

**TRANSPORTATION IMPACT STUDY FOR THE PROPOSED
1911 SUNSET BOULEVARD MIXED-USE PROJECT,
CITY OF LOS ANGELES**

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INTRODUCTION

Crain & Associates has prepared this transportation impact study to assess the potential traffic impacts of the 1911 Sunset Boulevard mixed-use project (the “Project”), a proposed six-story residential mixed-use building. The proposed residential component of the Project would consist of up to 170 residential dwelling units. The proposed commercial component of the Project would consist of approximately up to 13,000 square feet of ground-floor commercial retail space. The Project site is presently occupied by an 18,000 square-foot quality restaurant and 4,085 square-foot medical office building. These existing uses would be removed in conjunction with development of the Project.

The Project is located along the north side of Sunset Boulevard, opposite Park Avenue at 1911-1931 W. Sunset Boulevard and 1910-2018 W. Reservoir Street, in the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City of Los Angeles (the “site”). The site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west. Project parking would be provided on-site on the ground level and two subterranean parking levels. All Project access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (it is currently non-functional). The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (“LADOT”)

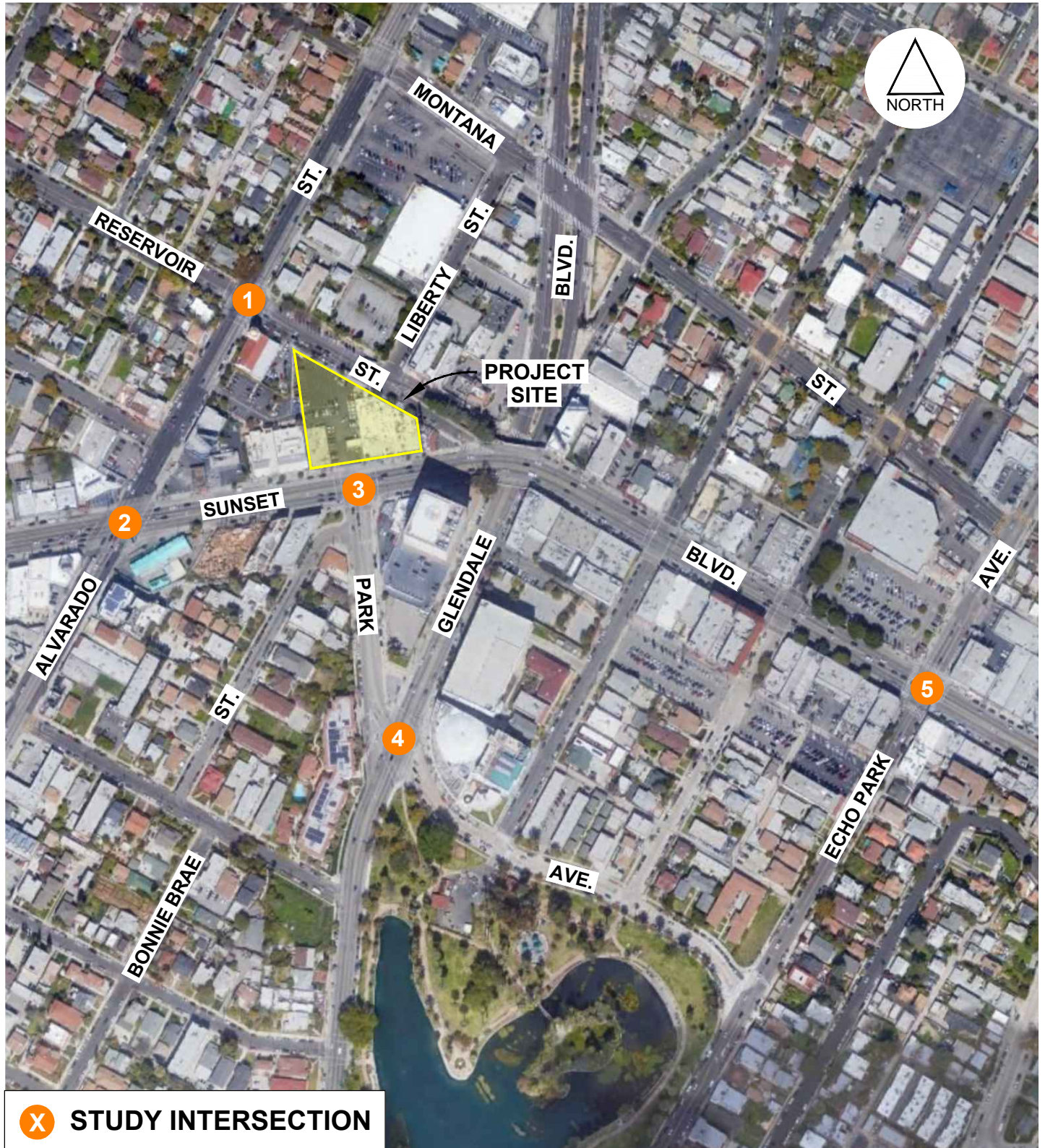


FIGURE 1

8/7/2019

FN: Sunset(1911)MixedUse/STUDY-INTS

PROJECT SITE VICINITY AND STUDY INTERSECTIONS



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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 July 3, 2019 (Appendix D). The MOU outlined the preparation of a detailed analysis of existing (2019) and future (2023) traffic conditions, during the weekday AM and PM peak hours, at the five signalized intersections near the Project site expected to experience the most substantial Project-related traffic impacts. The Project study area contains the following five study intersections, which are also depicted in Figure 1:

