53	0	52	3	55	10	177	4	191	9	39	7	55	354
07:30 AM	2	56	10	68	2	39	0	41	16	174	9	199	11	36	3	50	358
07:45 AM	1	44	5	50	2	51	5	58	12	161	10	183	20	62	9	91	382
Total	8	182	29	219	5	192	11	208	55	658	24	737	46	150	27	223	1387
08:00 AM	3	52	9	64	4	56	4	64	13	194	10	217	13	69	10	92	437
08:15 AM	1	53	3	57	4	57	5	66	12	189	10	211	16	57	9	82	416
08:30 AM	3	48	5	56	1	33	3	37	12	182	10	204	13	49	6	68	365
08:45 AM	5	50	8	63	2	46	5	53	10	191	10	211	14	46	10	70	397
Total	12	203	25	240	11	192	17	220	47	756	40	843	56	221	35	312	1615
09:00 AM	5	44	11	60	4	52	5	61	8	175	21	204	15	46	7	68	393
09:15 AM	3	53	5	61	4	50	5	59	8	167	16	191	6	36	9	51	362
09:30 AM	3	54	9	66	5	42	10	57	11	179	16	206	16	45	5	66	395
09:45 AM	2	49	12	63	2	48	12	62	13	162	15	190	13	36	7	56	371
Total	13	200	37	250	15	192	32	239	40	683	68	791	50	163	28	241	1521
Grand Total	33	585	91	709	31	576	60	667	142	2097	132	2371	152	534	90	776	4523
Apprch %	4.7	82.5	12.8		4.6	86.4	9		6	88.4	5.6		19.6	68.8	11.6		
Total %	0.7	12.9	2	15.7	0.7	12.7	1.3	14.7	3.1	46.4	2.9	52.4	3.4	11.8	2	17.2	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	3	52	**9**	**64**	**4**	56	4	64	**13**	**194**	**10**	**217**	13	**69**	**10**	**92**	**437**
08:15 AM	1	**53**	3	57	4	**57**	**5**	**66**	12	189	10	211	**16**	57	9	82	416
08:30 AM	3	48	5	56	1	33	3	37	12	182	10	204	13	49	6	68	365
08:45 AM	**5**	50	8	63	2	46	5	53	10	191	10	211	14	46	10	70	397
Total Volume	12	203	25	240	11	192	17	220	47	756	40	843	56	221	35	312	1615
% App. Total	5	84.6	10.4		5	87.3	7.7		5.6	89.7	4.7		17.9	70.8	11.2		
PHF	.600	.958	.694	.938	.688	.842	.850	.833	.904	.974	1.00	.971	.875	.801	.875	.848	.924

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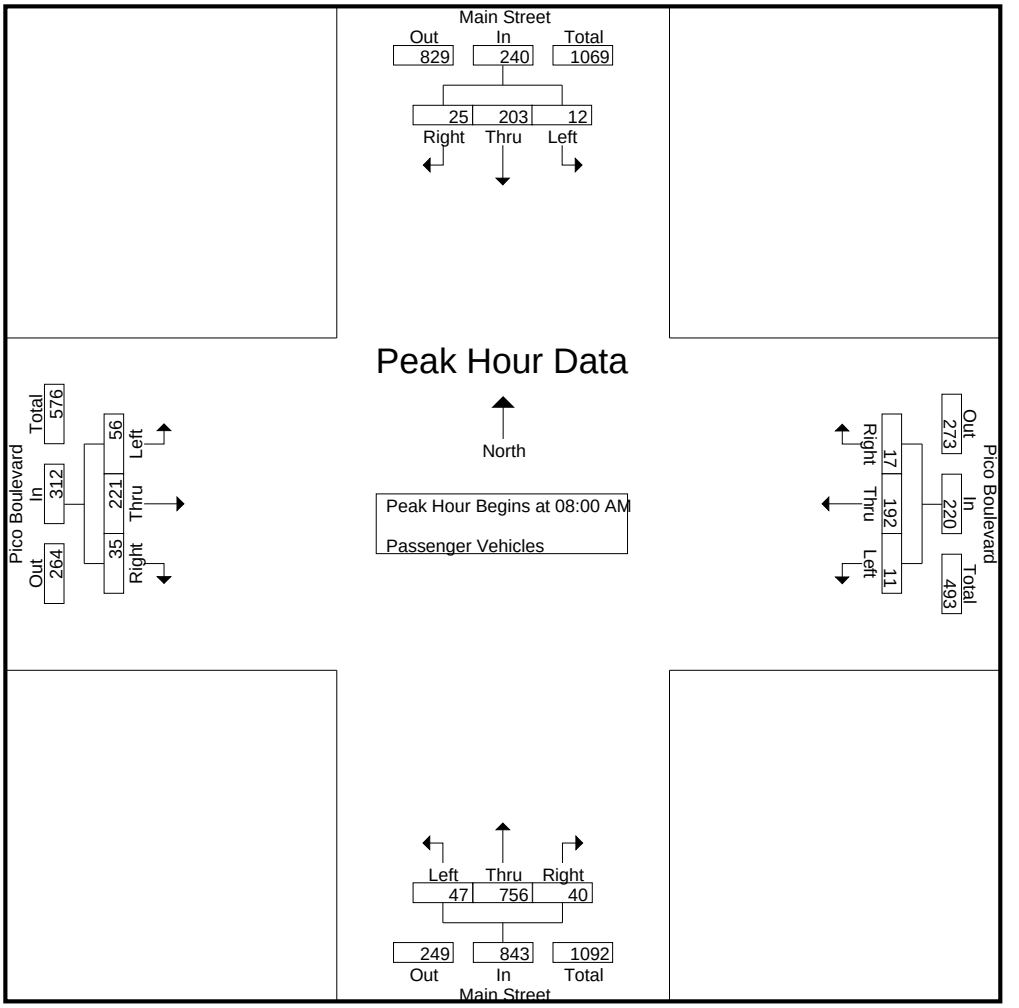

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	3	52	**9**	**64**	**4**	56	4	64	**13**	**194**	**10**	**217**	13	**69**	**10**	**92**
+15 mins.	1	**53**	3	57	4	**57**	**5**	**66**	12	189	10	211	**16**	57	9	82
+30 mins.	3	48	5	56	1	33	3	37	12	182	10	204	13	49	6	68
+45 mins.	**5**	50	8	63	2	46	5	53	10	191	10	211	14	46	10	70
Total Volume	12	203	25	240	11	192	17	220	47	756	40	843	56	221	35	312
% App. Total	5	84.6	10.4		5	87.3	7.7		5.6	89.7	4.7		17.9	70.8	11.2	
PHF	.600	.958	.694	.938	.688	.842	.850	.833	.904	.974	1.000	.971	.875	.801	.875	.848

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Groups Printed- Dual Wheeled

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	2	0	2	0	2	1	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	1	2	3	1	2	0	3	0	1	0	1	8
07:30 AM	0	2	0	2	0	0	0	0	0	5	1	6	1	0	0	1	9
07:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	2	0	2	5
Total	0	3	0	3	0	5	2	7	1	10	2	13	1	3	0	4	27
08:00 AM	0	0	1	1	0	1	0	1	0	5	0	5	0	1	0	1	8
08:15 AM	0	4	0	4	0	1	0	1	0	2	0	2	0	1	0	1	8
08:30 AM	0	0	1	1	0	1	1	2	0	2	0	2	2	3	0	5	10
08:45 AM	0	0	0	0	0	1	1	2	0	3	0	3	0	1	1	2	7
Total	0	4	2	6	0	4	2	6	0	12	0	12	2	6	1	9	33
09:00 AM	0	0	0	0	0	0	1	1	0	5	1	6	0	1	0	1	8
09:15 AM	0	2	0	2	1	2	0	3	0	1	0	1	0	0	1	1	7
09:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
09:45 AM	0	2	0	2	0	3	0	3	0	7	1	8	0	2	0	2	15
Total	0	4	0	4	1	8	1	10	0	13	2	15	0	4	1	5	34
Grand Total	0	11	2	13	1	17	5	23	1	35	4	40	3	13	2	18	94
Apprch %	0	84.6	15.4		4.3	73.9	21.7		2.5	87.5	10		16.7	72.2	11.1		
Total %	0	11.7	2.1	13.8	1.1	18.1	5.3	24.5	1.1	37.2	4.3	42.6	3.2	13.8	2.1	19.1	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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**	0	1	0	**5**	0	**5**	0	1	0	1	8
08:15 AM	0	**4**	0	**4**	0	1	0	1	0	2	0	2	0	1	0	1	8
08:30 AM	0	0	1	1	0	1	**1**	**2**	0	2	0	2	**2**	**3**	0	**5**	**10**
08:45 AM	0	0	0	0	0	1	1	2	0	3	0	3	0	1	**1**	2	7
Total Volume	0	4	2	6	0	4	2	6	0	12	0	12	2	6	1	9	33
% App. Total	0	66.7	33.3		0	66.7	33.3		0	100	0		22.2	66.7	11.1		
PHF	.000	.250	.500	.375	.000	1.00	.500	.750	.000	.600	.000	.600	.250	.500	.250	.450	.825

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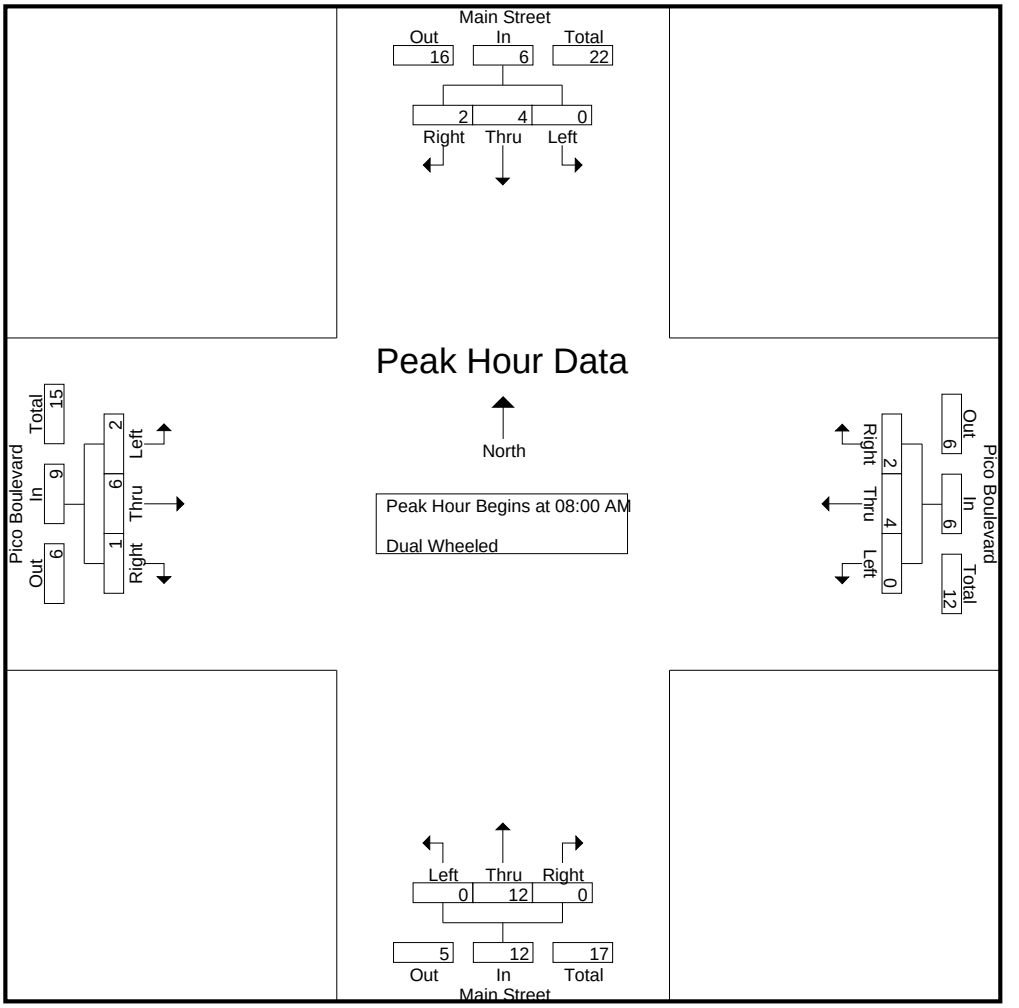

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**1**	1	0	**1**	0	1	0	**5**	0	**5**	0	1	0	1
+15 mins.	0	**4**	0	**4**	0	1	0	1	0	2	0	2	0	1	0	1
+30 mins.	0	0	1	1	0	1	**1**	**2**	0	2	0	2	**2**	**3**	0	**5**
+45 mins.	0	0	0	0	0	1	1	2	0	3	0	3	0	1	**1**	2
Total Volume	0	4	2	6	0	4	2	6	0	12	0	12	2	6	1	9
% App. Total	0	66.7	33.3		0	66.7	33.3		0	100	0		22.2	66.7	11.1	
PHF	.000	.250	.500	.375	.000	1.000	.500	.750	.000	.600	.000	.600	.250	.500	.250	.450

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Groups Printed- Buses

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	6	1	7	0	1	0	1	0	8	0	8	0	0	0	0	16
07:15 AM	0	7	3	10	0	1	0	1	0	4	0	4	0	0	0	0	15
07:30 AM	0	7	1	8	0	1	0	1	1	5	0	6	0	0	0	0	15
07:45 AM	0	6	3	9	0	1	0	1	0	9	0	9	0	0	0	0	19
Total	0	26	8	34	0	4	0	4	1	26	0	27	0	0	0	0	65
08:00 AM	0	9	1	10	0	1	0	1	0	7	0	7	0	0	0	0	18
08:15 AM	0	5	2	7	0	0	0	0	0	9	0	9	0	0	0	0	16
08:30 AM	0	5	1	6	0	1	0	1	0	16	0	16	0	0	0	0	23
08:45 AM	0	9	1	10	1	2	0	3	0	11	0	11	0	0	0	0	24
Total	0	28	5	33	1	4	0	5	0	43	0	43	0	0	0	0	81
09:00 AM	0	2	1	3	0	1	0	1	0	12	0	12	1	0	0	1	17
09:15 AM	0	9	1	10	0	1	1	2	0	9	0	9	0	0	0	0	21
09:30 AM	0	4	1	5	0	2	0	2	0	10	0	10	0	0	0	0	17
09:45 AM	0	4	3	7	0	0	0	0	0	8	0	8	0	0	0	0	15
Total	0	19	6	25	0	4	1	5	0	39	0	39	1	0	0	1	70
Grand Total	0	73	19	92	1	12	1	14	1	108	0	109	1	0	0	1	216
Apprch %	0	79.3	20.7		7.1	85.7	7.1		0.9	99.1	0		100	0	0		
Total %	0	33.8	8.8	42.6	0.5	5.6	0.5	6.5	0.5	50	0	50.5	0.5	0	0	0.5	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	**9**	1	**10**	0	1	0	1	0	7	0	7	0	0	0	0	18
08:15 AM	0	5	**2**	7	0	0	0	0	0	9	0	9	0	0	0	0	16
08:30 AM	0	5	1	6	0	1	0	1	0	**16**	0	**16**	0	0	0	0	23
08:45 AM	0	9	1	10	**1**	**2**	0	**3**	0	11	0	11	0	0	0	0	**24**
Total Volume	0	28	5	33	1	4	0	5	0	43	0	43	0	0	0	0	81
% App. Total	0	84.8	15.2		20	80	0		0	100	0		0	0	0		
PHF	.000	.778	.625	.825	.250	.500	.000	.417	.000	.672	.000	.672	.000	.000	.000	.000	.844

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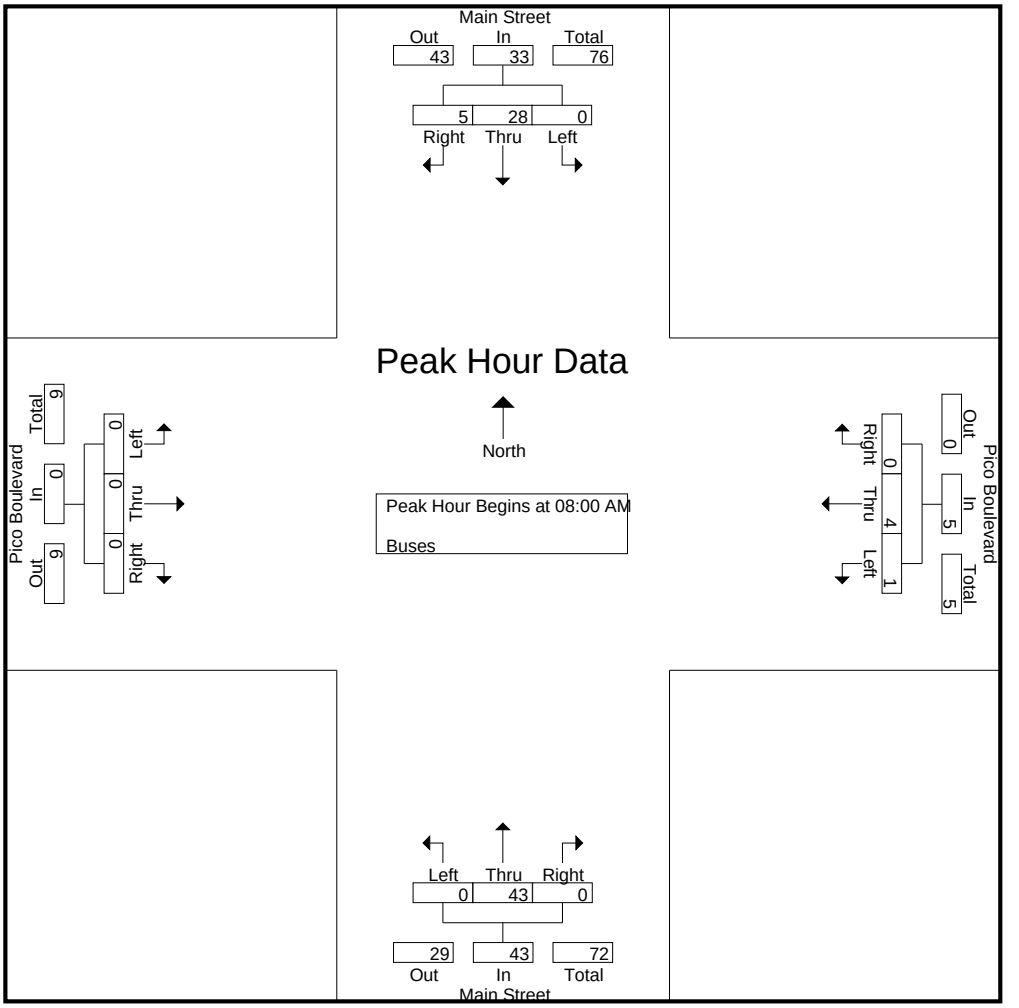

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**9**	1	**10**	0	1	0	1	0	7	0	7	0	0	0	0
+15 mins.	0	5	**2**	7	0	0	0	0	0	9	0	9	0	0	0	0
+30 mins.	0	5	1	6	0	1	0	1	0	**16**	0	**16**	0	0	0	0
+45 mins.	0	9	1	10	**1**	**2**	0	**3**	0	11	0	11	0	0	0	0
Total Volume	0	28	5	33	1	4	0	5	0	43	0	43	0	0	0	0
% App. Total	0	84.8	15.2		20	80	0		0	100	0		0	0	0	
PHF	.000	.778	.625	.825	.250	.500	.000	.417	.000	.672	.000	.672	.000	.000	.000	.000

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City of Los Angeles
N/S: Main Street
E/W: Pico Boulevard
Weather: Clear

File Name : 07_LAC_Main_Pico PM
Site Code : 16619068
Start Date : 1/29/2019

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	6	104	13	123	4	44	10	58	8	110	10	128	23	51	17	91	400
03:15 PM	5	103	10	118	3	32	11	46	4	131	13	148	33	55	11	99	411
03:30 PM	5	86	13	104	5	57	11	73	4	166	12	182	35	70	12	117	476
03:45 PM	4	89	10	103	3	39	14	56	6	153	17	176	36	56	13	105	440
Total	20	382	46	448	15	172	46	233	22	560	52	634	127	232	53	412	1727
04:00 PM	0	111	12	123	4	55	17	76	11	159	11	181	35	52	12	99	479
04:15 PM	1	85	9	95	4	48	8	60	11	137	8	156	53	78	17	148	459
04:30 PM	3	125	14	142	0	40	7	47	9	162	20	191	42	60	15	117	497
04:45 PM	1	127	7	135	2	50	7	59	10	168	14	192	51	68	8	127	513
Total	5	448	42	495	10	193	39	242	41	626	53	720	181	258	52	491	1948
05:00 PM	4	97	11	112	0	62	14	76	7	179	15	201	42	54	16	112	501
05:15 PM	6	126	19	151	3	71	17	91	10	156	10	176	22	74	9	105	523
05:30 PM	4	99	24	127	2	79	10	91	16	130	5	151	20	55	9	84	453
05:45 PM	5	102	10	117	2	71	12	85	12	134	7	153	24	57	7	88	443
Total	19	424	64	507	7	283	53	343	45	599	37	681	108	240	41	389	1920
Grand Total	44	1254	152	1450	32	648	138	818	108	1785	142	2035	416	730	146	1292	5595
Apprch %	3	86.5	10.5		3.9	79.2	16.9		5.3	87.7	7		32.2	56.5	11.3		
Total %	0.8	22.4	2.7	25.9	0.6	11.6	2.5	14.6	1.9	31.9	2.5	36.4	7.4	13	2.6	23.1	
Passenger Vehicles	43	1165	124	1332	31	636	136	803	107	1673	134	1914	402	699	143	1244	5293
% Passenger Vehicles	97.7	92.9	81.6	91.9	96.9	98.1	98.6	98.2	99.1	93.7	94.4	94.1	96.6	95.8	97.9	96.3	94.6
Dual Wheeled	1	15	4	20	1	12	2	15	1	23	7	31	11	21	3	35	101
% Dual Wheeled	2.3	1.2	2.6	1.4	3.1	1.9	1.4	1.8	0.9	1.3	4.9	1.5	2.6	2.9	2.1	2.7	1.8
Buses	0	74	24	98	0	0	0	0	0	89	1	90	3	10	0	13	201
% Buses	0	5.9	15.8	6.8	0	0	0	0	0	5	0.7	4.4	0.7	1.4	0	1	3.6

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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 04:30 PM																	
04:30 PM	3	125	14	142	0	40	7	47	9	162	**20**	191	42	60	15	117	497
04:45 PM	1	**127**	7	135	2	50	7	59	**10**	168	14	192	**51**	68	8	**127**	513
05:00 PM	4	97	11	112	0	62	14	76	7	**179**	15	**201**	42	54	**16**	112	501
05:15 PM	**6**	126	**19**	**151**	**3**	**71**	**17**	**91**	10	156	10	176	22	**74**	9	105	**523**
Total Volume	14	475	51	540	5	223	45	273	36	665	59	760	157	256	48	461	2034
% App. Total	2.6	88	9.4		1.8	81.7	16.5		4.7	87.5	7.8		34.1	55.5	10.4		
PHF	.583	.935	.671	.894	.417	.785	.662	.750	.900	.929	.738	.945	.770	.865	.750	.907	.972

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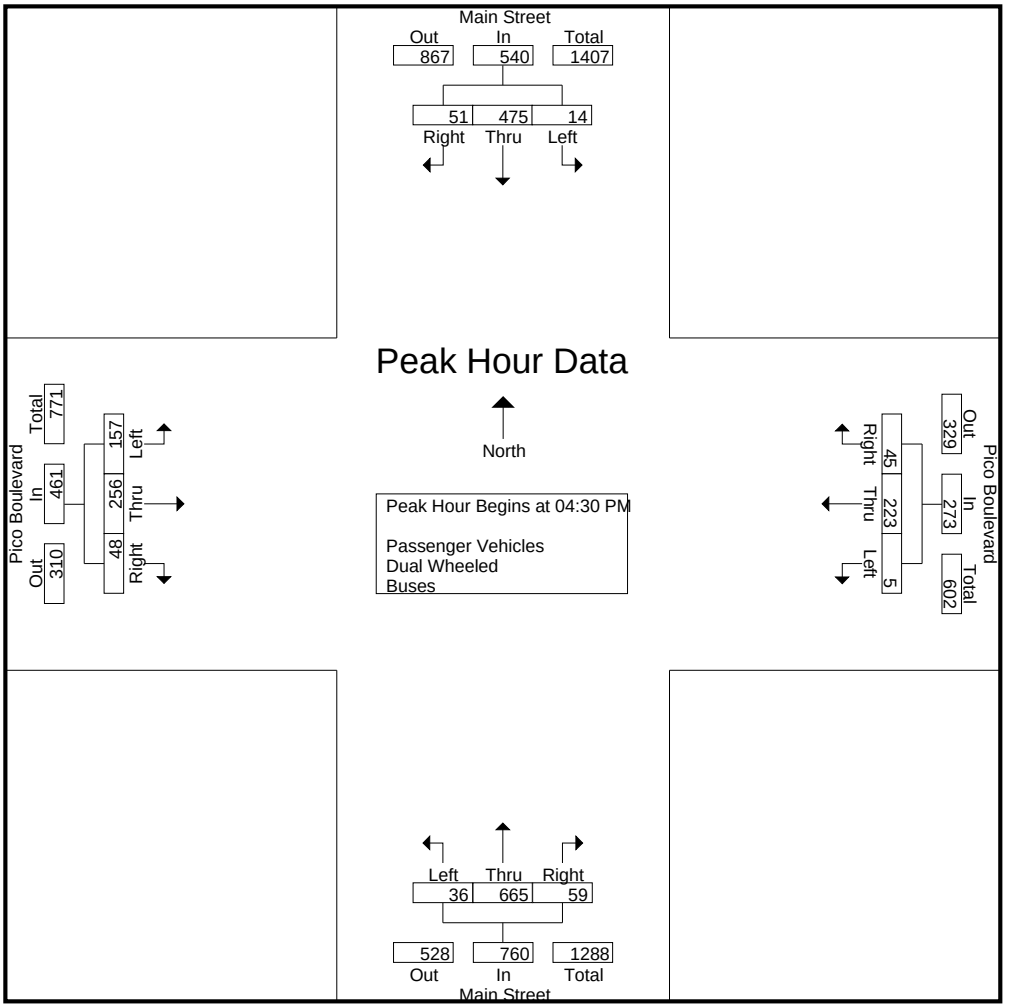

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:15 PM			
+0 mins.	3	125	14	142	0	62	14	76	9	162	**20**	191	**53**	**78**	**17**	**148**
+15 mins.	1	**127**	7	135	**3**	71	**17**	**91**	**10**	168	14	192	42	60	15	117
+30 mins.	4	97	11	112	2	**79**	10	91	7	**179**	15	**201**	51	68	8	127
+45 mins.	**6**	126	**19**	**151**	2	71	12	85	10	156	10	176	42	54	16	112
Total Volume	14	475	51	540	7	283	53	343	36	665	59	760	188	260	56	504
% App. Total	2.6	88	9.4		2	82.5	15.5		4.7	87.5	7.8		37.3	51.6	11.1	
PHF	.583	.935	.671	.894	.583	.896	.779	.942	.900	.929	.738	.945	.887	.833	.824	.851

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Groups Printed- Passenger Vehicles

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	6	96	11	113	4	44	9	57	8	105	9	122	23	50	16	89	381
03:15 PM	4	93	7	104	3	32	11	46	4	115	13	132	32	49	11	92	374
03:30 PM	5	76	11	92	5	57	11	73	4	161	11	176	33	66	11	110	451
03:45 PM	4	83	8	95	3	38	14	55	6	147	15	168	31	52	12	95	413
Total	19	348	37	404	15	171	45	231	22	528	48	598	119	217	50	386	1619
04:00 PM	0	104	10	114	4	52	17	73	11	147	10	168	33	49	12	94	449
04:15 PM	1	78	7	86	4	45	8	57	11	129	8	148	53	74	17	144	435
04:30 PM	3	118	10	131	0	38	6	44	8	155	18	181	41	60	15	116	472
04:45 PM	1	121	5	127	2	48	7	57	10	159	14	183	50	65	8	123	490
Total	5	421	32	458	10	183	38	231	40	590	50	680	177	248	52	477	1846
05:00 PM	4	89	8	101	0	61	14	75	7	170	14	191	42	53	16	111	478
05:15 PM	6	120	17	143	3	71	17	91	10	144	10	164	22	74	9	105	503
05:30 PM	4	90	21	115	1	79	10	90	16	117	5	138	20	51	9	80	423
05:45 PM	5	97	9	111	2	71	12	85	12	124	7	143	22	56	7	85	424
Total	19	396	55	470	6	282	53	341	45	555	36	636	106	234	41	381	1828
Grand Total	43	1165	124	1332	31	636	136	803	107	1673	134	1914	402	699	143	1244	5293
Apprch %	3.2	87.5	9.3		3.9	79.2	16.9		5.6	87.4	7		32.3	56.2	11.5		
Total %	0.8	22	2.3	25.2	0.6	12	2.6	15.2	2	31.6	2.5	36.2	7.6	13.2	2.7	23.5	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	118	10	131	0	38	6	44	8	155	**18**	181	41	60	15	116	472
04:45 PM	1	**121**	5	127	2	48	7	57	**10**	159	14	183	**50**	65	8	**123**	490
05:00 PM	4	89	8	101	0	61	14	75	7	**170**	14	**191**	42	53	**16**	111	478
05:15 PM	**6**	120	**17**	**143**	**3**	**71**	**17**	**91**	10	144	10	164	22	**74**	9	105	**503**
Total Volume	14	448	40	502	5	218	44	267	35	628	56	719	155	252	48	455	1943
% App. Total	2.8	89.2	8		1.9	81.6	16.5		4.9	87.3	7.8		34.1	55.4	10.5		
PHF	.583	.926	.588	.878	.417	.768	.647	.734	.875	.924	.778	.941	.775	.851	.750	.925	.966

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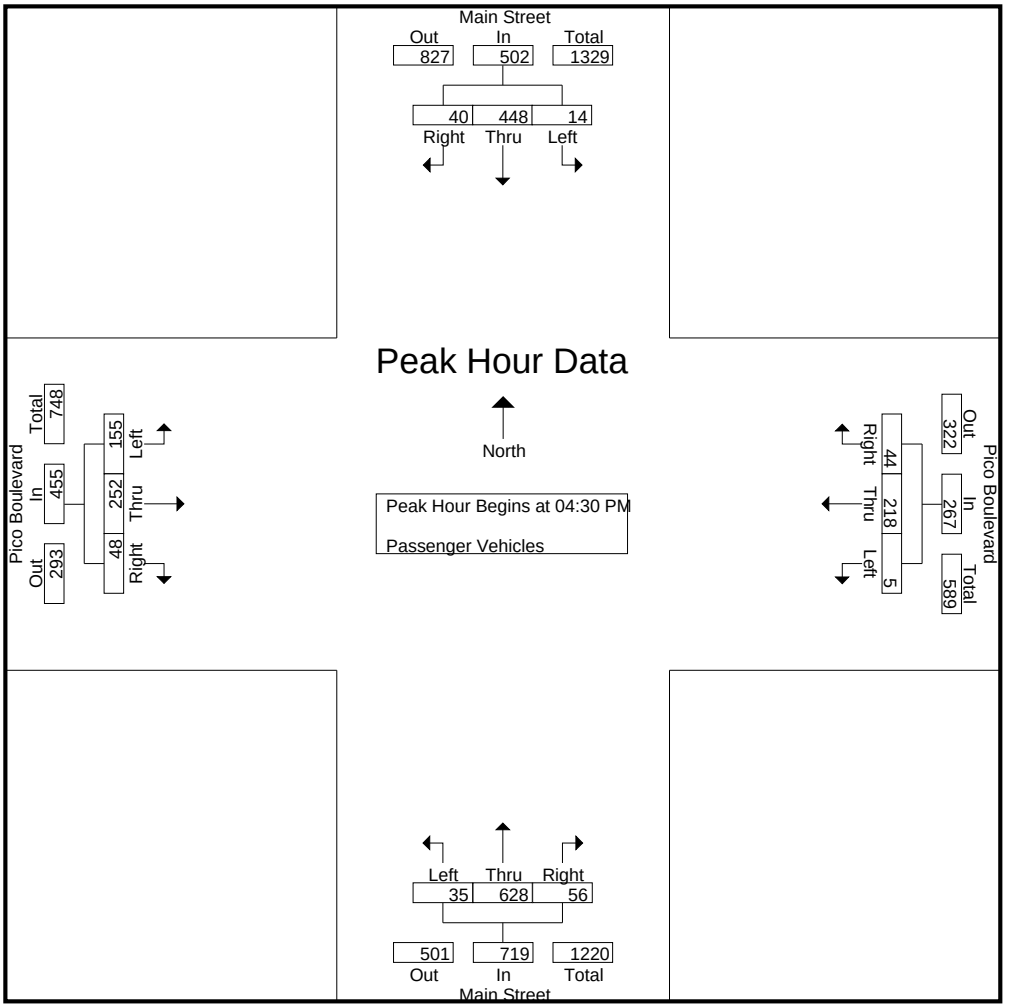

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	118	10	131	0	38	6	44	8	155	**18**	181	41	60	15	116
+15 mins.	1	**121**	5	127	2	48	7	57	**10**	159	14	183	**50**	65	8	**123**
+30 mins.	4	89	8	101	0	61	14	75	7	**170**	14	**191**	42	53	**16**	111
+45 mins.	**6**	120	**17**	**143**	**3**	**71**	**17**	**91**	10	144	10	164	22	**74**	9	105
Total Volume	14	448	40	502	5	218	44	267	35	628	56	719	155	252	48	455
% App. Total	2.8	89.2	8		1.9	81.6	16.5		4.9	87.3	7.8		34.1	55.4	10.5	
PHF	.583	.926	.588	.878	.417	.768	.647	.734	.875	.924	.778	.941	.775	.851	.750	.925

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Groups Printed- Dual Wheeled

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	0	0	1	1	0	2	1	3	0	1	1	2	8
03:15 PM	1	3	1	5	0	0	0	0	0	4	0	4	1	1	0	2	11
03:30 PM	0	2	0	2	0	0	0	0	0	1	1	2	2	3	1	6	10
03:45 PM	0	0	0	0	0	1	0	1	0	1	2	3	4	2	1	7	11
Total	1	6	2	9	0	1	1	2	0	8	4	12	7	7	3	17	40
04:00 PM	0	0	0	0	0	3	0	3	0	4	1	5	2	3	0	5	13
04:15 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	4	0	4	8
04:30 PM	0	1	1	2	0	2	1	3	1	1	1	3	0	0	0	0	8
04:45 PM	0	3	0	3	0	2	0	2	0	2	0	2	1	2	0	3	10
Total	0	4	1	5	0	10	1	11	1	8	2	11	3	9	0	12	39
05:00 PM	0	1	1	2	0	1	0	1	0	0	1	1	0	1	0	1	5
05:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:30 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	3	0	3	7
05:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	1	0	2	6
Total	0	5	1	6	1	1	0	2	0	7	1	8	1	5	0	6	22
Grand Total	1	15	4	20	1	12	2	15	1	23	7	31	11	21	3	35	101
Apprch %	5	75	20		6.7	80	13.3		3.2	74.2	22.6		31.4	60	8.6		
Total %	1	14.9	4	19.8	1	11.9	2	14.9	1	22.8	6.9	30.7	10.9	20.8	3	34.7	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	**1**	2	0	**2**	**1**	**3**	**1**	1	**1**	**3**	0	0	0	0	8
04:45 PM	0	**3**	0	**3**	0	2	0	2	0	2	0	2	**1**	**2**	0	**3**	**10**
05:00 PM	0	1	1	2	0	1	0	1	0	0	1	1	0	1	0	1	5
05:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	0	0	4
Total Volume	0	6	2	8	0	5	1	6	1	6	2	9	1	3	0	4	27
% App. Total	0	75	25		0	83.3	16.7		11.1	66.7	22.2		25	75	0		
PHF	.000	.500	.500	.667	.000	.625	.250	.500	.250	.500	.500	.750	.250	.375	.000	.333	.675

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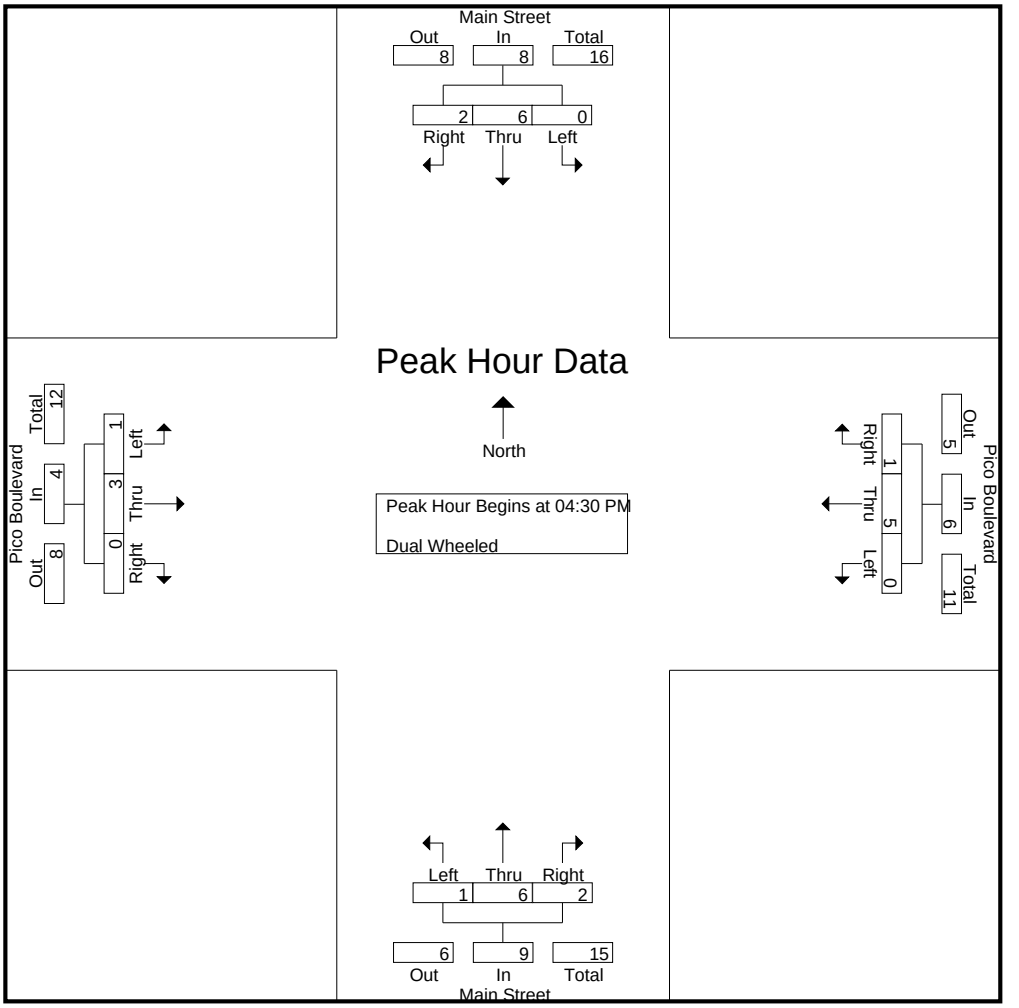

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	**1**	2	0	**2**	**1**	**3**	**1**	1	**1**	**3**	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	2	0	2	0	2	0	2	**1**	**2**	0	**3**
+30 mins.	0	1	1	2	0	1	0	1	0	0	1	1	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	0	0
Total Volume	0	6	2	8	0	5	1	6	1	6	2	9	1	3	0	4
% App. Total	0	75	25		0	83.3	16.7		11.1	66.7	22.2		25	75	0	
PHF	.000	.500	.500	.667	.000	.625	.250	.500	.250	.500	.500	.750	.250	.375	.000	.333

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Groups Printed- Buses

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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	7	1	8	0	0	0	0	0	3	0	3	0	0	0	0	11
03:15 PM	0	7	2	9	0	0	0	0	0	12	0	12	0	5	0	5	26
03:30 PM	0	8	2	10	0	0	0	0	0	4	0	4	0	1	0	1	15
03:45 PM	0	6	2	8	0	0	0	0	0	5	0	5	1	2	0	3	16
Total	0	28	7	35	0	0	0	0	0	24	0	24	1	8	0	9	68
04:00 PM	0	7	2	9	0	0	0	0	0	8	0	8	0	0	0	0	17
04:15 PM	0	7	2	9	0	0	0	0	0	7	0	7	0	0	0	0	16
04:30 PM	0	6	3	9	0	0	0	0	0	6	1	7	1	0	0	1	17
04:45 PM	0	3	2	5	0	0	0	0	0	7	0	7	0	1	0	1	13
Total	0	23	9	32	0	0	0	0	0	28	1	29	1	1	0	2	63
05:00 PM	0	7	2	9	0	0	0	0	0	9	0	9	0	0	0	0	18
05:15 PM	0	5	2	7	0	0	0	0	0	9	0	9	0	0	0	0	16
05:30 PM	0	8	3	11	0	0	0	0	0	11	0	11	0	1	0	1	23
05:45 PM	0	3	1	4	0	0	0	0	0	8	0	8	1	0	0	1	13
Total	0	23	8	31	0	0	0	0	0	37	0	37	1	1	0	2	70
Grand Total	0	74	24	98	0	0	0	0	0	89	1	90	3	10	0	13	201
Apprch %	0	75.5	24.5		0	0	0		0	98.9	1.1		23.1	76.9	0		
Total %	0	36.8	11.9	48.8	0	0	0	0	0	44.3	0.5	44.8	1.5	5	0	6.5	

	Main Street Southbound				Pico Boulevard Westbound				Main Street Northbound				Pico Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	6	**3**	**9**	0	0	0	0	0	6	**1**	7	**1**	0	0	**1**	17
04:45 PM	0	3	2	5	0	0	0	0	0	7	0	7	0	**1**	0	1	13
05:00 PM	0	**7**	2	9	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**18**
05:15 PM	0	5	2	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Total Volume	0	21	9	30	0	0	0	0	0	31	1	32	1	1	0	2	64
% App. Total	0	70	30		0	0	0		0	96.9	3.1		50	50	0		
PHF	.000	.750	.750	.833	.000	.000	.000	.000	.000	.861	.250	.889	.250	.250	.000	.500	.889

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Start Date : 1/29/2019
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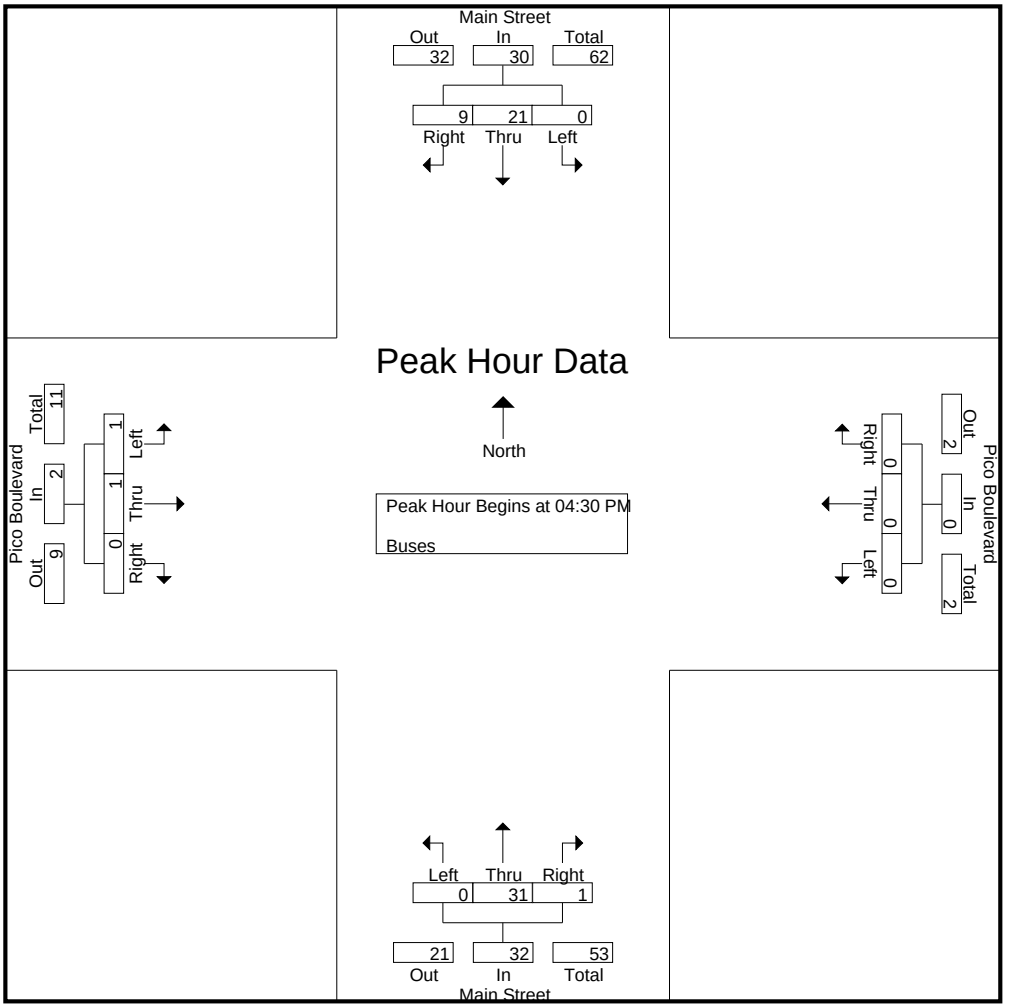


Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	6	**3**	**9**	0	0	0	0	0	6	**1**	7	**1**	0	0	**1**
+15 mins.	0	3	2	5	0	0	0	0	0	7	0	7	0	**1**	0	1
+30 mins.	0	**7**	2	9	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+45 mins.	0	5	2	7	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	21	9	30	0	0	0	0	0	31	1	32	1	1	0	2
% App. Total	0	70	30		0	0	0		0	96.9	3.1		50	50	0	
PHF	.000	.750	.750	.833	.000	.000	.000	.000	.000	.861	.250	.889	.250	.250	.000	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main Street

East/West Pico Boulevard

Day: Wednesday **Date:** January 29, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Central I/S CODE 8800

	N/B	S/B	E/B	W/B
DUAL-WHEELED	71	33	53	38
BIKES	92	91	60	68
BUSES	199	190	14	14

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	229	8.00	78	7.30	93	7.45	67	8.15
PM PK 15 MIN	201	5.00	151	5.15	148	4.15	91	5.15
AM PK HOUR	898	8.00	280	7.30	342	7.45	254	9.00
PM PK HOUR	760	4.30	540	4.30	504	4.15	343	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	57	694	26	777
8-9	47	811	40	898
9-10	40	735	70	845
3-4	22	560	52	634
4-5	41	626	53	720
5-6	45	599	37	681
TOTAL	252	4025	278	4555

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	211	37	256
8-9	12	235	32	279
9-10	13	223	43	279
3-4	20	382	46	448
4-5	5	448	42	495
5-6	19	424	64	507
TOTAL	77	1923	264	2264

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1033	53	1	116	0
1177	62	0	117	2
1124	61	0	53	1
1082	70	3	44	3
1215	71	1	48	1
1188	85	0	137	0
6819	402	5	515	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	153	27	227
8-9	58	227	36	321
9-10	51	167	29	247
3-4	127	232	53	412
4-5	181	258	52	491
5-6	108	240	41	389
TOTAL	572	1277	238	2087

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	201	13	219
8-9	12	200	19	231
9-10	16	204	34	254
3-4	15	172	46	233
4-5	10	193	39	242
5-6	7	283	53	343
TOTAL	65	1253	204	1522

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
446	40	1	78	3
552	43	0	76	2
501	18	0	58	0
645	23	0	88	7
733	24	1	58	3
732	22	0	88	0
3609	170	2	446	15

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Main Street				
East/West:	Pico Boulevard				
Day:	Wednesday	Date:	1/29/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8800
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	10	1	11
8-9	1	9	4	14
9-10	0	8	7	15
3-4	2	13	2	17
4-5	2	13	4	19
5-6	1	13	2	16
TOTAL	6	66	20	92

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	13	1	15
8-9	4	8	3	15
9-10	3	10	2	15
3-4	6	11	4	21
4-5	3	11	0	14
5-6	2	8	1	11
TOTAL	19	61	11	91

TOTAL

N-S
26
29
30
38
33
27
183

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	10	3	14
8-9	1	17	1	19
9-10	3	6	0	9
3-4	2	3	0	5
4-5	1	4	0	5
5-6	2	6	0	8
TOTAL	10	46	4	60

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	2	0	2
9-10	1	4	1	6
3-4	8	5	2	15
4-5	1	11	2	14
5-6	4	23	2	29
TOTAL	14	46	8	68

TOTAL

E-W
16
21
15
20
19
37
128

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	7	6	3	2	18
- No helmet riders	68	65	55	50	238
- Sidewalk Riding	48	40	38	29	155
- Wrong way riding	27	35	11	22	95

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

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Main Street				
East/West:	Pico Boulevard				
Day:	Wednesday	Date:	January 29, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8800
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	23	10	14	9	56
7:15-7:30	31	19	22	16	88
7:30-7:45	26	7	19	3	55
7:45-8:00	36	18	26	13	93
8:00-8:15	48	15	23	6	92
8:15-8:30	24	12	23	11	70
8:30-8:45	23	17	14	17	71
8:45-9:00	24	18	18	9	69
9:00-9:15	17	17	13	2	49
9:15-9:30	12	20	15	2	49
9:30-9:45	8	8	14	6	36
9:45-10:00	17	16	16	8	57
Hours					
7 - 8	116	54	81	41	292
8 - 9	119	62	78	43	302
9 - 10	54	61	58	18	191
TOTAL	289	177	217	102	785

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	7	48	38	8	101
3:15-3:30	12	28	54	14	108
3:30-3:45	13	22	30	10	75
3:45-4:00	15	42	54	14	125
4:00-4:15	9	26	18	18	71
4:15-4:30	11	44	26	10	91
4:30-4:45	14	40	42	4	100
4:45-5:00	15	32	30	16	93
5:00-5:15	39	64	60	16	179
5:15-5:30	30	38	34	10	112
5:30-5:45	29	16	22	6	73
5:45-6:00	39	52	60	12	163
Hours					
3 - 4	47	140	176	46	409
4 - 5	49	142	116	48	355
5 - 6	137	170	176	44	527
	233	452	468	138	1291

REMARKS (6 hour total):

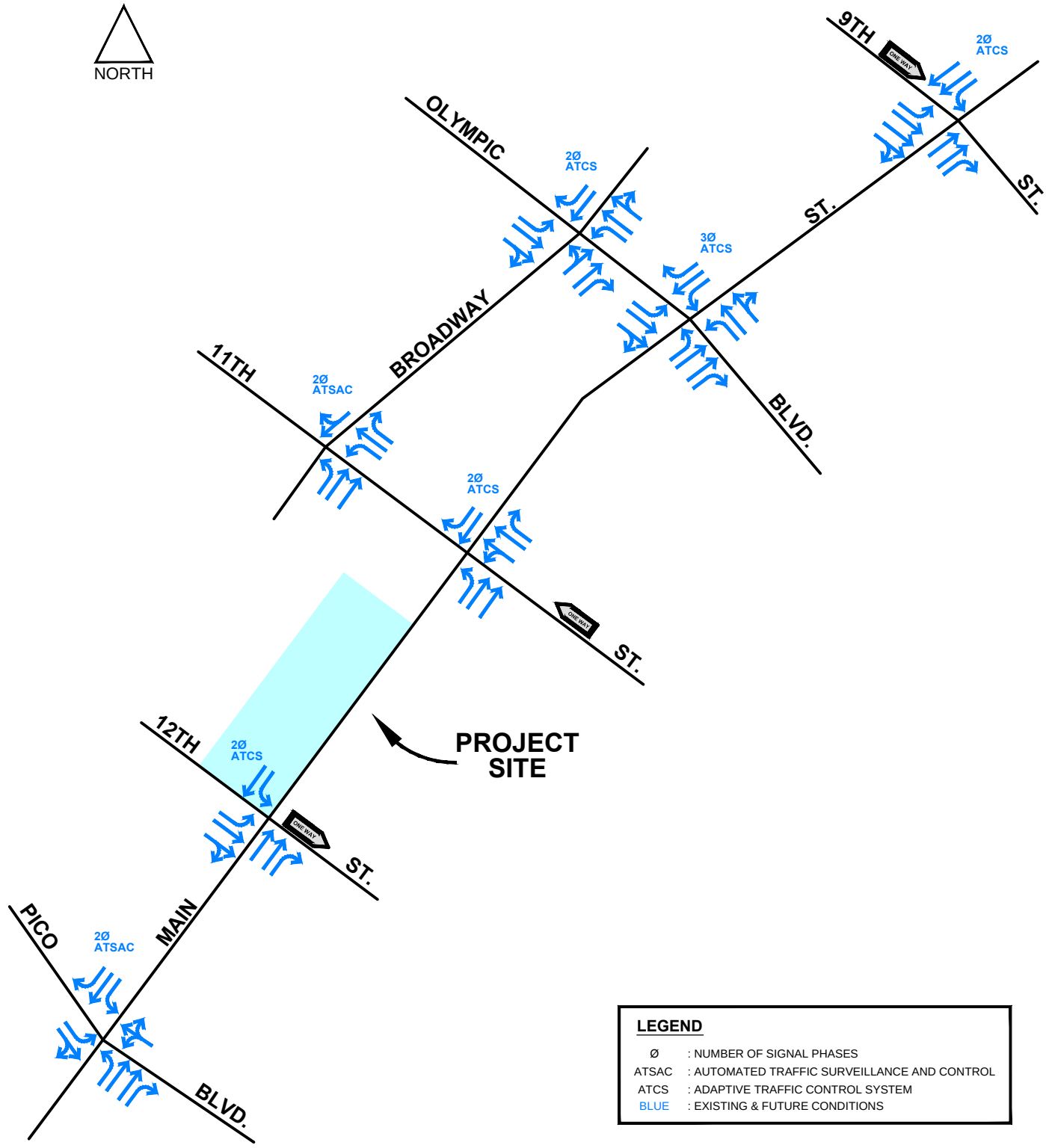
	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	4	0	0	4
- Skateboard/scooter	1	7	12	8	28

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

Source: LADOT 2015 CMP

APPENDIX C

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



APPENDIX C

6/3/2019

FN: MainStreetTower\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS

CRAIN & ASSOCIATES
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

CMA LOS CALCULATION WORKSHEETS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	BROADWAY	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
1	East-West Street:	OLYMPIC BLVD	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	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	53	0	53	0	53	53	48	105	0	105	0	105	0	105				
Left-Through		1							1				1					
Through	530	1	**318**	3	533	**320**	78	646	1	**428**	3	649	1	**430**				
Through-Right		0							0				0					
Right	48	1	29	0	48	29	13	64	1	30	0	64	1	30				
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**				
Left-Through		1							1				1					
Through	197	0	198	1	198	199	52	263	0	264	1	264	0	265				
Through-Right		0							0				0					
Right	106	1	87	0	106	87	14	128	1	97	0	128	1	97				
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	38	1	38	0	38	38	21	62	1	62	0	62	1	62				
Left-Through		0							0				0					
Through	703	1	**386**	1	704	**387**	181	935	1	**518**	1	936	1	**519**				
Through-Right		1							1				1					
Right	69	0	69	0	69	69	27	101	0	101	0	101	0	101				
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	39	1	**39**	0	39	**39**	26	68	1	**68**	0	68	1	**68**				
Left-Through		0							0				0					
Through	620	1	328	8	628	333	184	849	1	459	8	857	1	463				
Through-Right		1							1				1					
Right	36	0	36	1	37	37	29	68	0	68	1	69	0	69				
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		319	*North-South:*		321	*North-South:*			429	*North-South:*			431	*North-South:*			
	East-West:		425	*East-West:*		426	*East-West:*			586	*East-West:*			587	*East-West:*			
	SUM:		744	*SUM:*		747	*SUM:*			1015	*SUM:*			1018	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.498				0.677				0.679				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.396			0.398				0.577				0.579				
LEVEL OF SERVICE (LOS):			A			A				A				A				

	NB--	SB--	EB--	WB--	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases					2	2	2	2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0	0	0	0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	
ATSAC-1 or ATSAC+ATCS-2?					2	2	2	2	
Override Capacity					0	0	0	0	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	BROADWAY	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
1	East-West Street:	OLYMPIC BLVD	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--						
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--						
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
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	61	0	**61**	0	61	**61**	56	121	0	**121**	0	121	0	**121**				
	Left-Through		1							1				1					
	Through	592	1	418	1	593	419	77	712	1	598	1	713	1	599				
	Through-Right		0							0				0					
	Right	135	1	107	0	135	107	17	162	1	119	0	162	1	119				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6				
	Left-Through		1							1				1					
	Through	485	0	**491**	3	488	**494**	64	584	0	**590**	3	587	0	**593**				
	Through-Right		0							0				0					
	Right	115	1	84	0	115	84	32	155	1	110	0	155	1	110				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	62	1	62	0	62	62	24	90	1	90	0	90	1	90				
	Left-Through		0							0				0					
	Through	698	1	**419**	6	704	**422**	235	983	1	**578**	6	989	1	**581**				
	Through-Right		1							1				1					
	Right	139	0	139	0	139	139	24	173	0	173	0	173	0	173				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	56	1	**56**	0	56	**56**	27	87	1	**87**	0	87	1	**87**				
	Left-Through		0							0				0					
	Through	662	1	360	0	662	360	278	988	1	550	0	988	1	550				
	Through-Right		1							1				1					
	Right	58	0	58	0	58	58	49	111	0	111	0	111	0	111				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		552	*North-South:*		555	*North-South:*			711	*North-South:*			714	*North-South:*			
		East-West:		475	*East-West:*		478	*East-West:*			665	*East-West:*			668	*East-West:*			
		SUM:		1027	*SUM:*		1033	*SUM:*			1376	*SUM:*			1382	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.685			0.689				0.917				0.921				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.585**			**0.589**				**0.817**				**0.821**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**D**				**D**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	
Significant impacted?	NO	Fully mitigated?	

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	BROADWAY	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
2	East-West Street:	11TH ST	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				
Override Capacity			0			0			0			0			0				

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	**61**	0	61	**61**	53	118	1	**118**	0	118	1	**118**				
	Left-Through		0							0				0					
	Through	543	2	272	0	543	272	94	676	2	338	0	676	2	338				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	336	0	**390**	1	337	**391**	81	441	0	**505**	1	442	0	**506**				
	Through-Right		1							1				1					
	Right	54	0	0	0	54	0	6	64	0	0	0	64	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	56	1	56	0	56	56	21	81	1	81	0	81	1	81				
	Left-Through		0							0				0					
	Through	194	1	**194**	12	206	**206**	198	406	1	**406**	12	418	1	**418**				
	Through-Right		0							0				0					
	Right	59	1	59	3	62	62	2	65	1	65	3	68	1	68				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		451	*North-South:*		452	*North-South:*			623	*North-South:*			624	*North-South:*			
		East-West:		194	*East-West:*		206	*East-West:*			406	*East-West:*			418	*East-West:*			
		SUM:		645	*SUM:*		658	*SUM:*			1029	*SUM:*			1042	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.439				0.686				0.695				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.360**			**0.369**				**0.616**				**0.625**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	
Significant impacted?	NO	Fully mitigated?	

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	BROADWAY	Year of Count:	2019	Ambient Growth (%):	1	Conducted by:	DH	Date:	4/16/2019
2	East-West Street:	11TH ST	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB--	SB--	
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB--	WB--	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1					
Override Capacity			0			0			0				0					

MOVEMENT		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	112	1	**112**	0	112	**112**	91	211	1	**211**	0	211	1	**211**				
	Left-Through		0							0				0					
	Through	702	2	351	0	702	351	184	937	2	469	0	937	2	469				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	603	0	**691**	3	606	**694**	87	733	0	**832**	3	736	0	**835**				
	Through-Right		1							1				1					
	Right	88	0	0	0	88	0	5	99	0	0	0	99	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	94	1	94	0	94	94	27	128	1	128	0	128	1	128				
	Left-Through		0							0				0					
	Through	612	1	**612**	2	614	**614**	201	857	1	**857**	2	859	1	**859**				
	Through-Right		0							0				0					
	Right	48	1	48	1	49	49	2	53	1	53	1	54	1	54				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		803	*North-South:*		806	*North-South:*			1043	*North-South:*			1046	*North-South:*			
		East-West:		612	*East-West:*		614	*East-West:*			857	*East-West:*			859	*East-West:*			
		SUM:		1415	*SUM:*		1420	*SUM:*			1900	*SUM:*			1905	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.947				1.267				1.270				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.873**			**0.877**				**1.197**				**1.200**				
LEVEL OF SERVICE (LOS):				D			D				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:**

Significant impacted? NO **Fully mitigated?**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
3	East-West Street:	9TH ST	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases				2				2				2				2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--				
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2							
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	624	2	**312**	13	637	**319**	246	915	2	**458**	13	928	2	**464**				
	Through-Right		0							0				0					
	Right	99	1	99	1	100	100	34	140	1	140	1	141	1	141				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	68	1	**68**	0	68	**68**	43	116	1	**116**	0	116	1	**116**				
	Left-Through		0							0				0					
	Through	342	2	171	1	343	172	228	595	2	298	1	596	2	298				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	86	1	86	0	86	86	23	115	1	115	0	115	1	115				
	Left-Through		0							0				0					
	Through	837	2	**301**	0	837	**301**	242	1139	2	**416**	0	1139	2	**416**				
	Through-Right		1							1				1					
	Right	66	0	66	0	66	66	38	109	0	109	0	109	0	109				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		387	*North-South:*			574	*North-South:*			580	*North-South:*			
		East-West:		301	*East-West:*		301	*East-West:*			416	*East-West:*			416	*East-West:*			
		SUM:		681	*SUM:*		688	*SUM:*			990	*SUM:*			996	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.454			0.459				0.660				0.664				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.354			0.359				0.560				0.564				
LEVEL OF SERVICE (LOS):				A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
3	East-West Street:	9TH ST	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB--	SB--		
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
Override Capacity			0			0			0				0					

	MOVEMENT	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	909	2	**455**	1	910	**455**	292	1267	2	**634**	1	1268	2	**634**				
	Through-Right		0							0				0					
	Right	101	1	101	0	101	101	18	126	1	126	0	126	1	126				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	57	1	**57**	0	57	**57**	21	82	1	**82**	0	82	1	**82**				
	Left-Through		0							0				0					
	Through	530	2	265	3	533	267	320	888	2	444	3	891	2	446				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	275	1	275	0	275	275	14	309	1	309	0	309	1	309				
	Left-Through		0							0				0					
	Through	1017	2	**361**	0	1017	**362**	208	1298	2	**484**	0	1298	2	**485**				
	Through-Right		1							1				1					
	Right	67	0	67	3	70	70	82	154	0	154	3	157	0	157				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		512	*North-South:*		512	*North-South:*			716	*North-South:*			716	*North-South:*			
		East-West:		361	*East-West:*		362	*East-West:*			484	*East-West:*			485	*East-West:*			
		SUM:		873	*SUM:*		874	*SUM:*			1200	*SUM:*			1201	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.583				0.800				0.801				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.482**			**0.483**				**0.700**				**0.701**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
4	East-West Street:	OLYMPIC BLVD	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0		NB-- 0	SB-- 0	0		NB--	SB--		
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
Override Capacity			0			0			0				0					

MOVEMENT		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	67	1	67	10	77	77	36	108	1	**108**	10	118	1	**118**				
	Left-Through		0							0				0					
	Through	666	2	**333**	14	680	**340**	209	923	2	462	14	937	2	469				
	Through-Right		0							0				0					
	Right	96	1	85	0	96	85	6	109	1	99	0	109	1	99				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	33	1	**33**	0	33	**33**	29	64	1	64	0	64	1	64				
	Left-Through		0							0				0					
	Through	209	1	209	1	210	210	217	441	1	**441**	1	442	1	**442**				
	Through-Right		0							0				0					
	Right	184	1	123	0	184	123	105	302	1	205	0	302	1	205				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	122	1	**122**	0	122	**122**	63	194	1	**194**	0	194	1	**194**				
	Left-Through		0							0				0					
	Through	481	1	265	0	481	266	124	640	1	351	0	640	1	351				
	Through-Right		1							1				1					
	Right	49	0	49	1	50	50	8	61	0	61	1	62	0	62				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	22	1	22	0	22	22	-3	21	1	21	0	21	1	21				
	Left-Through		0							0				0					
	Through	426	1	**230**	0	426	**230**	76	533	1	**290**	0	533	1	**290**				
	Through-Right		1							1				1					
	Right	33	0	33	0	33	33	11	46	0	46	0	46	0	46				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		366	North-South:		373	North-South:			549	North-South:			560	North-South:			
		East-West:		352	East-West:		352	East-West:			484	East-West:			484	East-West:			
		SUM:		718	SUM:		725	SUM:			1033	SUM:			1044	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.509				0.725				0.733				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.409**				**0.625**				**0.633**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
4	East-West Street:	OLYMPIC BLVD	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0		NB-- 0	SB-- 0	0		NB--	SB--		
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
Override Capacity			0			0			0				0					

MOVEMENT		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	1	**52**	1	53	**53**	44	100	1	**100**	1	101	1	**101**				
	Left-Through		0							0				0					
	Through	788	2	394	1	789	395	283	1128	2	564	1	1129	2	565				
	Through-Right		0							0				0					
	Right	87	1	59	0	87	59	8	101	1	68	0	101	1	68				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	22	1	22	0	22	22	36	60	1	60	0	60	1	60				
	Left-Through		0							0				0					
	Through	439	1	**439**	6	445	**445**	240	711	1	**711**	6	717	1	**717**				
	Through-Right		0							0				0					
	Right	173	1	108	0	173	108	121	306	1	203	0	306	1	203				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	131	1	**131**	0	131	**131**	67	207	1	**207**	0	207	1	**207**				
	Left-Through		0							0				0					
	Through	421	1	238	0	421	241	131	582	1	348	0	582	1	351				
	Through-Right		1							1				1					
	Right	55	0	55	6	61	61	55	114	0	114	6	120	0	120				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	56	1	56	0	56	56	7	67	1	67	0	67	1	67				
	Left-Through		0							0				0					
	Through	474	1	**260**	0	474	**260**	175	683	1	**372**	0	683	1	**372**				
	Through-Right		1							1				1					
	Right	45	0	45	0	45	45	13	61	0	61	0	61	0	61				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		491	North-South:		498	North-South:			811	North-South:			818	North-South:			
		East-West:		391	East-West:		391	East-West:			579	East-West:			579	East-West:			
		SUM:		882	SUM:		889	SUM:			1390	SUM:			1397	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.619			0.624				0.975				0.980				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.519**			**0.524**				**0.875**				**0.880**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**D**				**D**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
5	East-West Street:	11TH ST	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases				2				2				2				2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--				
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2							
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	38	1	38	14	52	52	65	106	1	106	14	120	1	120				
	Left-Through		0							0				0					
	Through	791	2	**396**	24	815	**408**	253	1101	2	**551**	24	1125	2	**563**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	256	1	256	1	257	257	152	426	1	426	1	427	1	427				
	Through-Right		0							0				0					
	Right	46	1	46	1	47	47	142	191	1	191	1	192	1	192				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	20	0	20	0	20	20	14	35	0	35	0	35	0	35				
	Left-Through		1							1				1					
	Through	124	1	**72**	1	125	**73**	37	170	1	**103**	1	171	1	**103**				
	Through-Right		0							0				0					
	Right	42	1	42	0	42	42	18	63	1	63	0	63	1	63				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		408	*North-South:*			551	*North-South:*			563	*North-South:*			
		East-West:		72	*East-West:*		73	*East-West:*			103	*East-West:*			103	*East-West:*			
		SUM:		468	*SUM:*		481	*SUM:*			654	*SUM:*			666	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.312			0.321				0.436				0.444				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.212			0.221				0.336				0.344				
LEVEL OF SERVICE (LOS):				A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
5	East-West Street:	11TH ST	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases				2				2				2				2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--				
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2							
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	45	1	**45**	3	48	**48**	52	100	1	**100**	3	103	1	**103**				
	Left-Through		0							0				0					
	Through	893	2	447	2	895	448	380	1337	2	669	2	1339	2	670				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	464	1	**464**	5	469	**469**	156	653	1	**653**	5	658	1	**658**				
	Through-Right		0							0				0					
	Right	93	1	93	8	101	101	129	229	1	229	8	237	1	237				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	53	0	53	2	55	55	32	89	0	89	2	91	0	91				
	Left-Through		1							1				1					
	Through	236	1	**145**	4	240	**148**	61	314	1	**202**	4	318	1	**205**				
	Through-Right		0							0				0					
	Right	37	1	37	0	37	37	6	46	1	46	0	46	1	46				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		509	*North-South:*		517	*North-South:*			753	*North-South:*			761	*North-South:*			
		East-West:		145	*East-West:*		148	*East-West:*			202	*East-West:*			205	*East-West:*			
		SUM:		654	*SUM:*		665	*SUM:*			955	*SUM:*			966	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.436			0.443				0.637				0.644				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.336**			**0.343**				**0.537**				**0.544**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	
Significant impacted?	NO	Fully mitigated?	

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
6	East-West Street:	12TH ST	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases				2				2				2				2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--				
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2							
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	777	2	**389**	1	778	**389**	176	1009	2	**505**	1	1010	2	**505**				
	Through-Right		0							0				0					
	Right	54	1	54	0	54	54	19	77	1	77	0	77	1	77				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	15	1	**15**	4	19	**19**	2	18	1	**18**	4	22	1	**22**				
	Left-Through		0							0				0					
	Through	265	1	265	6	271	271	165	449	1	449	6	455	1	455				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	54	1	54	1	55	55	90	148	1	148	1	149	1	149				
	Left-Through		0							0				0					
	Through	253	1	**136**	7	260	**144**	65	336	1	**188**	7	343	1	**197**				
	Through-Right		1							1				1					
	Right	18	0	18	10	28	28	21	40	0	40	10	50	0	50				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		404	*North-South:*		408	*North-South:*			523	*North-South:*			527	*North-South:*			
		East-West:		136	*East-West:*		144	*East-West:*			188	*East-West:*			197	*East-West:*			
		SUM:		540	*SUM:*		552	*SUM:*			711	*SUM:*			724	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.360			0.368				0.474				0.483				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.260			0.268				0.374				0.383				
LEVEL OF SERVICE (LOS):				A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
6	East-West Street:	12TH ST	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	792	2	396	7	799	400	274	1123	2	562	7	1130	2	565				
	Through-Right		0							0				0					
	Right	64	1	64	0	64	64	22	91	1	91	0	91	1	91				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	14	1	14	0	14	14	11	26	1	26	0	26	1	26				
	Left-Through		0							0				0					
	Through	488	1	**488**	1	489	**489**	177	700	1	**700**	1	701	1	**701**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	136	1	136	7	143	**142**	161	307	1	**307**	7	314	1	**314**				
	Left-Through		0							0				0					
	Through	227	1	**140**	0	227	141	62	305	1	201	0	305	1	202				
	Through-Right		1							1				1					
	Right	53	0	53	1	54	54	40	97	0	97	1	98	0	98				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		488	*North-South:*		489	*North-South:*			700	*North-South:*			701	*North-South:*			
		East-West:		140	*East-West:*		142	*East-West:*			307	*East-West:*			314	*East-West:*			
		SUM:		628	*SUM:*		631	*SUM:*			1007	*SUM:*			1015	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.421				0.671				0.677				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.319**			**0.321**				**0.571**				**0.577**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
7	East-West Street:	PICO BLVD	Projection Year:	2026	Peak Hour:	AM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				
Override Capacity			0			0			0			0			0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	0	47	47	0	50	1	50	0	50	1	50				
	Left-Through		0							0				0					
	Through	811	2	**406**	1	812	**406**	142	1012	2	**506**	1	1013	2	**507**				
	Through-Right		0							0				0					
	Right	40	1	40	0	40	40	0	43	1	43	0	43	1	43				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	12	1	**12**	0	12	**12**	6	19	1	**19**	0	19	1	**19**				
	Left-Through		0							0				0					
	Through	235	1	235	12	247	247	144	396	1	396	12	408	1	408				
	Through-Right		0							0				0					
	Right	32	1	3	4	36	7	36	70	1	26	4	74	1	30				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	58	1	**58**	0	58	**58**	27	89	1	**89**	0	89	1	**89**				
	Left-Through		0							0				0					
	Through	227	0	263	0	227	263	66	309	0	348	0	309	0	348				
	Through-Right		1							1				1					
	Right	36	0	0	0	36	0	0	39	0	0	0	39	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13				
	Left-Through		0							0				0					
	Through	200	0	**231**	0	200	**231**	30	244	0	**302**	0	244	0	**302**				
	Through-Right		0							0				0					
	Right	19	0	0	0	19	0	25	45	0	0	0	45	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
CRITICAL VOLUMES		North-South:		418	North-South:		418	North-South:			525	North-South:			526	North-South:			
		East-West:		289	East-West:		289	East-West:			391	East-West:			391	East-West:			
		SUM:		707	SUM:		707	SUM:			916	SUM:			917	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.471			0.471				0.611				0.611				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.401**				**0.541**				**0.541**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MAIN ST	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	4/16/2019
7	East-West Street:	PICO BLVD	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	RK	Project:	Main Street Tower

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	36	1	**36**	0	36	**36**	0	39	1	**39**	0	39	1	**39**				
Left-Through		0							0				0					
Through	665	2	333	7	672	336	221	934	2	467	7	941	2	471				
Through-Right		0							0				0					
Right	59	1	59	0	59	59	0	63	1	63	0	63	1	63				
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	14	1	14	0	14	14	22	37	1	37	0	37	1	37				
Left-Through		0							0				0					
Through	475	1	**475**	2	477	**477**	160	669	1	**669**	2	671	1	**671**				
Through-Right		0							0				0					
Right	51	1	0	-1	50	0	37	92	1	0	-1	91	1	0				
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	157	1	**157**	1	158	**158**	50	218	1	**218**	1	219	1	**219**				
Left-Through		0							0				0					
Through	256	0	304	0	256	304	55	329	0	380	0	329	0	380				
Through-Right		1							1				1					
Right	48	0	0	0	48	0	0	51	0	0	0	51	0	0				
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5				
Left-Through		0							0				0					
Through	223	0	**273**	0	223	**273**	80	319	0	**396**	0	319	0	**396**				
Through-Right		0							0				0					
Right	45	0	0	0	45	0	24	72	0	0	0	72	0	0				
Left-Through-Right		1							1				1					
Left-Right																		
CRITICAL VOLUMES	North-South:		511	North-South:		513	North-South:			708	North-South:			710	North-South:			
	East-West:		430	East-West:		431	East-West:			614	East-West:			615	East-West:			
	SUM:		941	SUM:		944	SUM:			1322	SUM:			1325	SUM:			
VOLUME/CAPACITY (V/C) RATIO:			0.627			0.629				0.881				0.883				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.557			0.559				0.811				0.813				
LEVEL OF SERVICE (LOS):			A			A				D				D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation:

Significant impacted? NO — Fully mitigated?

APPENDIX E

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING (DATED MARCH 20, 2019 AND SIGNED ON MARCH 21, 2019)

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Main Street Tower

Project Address: 1123-1161 S. Main Street, Los Angeles, CA 90015

Project Description: The proposed project consists of the construction of a 30-story high-rise residential mixed-use building, with up to 363 residential dwelling units and 12,500 square feet of ground-floor commercial uses, and the removal of all existing uses, including approximately 26,710 square feet of active retail uses. Primary access for the residential and commercial uses will be provided via driveways intersecting the north-south alley between Broadway and Main Street. Secondary access will be provided for the residential uses via a full-access driveway intersecting Main Street.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution (Residential): N 40.00% S 15.00% E 20.00% W 20.00%

Geographic Distribution: N 30.00 % S 22.00 % E 18.00 % W 30.00 % (Commercial)

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

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

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	■	☐
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE Trip Generation Manual (10th Edition, 2017)

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

	IN	OUT	TOTAL
AM Trips	5	64	69
PM Trips	34	6	40

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient or CMP Growth Rate: 1.00 % Per Yr.

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

Related project list will be requested from LADOT at time of MOU submittal.

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

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

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Crain & Associates	Frontier Holdings West, LLC; Regal Group, LLC; Main Fund Associates, LLC
Address:	300 Corporate Pointe, Suite 470, Culver City, CA 90230	888 S. Figueroa Street, Suite 1900, Los Angeles, CA 90017
Phone Number:	(310) 473-6508	(213) 745-5191
E-Mail:	rkelly@crainandassociates.com	daniel@jadeent.com

Approved by:

	Consultant's Representative	Date	LADOT Representative	Date
x	Ryan J. Kelly (Digitally signed by Ryan J. Kelly DN: cn=Ryan J. Kelly, o=Crain & Associates, ou=Senior Transportation Engineer, email=rkelly@crainandassociates.com, c=US Date: 2018.12.07 12:54:50 -08'00')	3/20/2019	x Eileen Hunt (Digitally signed by Eileen Hunt Date: 2019.03.21 09:39:48 -07'00')	

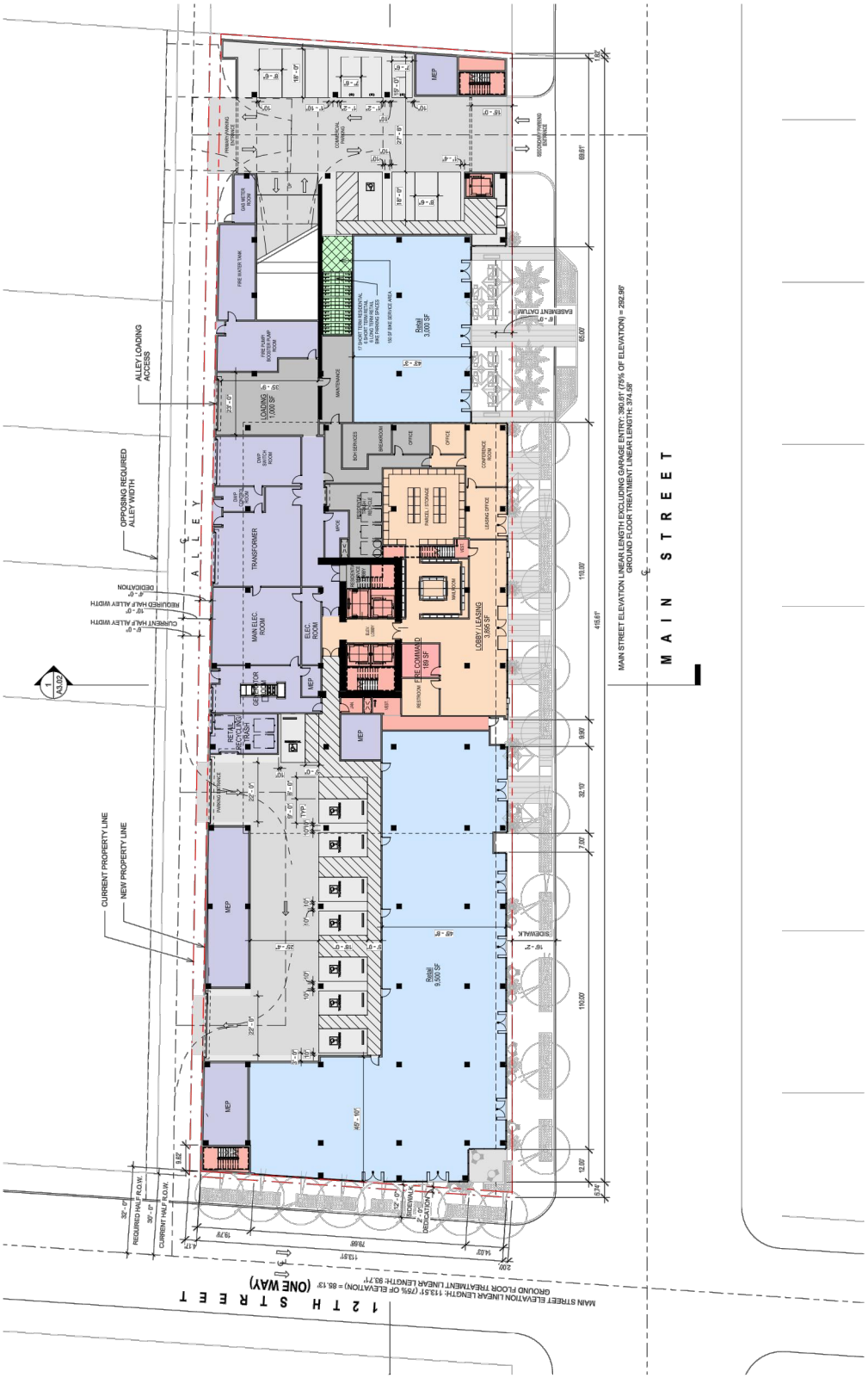
STUDY INTERSECTIONS

1. BROADWAY/OLYMPIC
2. BROADWAY/11TH
3. MAIN/9TH
4. MAIN/OLYMPIC
5. MAIN/11TH
6. MAIN/12TH
7. MAIN/PICO

LADOT Case No. CEN18-47813

ATTACHMENT 1

CONCEPTUAL PROJECT SITE PLAN



ATTACHMENT 1

3/14/2019

MainStreetTower\SITE PLAN

CONCEPTUAL PROJECT SITE PLAN

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

ATTACHMENT 2

PROJECT TRIP DISTRIBUTION PERCENTAGES

(Residential and Commercial Land Use Trip Distribution Percentages)

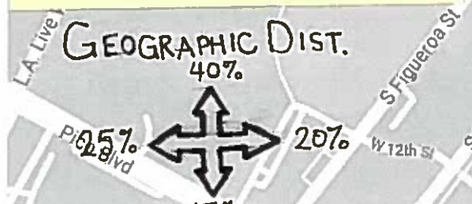
Main Street Tower
Residential Trip Distribution

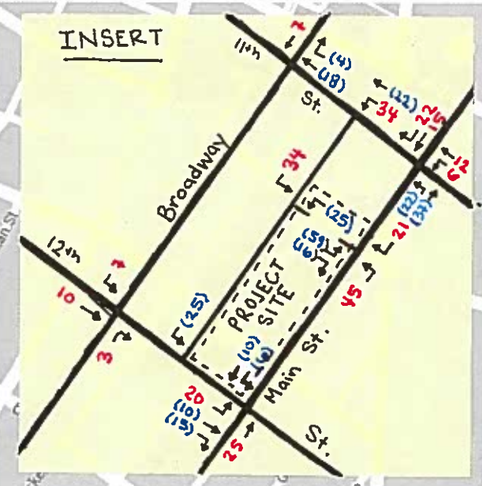
Legend:

(*) : Project Site

xx : Inbound Percentage

(xx) : Outbound Percentage





SEE INSERT

Map data ©2018 Google Terms 500 ft

MAIN STREET TOWER
COMMERCIAL TRIP DISTRIBUTION

Legend:

- ⊛ : Project Site
- XX : Inbound Percentage
- (XX) : Outbound Percentage

GEOGRAPHIC DIST.

30%

30%

18%

22%

SEE INSERT

INSERT

Broadway

12th St

11th St

Main St.

PROJECT SITE

S Alameda St

Map data ©2018 Google Terms 500 ft

ATTACHMENT 3

PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

ATTACHMENT 3

MAIN STREET TOWER PROJECT
WEEKDAY TRIP GENERATION RATES AND SUMMARY[1]

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (High-Rise)	222	1 du	2.07	12%	88%	0.21	70%	30%	0.19
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES									
Residential									
Multifamily Housing		363 du	751	9	67	76	48	21	69
10% Internal Capture Adjustment[3]			(40)	0	(1)	(1)	(2)	(2)	(4)
Multifamily Housing Total			711	9	66	75	46	19	65
Commercial									
Shopping Center		12.500 ksf	472	7	5	12	23	25	48
15% Transit/Walk Adjustment[4]			(71)	(1)	(1)	(2)	(3)	(4)	(7)
Shopping Center With Transit/Walk Adjustment Subtotal			401	6	4	10	20	21	41
10% Internal Capture Adjustment[3]			(40)	(1)	0	(1)	(2)	(2)	(4)
Shopping Center With Internal Capture Adjustment Subtotal			361	5	4	9	18	19	37
50% Pass-By Adjustment[5]			(180)	(2)	(2)	(4)	(9)	(9)	(18)
Shopping Center Total			181	3	2	5	9	10	19
Proposed Project Driveway Trips (including Pass-By Trips)			**1,072**	**14**	**70**	**84**	**64**	**38**	**102**
Proposed Project Trips			**892**	**12**	**68**	**80**	**55**	**29**	**84**
EXISTING USE									
Commercial									
Shopping Center		26.710 ksf	1,008	16	9	25	49	53	102
15% Transit/Walk Adjustment[4]			(151)	(3)	(1)	(4)	(7)	(8)	(15)
Shopping Center With Transit/Walk Adjustment Subtotal			857	13	8	21	42	45	87
50% Pass-By Adjustment[5]			(428)	(6)	(4)	(10)	(21)	(22)	(43)
Shopping Center Total			429	7	4	11	21	23	44
Existing Project Driveway Trips (including Pass-By Trips)			**857**	**13**	**8**	**21**	**42**	**45**	**87**
Existing Project Trips			**429**	**7**	**4**	**11**	**21**	**23**	**44**
Net Project Driveway Trips (including Pass-By Trips)			**215**	**1**	**62**	**63**	**22**	**-7**	**15**
Net Project Trips			**463**	**5**	**64**	**69**	**34**	**6**	**40**

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied. For Land Use Code 222 (Multifamily Housing [High-Rise]), rates for the Dense Multi-Use Urban setting were used, as this setting is more applicable to the Project site than the General Urban/Suburban setting and there is an adequate number of studies in the peak-hour time period datasets. For Land Use Code 820 (Shopping Center), rates for the General Urban/Suburban setting were used, as no daily rate is provided for the Dense Multi-Use Urban setting and the peak-hour rates are based on very limited data. Transit/walk adjustments were, therefore, only applied to the Shopping Center land use.
2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area.
3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower peak-hour trip-generating component of the uses sharing trips with each other (Shopping Center use). The internal trips for the higher trip-generating component (Multifamily Housing use) are then balanced with the internal trips to/from the lower trip-generating component.
4) Consistent with current LADOT *Transportation Impact Study Guidelines* , a 15 percent transit/walk adjustment has been assumed for the Shopping Center use (given that the Project is located within an approximately one-quarter mile walking distance of Metro rapid bus and rail service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines* , appropriate pass-by trip adjustments have been applied to the Shopping Center land use category.

ATTACHMENT 4

RELATED PROJECTS LIST

(The related projects list will be requested from LADOT when we submit the MOU package for review.)

ATTACHMENT 5

FREEWAY IMPACT ANALYSIS SCREENING

MAIN STREET TOWER PROJECT
FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation ("Caltrans") freeway impact analysis screening has been performed for the Main Street Tower project (the "Project") as part of the Transportation Impact Study Memorandum of Understanding (MOU), per the criteria set forth in the October 2013 *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Agreement") and the December 2015 *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Amendment").

Agreement and Amendment Freeway Impact Analysis Screening Criteria

Per Section 3 of the Agreement and the Amendment, the "City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

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

Project Traffic Volume Contributions to State Facilities

In order to estimate the Project's traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project-related traffic, the Project's trip generation was first determined. In order to develop the traffic characteristics of the Project, the latest and most up-to-date version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used. The trip generation rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles and surrounding region. Attachment 3 of this Transportation Impact Study MOU presents the trip generation rates and summary for the Project's weekday daily, AM peak-hour,

and PM peak-hour traffic volumes. As shown, appropriate trip credits were applied to the baseline trip generation estimates to account for internally captured trips, use of public transportation, walk-trip potential, and pass-by trip activity.

Estimation of the geographic distribution of Project trips was the next step in the analytical process. Project trip distribution patterns were developed based on the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. Based on the abovementioned factors, the overall Project trip distribution percentages were determined and are summarized in Attachment 2 of this Transportation Impact Study MOU.

The Project trip generation and trip distribution patterns were then used to determine the Project traffic volume contributions to State facilities in the vicinity of the Project site. Table 1 summarizes the anticipated Project traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project traffic.

Freeway Mainline Segment Impact Analysis Screening

In order to perform the freeway mainline segment impact analysis screening, an initial check was performed to see if the directional mainline segments most likely to be impacted by Project traffic would meet the trigger Project traffic volume contributions assuming the most constrained operations on each segment. This initial freeway mainline segment impact screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a mainline segment at LOS D or a 1 percent or more increase for a segment at LOS E/F. The volume increases are relative to an assumed mainline segment capacity of 2,000 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway mainline operations.

Comparing the traffic volume contributions required to trigger a freeway segment impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds would not be triggered at either of the two (2) directional segment locations. Therefore, a freeway mainline segment impact analysis is not required.

Freeway Off-Ramp Impact Analysis Screening

In order to perform the freeway off-ramp impact analysis screening, an initial check was performed to see if the off-ramp location most likely to be impacted by Project traffic would meet the trigger traffic volume contributions assuming the most constrained operations for the off-ramp. This initial freeway off-ramp screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. These volume

increases are relative to the assumed capacity of 850 vehicles per hour per lane, per the Agreement and Amendment. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway off-ramp operations.

Comparing the traffic volume contributions required to trigger a freeway off-ramp impact analysis at LOS E/F with the anticipated Project volume contributions at the location, the thresholds would not be triggered at the one (1) freeway off-ramp location. Therefore, a freeway off-ramp impact analysis is not required.

TABLES

Table 1

Main Street Tower
Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

PROJECT TRIP GENERATION

		Residential		Commercial	
	Direction	AM	PM	AM	PM
	Inbound	9	46	-4	-12
	Outbound	66	19	-2	-13

FREEWAY MAINLINE VOLUME CALCULATIONS

		Proj. Trip	Residential			Commercial			Project Total	
Mainline Segment Location	Direction	Direction	Percentage	AM	PM	Percentage	AM	PM	AM	PM
I-10 Fwy, w/o SR-110 Fwy	Eastbound	Inbound	9%	0.8	4.1	9%	-0.4	-1.1	0.5	3.1
	Westbound	Outbound	9%	5.9	1.7	9%	-0.2	-1.2	5.8	0.5
US-101 Fwy, w/o SR-110 Fwy	Southbound	Inbound	5%	0.5	2.3	3%	-0.1	-0.4	0.3	1.9
	Northbound	Outbound	5%	3.3	1.0	3%	-0.1	-0.4	3.2	0.6

FREEWAY OFF-RAMP VOLUME CALCULATIONS

Off-Ramp Location										
I-10 Fwy EB Off-Ramp to Grand Ave	Eastbound	Inbound	8%	0.7	3.7	9%	-0.4	-1.1	0.4	2.6

Table 2

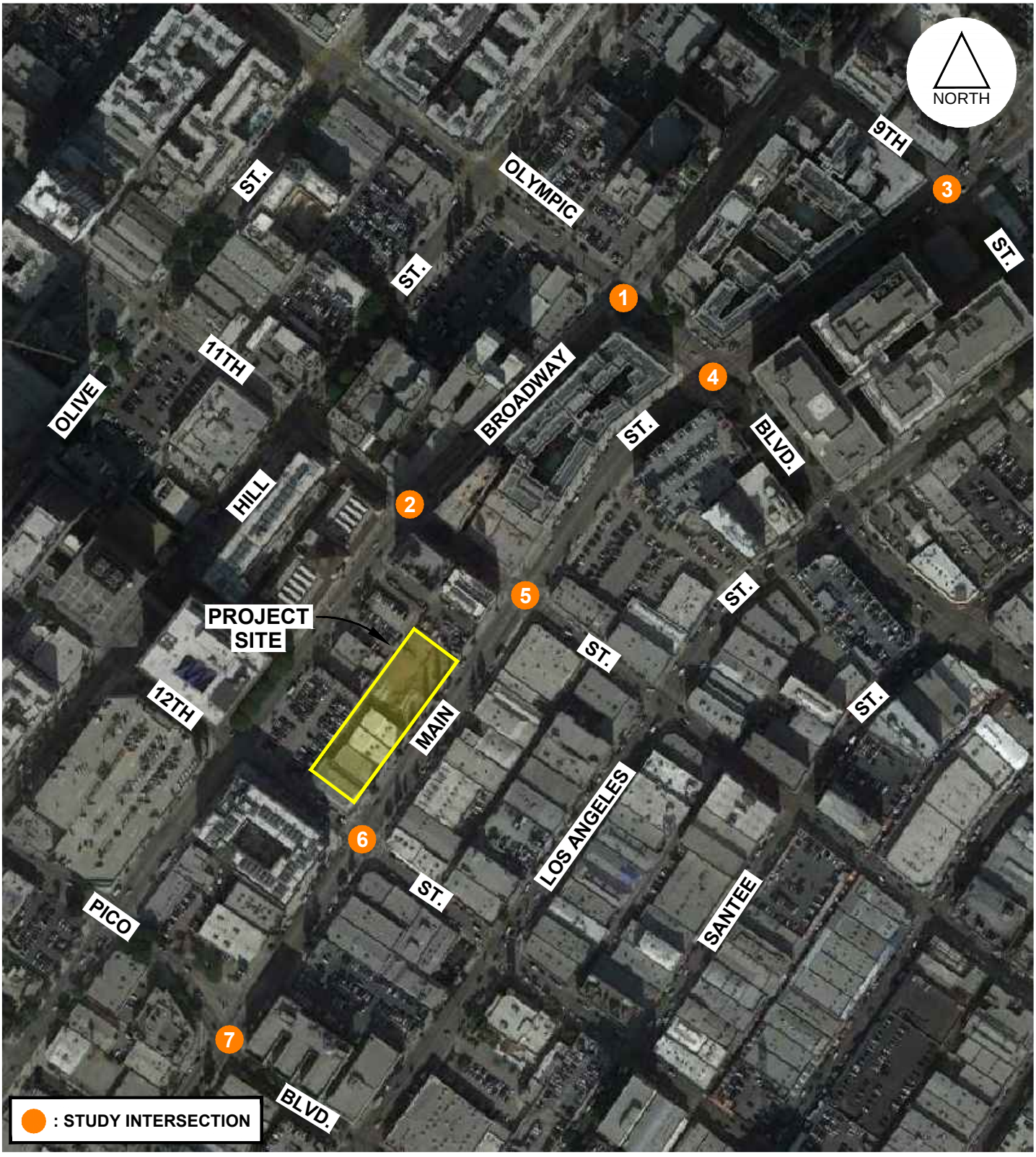
Main Street Tower
State Freeway Mainline and Off-Ramp Facilities Screening Analysis

FREEWAY MAINLINE VOLUME CALCULATIONS		Proj. Trip	Project Trips		Number	Capacity	Total	Percentage Added by Project		Threshold Percentage	Exceeds Threshold at LOS E/F?	Exceeds Threshold at LOS E/F?
Mainline Segment Location	Direction	Direction	AM	PM	of Lanes	per Lane*	Capacity	AM	PM	For Screening*	(AM Peak)	(PM Peak)
I-10 Fwy, w/o SR-110 Fwy	Eastbound	Inbound	0.5	3.1	4	2000	8000	0.01%	-0.03%	1.00%	No	No
	Westbound	Outbound	5.8	0.5	4	2000	8000	0.07%	0.01%	1.00%	No	No
US-101 Fwy, w/o SR-110 Fwy	Southbound	Inbound	0.3	1.9	4	2000	8000	0.00%	0.02%	1.00%	No	No
	Northbound	Outbound	3.2	0.6	4	2000	8000	0.04%	0.01%	1.00%	No	No
Mainline Segment Location												
FREEWAY OFF-RAMP VOLUME CALCULATIONS												
Off-Ramp Location												
I-10 Fwy EB Off-Ramp to Grand Ave	Eastbound	Inbound	0.4	2.6	1	850	850	0.04%	0.31%	1.00%	No	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 Procedures, October 2013* and *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015* .

ATTACHMENT 6

PROPOSED STUDY INTERSECTIONS



ATTACHMENT 6

11/19/2018

MainStreetTower\STUDY-INTS

PROPOSED STUDY INTERSECTIONS

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

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Main Street Tower

Project Address: 1123-1161 S. Main Street, Los Angeles, CA 90015

Project Description: The proposed project consists of the construction of a 30-story high-rise residential mixed-use building, with up to 363 residential dwelling units and 12,500 square feet of ground-floor commercial uses, and the removal of all existing uses, including approximately 26,710 square feet of active retail uses. Primary access for the residential and commercial uses will be provided via driveways intersecting the north-south alley between Broadway and Main Street. Secondary access will be provided for the residential uses via a full-access driveway intersecting Main Street.

LADOT Project Case Number: CEN18-47813 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution (Residential): N 40.00% S 15.00% E 20.00% W 20.00%

Geographic Distribution (Commercial): N 30.00 % S 22.00 % E 18.00 % W 30.00 %

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

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

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	■	☐
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE Trip Generation Manual (10th Edition, 2017)

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

	IN	OUT	TOTAL
AM Trips	5	64	69
PM Trips	34	6	40

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient or CMP Growth Rate: 1.0 % Per Yr.

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

Related project list will be requested from LADOT at time of MOU submittal.

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

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

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Crain & Associates	Frontier Holdings West, LLC; Regal Group, LLC; Main Fund Associates, LLC
Address:	300 Corporate Pointe, Suite 470, Culver City, CA 90230	888 S. Figueroa Street, Suite 1900, Los Angeles, CA 90017
Phone Number:	(310) 473-6508	(213) 745-5191
E-Mail:	rkelly@crainandassociates.com	daniel@jadeent.com

Approved by:	x Ryan J. Kelly (Digitally signed by Ryan J. Kelly DN: cn=Ryan J. Kelly, o=Crain & Associates, ou=Senior Transportation Engineer, email=rkelly@crainandassociates.com, c=US Date: 2018.12.07 12:54:50 -08'00')	12/7/2018	x Eileen Hunt (Digitally signed by Eileen Hunt Date: 2018.12.13 08:47:27 -08'00')	12/12/18
	Consultant's Representative	Date	LADOT Representative	Date

STUDY INTERSECTIONS

1. BROADWAY/OLYMPIC
2. BROADWAY/11TH
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4. MAIN/OLYMPIC
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LADOT Case No. CEN18-47813

ATTACHMENT 1

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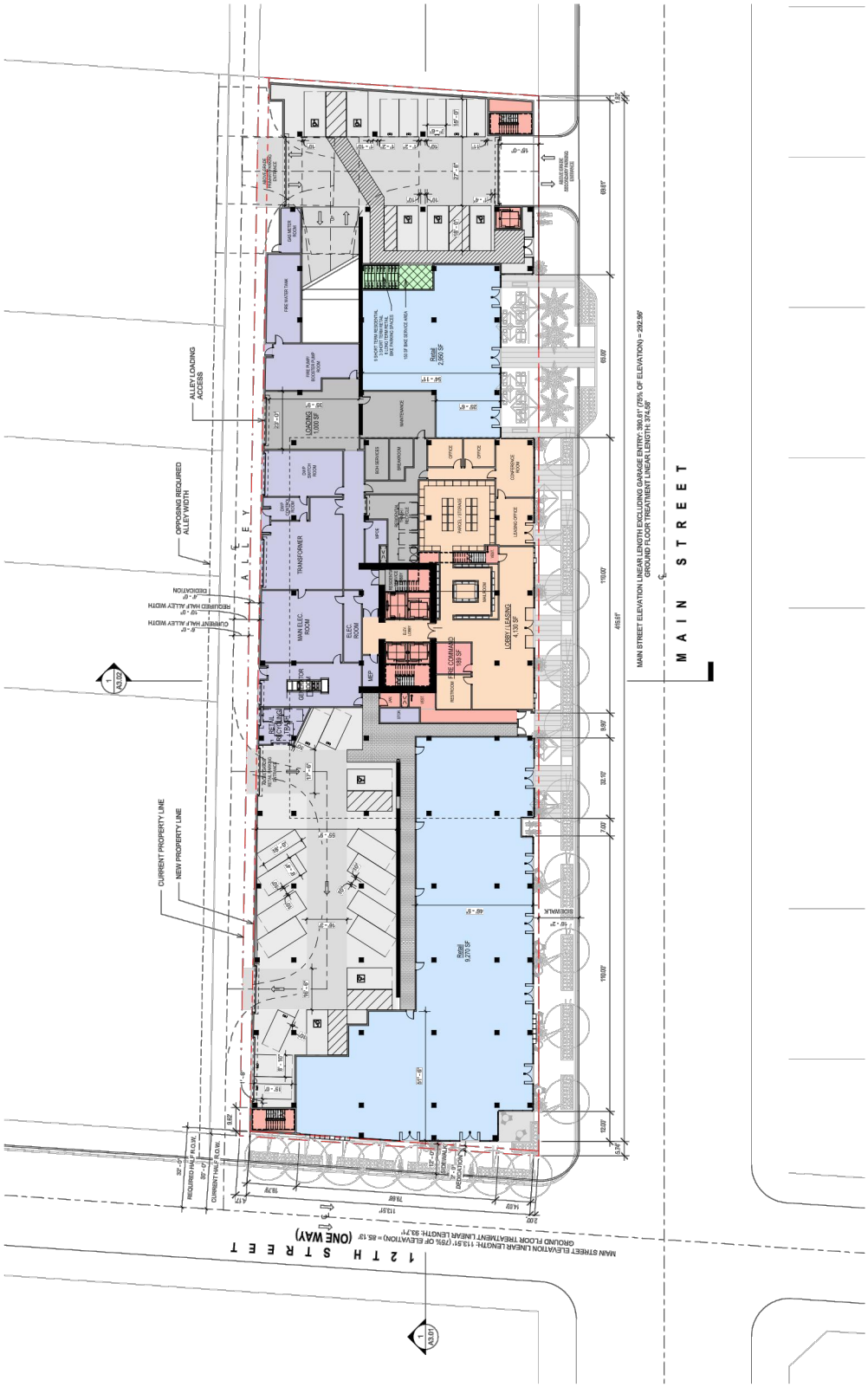

ATTACHMENT 1

12/6/2018

MainStreetTower\SITE PLAN

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ATTACHMENT 2

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Main Street Tower
Residential Trip Distribution

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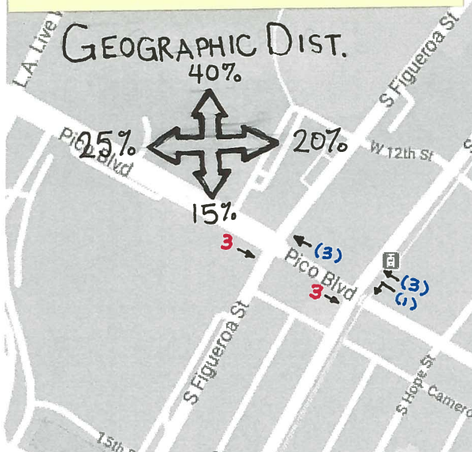

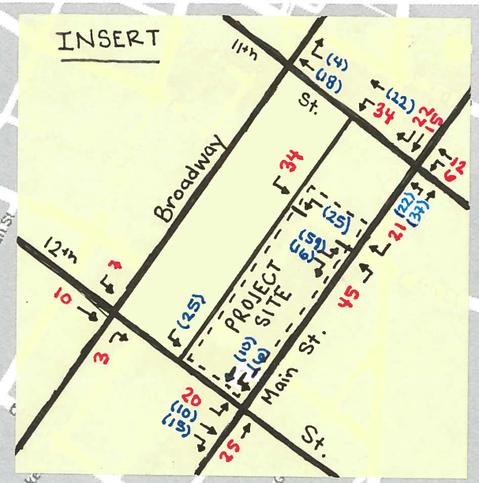

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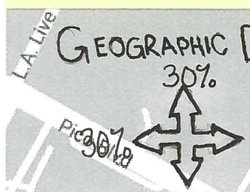

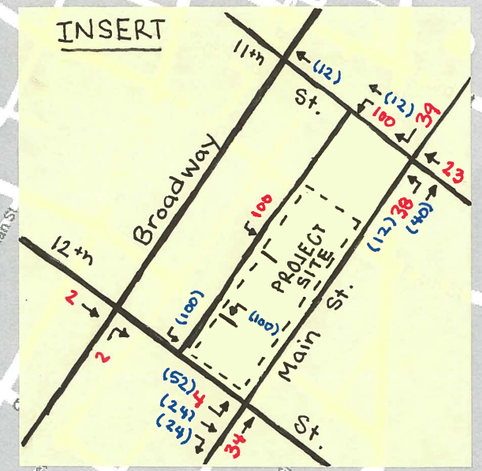

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Map data ©2018 Google Terms 500 ft

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PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

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Net Project Trips			**463**	**5**	**64**	**69**	**34**	**6**	**40**

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied. For Land Use Code 222 (Multifamily Housing [High-Rise]), rates for the Dense Multi-Use Urban setting were used, as this setting is more applicable to the Project site than the General Urban/Suburban setting and there is an adequate number of studies in the peak-hour time period datasets. For Land Use Code 820 (Shopping Center), rates for the General Urban/Suburban setting were used, as no daily rate is provided for the Dense Multi-Use Urban setting and the peak-hour rates are based on very limited data. Transit/walk adjustments were, therefore, only applied to the Shopping Center land use.
2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area.
3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower peak-hour trip-generating component of the uses sharing trips with each other (Shopping Center use). The internal trips for the higher trip-generating component (Multifamily Housing use) are then balanced with the internal trips to/from the lower trip-generating component.
4) Consistent with current LADOT *Transportation Impact Study Guidelines* , a 15 percent transit/walk adjustment has been assumed for the Shopping Center use (given that the Project is located within an approximately one-quarter mile walking distance of Metro rapid bus and rail service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines* , appropriate pass-by trip adjustments have been applied to the Shopping Center land use category.

ATTACHMENT 4

RELATED PROJECTS LIST

(The related projects list will be requested from LADOT when we submit the MOU package for review.)

ATTACHMENT 5

FREEWAY IMPACT ANALYSIS SCREENING

MAIN STREET TOWER PROJECT
FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation ("Caltrans") freeway impact analysis screening has been performed for the Main Street Tower project (the "Project") as part of the Transportation Impact Study Memorandum of Understanding (MOU), per the criteria set forth in the October 2013 *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Agreement") and the December 2015 *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Amendment").

Agreement and Amendment Freeway Impact Analysis Screening Criteria

Per Section 3 of the Agreement and the Amendment, the "City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

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

Project Traffic Volume Contributions to State Facilities

In order to estimate the Project's traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project-related traffic, the Project's trip generation was first determined. In order to develop the traffic characteristics of the Project, the latest and most up-to-date version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used. The trip generation rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles and surrounding region. Attachment 3 of this Transportation Impact Study MOU presents the trip generation rates and summary for the Project's weekday daily, AM peak-hour,

and PM peak-hour traffic volumes. As shown, appropriate trip credits were applied to the baseline trip generation estimates to account for internally captured trips, use of public transportation, walk-trip potential, and pass-by trip activity.

Estimation of the geographic distribution of Project trips was the next step in the analytical process. Project trip distribution patterns were developed based on the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. Based on the abovementioned factors, the overall Project trip distribution percentages were determined and are summarized in Attachment 2 of this Transportation Impact Study MOU.

The Project trip generation and trip distribution patterns were then used to determine the Project traffic volume contributions to State facilities in the vicinity of the Project site. Table 1 summarizes the anticipated Project traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project traffic.

Freeway Mainline Segment Impact Analysis Screening

In order to perform the freeway mainline segment impact analysis screening, an initial check was performed to see if the directional mainline segments most likely to be impacted by Project traffic would meet the trigger Project traffic volume contributions assuming the most constrained operations on each segment. This initial freeway mainline segment impact screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a mainline segment at LOS D or a 1 percent or more increase for a segment at LOS E/F. The volume increases are relative to an assumed mainline segment capacity of 2,000 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway mainline operations.

Comparing the traffic volume contributions required to trigger a freeway segment impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds would not be triggered at either of the two (2) directional segment locations. Therefore, a freeway mainline segment impact analysis is not required.

Freeway Off-Ramp Impact Analysis Screening

In order to perform the freeway off-ramp impact analysis screening, an initial check was performed to see if the off-ramp location most likely to be impacted by Project traffic would meet the trigger traffic volume contributions assuming the most constrained operations for the off-ramp. This initial freeway off-ramp screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. These volume

increases are relative to the assumed capacity of 850 vehicles per hour per lane, per the Agreement and Amendment. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway off-ramp operations.

Comparing the traffic volume contributions required to trigger a freeway off-ramp impact analysis at LOS E/F with the anticipated Project volume contributions at the location, the thresholds would not be triggered at the one (1) freeway off-ramp location. Therefore, a freeway off-ramp impact analysis is not required.

TABLES

Table 1

Main Street Tower
Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

PROJECT TRIP GENERATION

		Residential		Commercial	
	Direction	AM	PM	AM	PM
	Inbound	9	46	-4	-12
	Outbound	66	19	-2	-13

FREEWAY MAINLINE VOLUME CALCULATIONS

		Proj. Trip	Residential			Commercial			Project Total	
Mainline Segment Location	Direction	Direction	Percentage	AM	PM	Percentage	AM	PM	AM	PM
I-10 Fwy, w/o SR-110 Fwy	Eastbound	Inbound	9%	0.8	4.1	9%	-0.4	-1.1	0.5	3.1
	Westbound	Outbound	9%	5.9	1.7	9%	-0.2	-1.2	5.8	0.5
US-101 Fwy, w/o SR-110 Fwy	Southbound	Inbound	5%	0.5	2.3	3%	-0.1	-0.4	0.3	1.9
	Northbound	Outbound	5%	3.3	1.0	3%	-0.1	-0.4	3.2	0.6

FREEWAY OFF-RAMP VOLUME CALCULATIONS

Off-Ramp Location										
I-10 Fwy EB Off-Ramp to Grand Ave	Eastbound	Inbound	8%	0.7	3.7	9%	-0.4	-1.1	0.4	2.6

Table 2

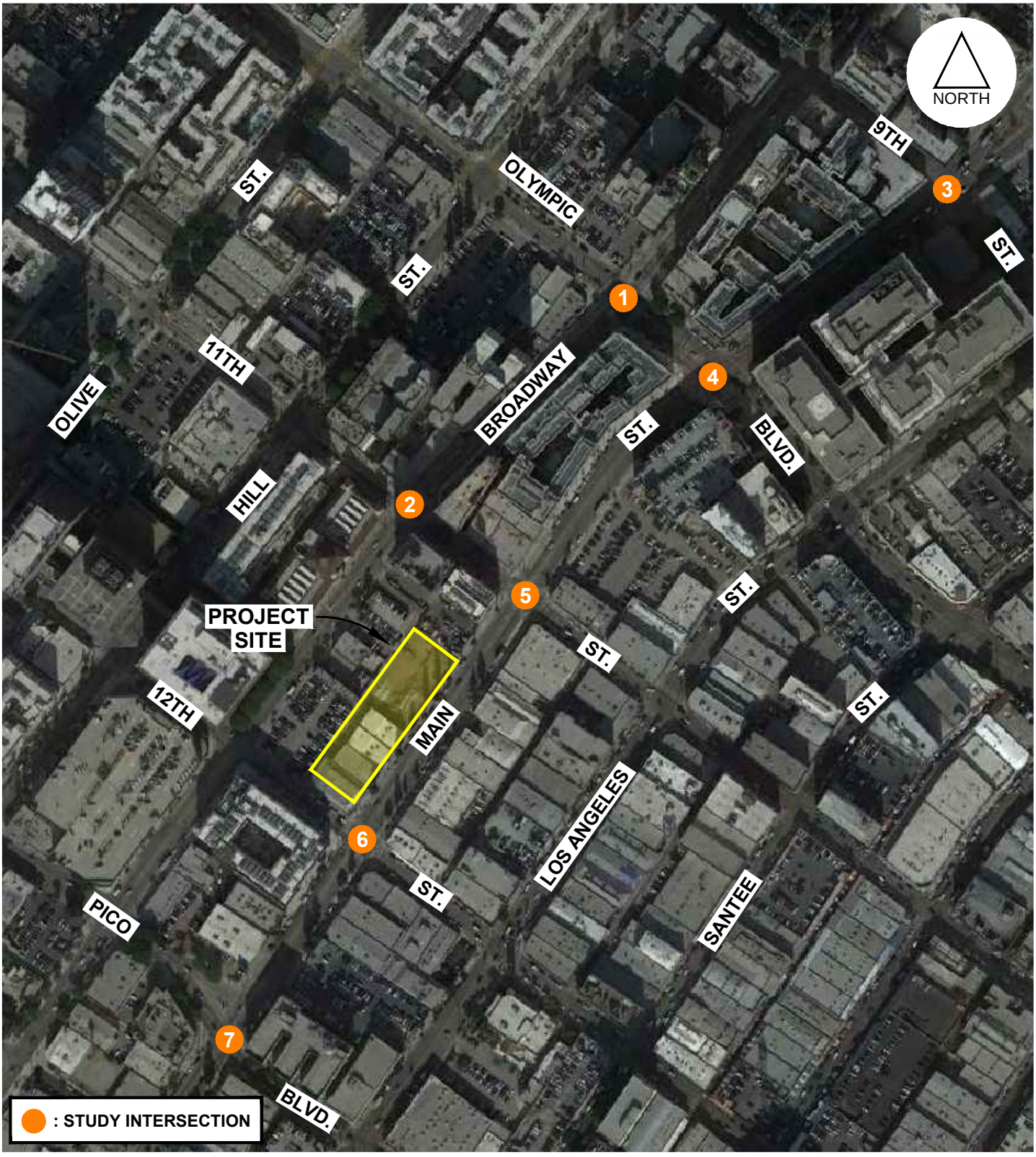
Main Street Tower
State Freeway Mainline and Off-Ramp Facilities Screening Analysis

FREEWAY MAINLINE VOLUME CALCULATIONS		Proj. Trip	Project Trips		Number	Capacity	Total	Percentage Added by Project		Threshold Percentage	Exceeds Threshold at LOS E/F?	Exceeds Threshold at LOS E/F?
Mainline Segment Location	Direction	Direction	AM	PM	of Lanes	per Lane*	Capacity	AM	PM	For Screening*	(AM Peak)	(PM Peak)
I-10 Fwy, w/o SR-110 Fwy	Eastbound	Inbound	0.5	3.1	4	2000	8000	0.01%	-0.03%	1.00%	No	No
	Westbound	Outbound	5.8	0.5	4	2000	8000	0.07%	0.01%	1.00%	No	No
US-101 Fwy, w/o SR-110 Fwy	Southbound	Inbound	0.3	1.9	4	2000	8000	0.00%	0.02%	1.00%	No	No
	Northbound	Outbound	3.2	0.6	4	2000	8000	0.04%	0.01%	1.00%	No	No
Mainline Segment Location												
FREEWAY OFF-RAMP VOLUME CALCULATIONS												
Off-Ramp Location												
I-10 Fwy EB Off-Ramp to Grand Ave	Eastbound	Inbound	0.4	2.6	1	850	850	0.04%	0.31%	1.00%	No	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 Procedures, October 2013* and *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015* .

ATTACHMENT 6

PROPOSED STUDY INTERSECTIONS



ATTACHMENT 6

11/19/2018

MainStreetTower\STUDY-INTS

PROPOSED STUDY INTERSECTIONS

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