Study Intersections

1. Alvarado Street & Reservoir Street
2. Alvarado Street & Sunset Boulevard
3. Park Avenue & Sunset Boulevard
4. Park Avenue & Glendale Boulevard
5. Echo Park Avenue & Sunset Boulevard

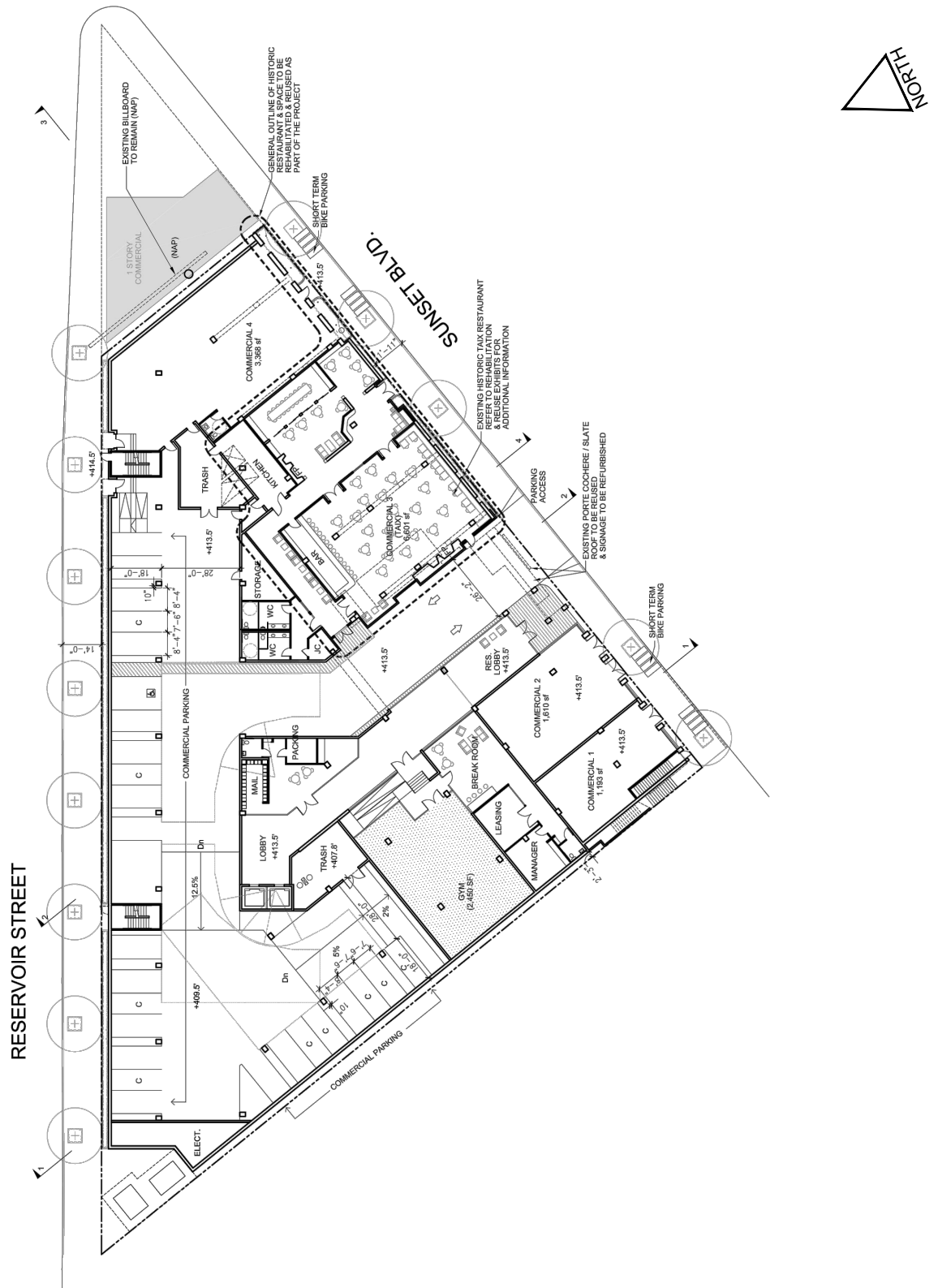
The following traffic conditions have been analyzed: Existing (2019) traffic volumes, Existing (2019) Plus Project traffic volumes, Future (2023) Without Project traffic volumes, and Future (2023) With Project traffic volumes. The analyses of future (2023) conditions included cumulative traffic attributable to ambient growth and related projects within the Project study area.

PROJECT DESCRIPTION

Under consideration is the 1911 Sunset Boulevard mixed-use project (the “Project”) to be located on an approximately 1.01-acre parcel along the north side of Sunset Boulevard, opposite Park Avenue, in the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City of Los Angeles (the “City”). The site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west. The existing on-site uses consist of approximately 18,000 square feet of quality restaurant and 4,085 square feet of medical office building. The existing medical office building would be removed and the existing restaurant will have character-defining features preserved and reinstalled into a smaller version of the restaurant. 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 170 residential dwelling units. The commercial component of the Project would consist of approximately up to 13,000 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 two subterranean parking levels. All Project access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (the driveway is currently non-functional).

Approximately 193 parking spaces would be provided within the two subterranean parking levels of the Project, primarily for the proposed residential uses. In addition, 27 parking spaces would be provided at the ground level, primarily for the proposed commercial retail uses. Therefore, the overall parking provided on-site would total 220



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Sunset(1911)MixedUse\SITE PLAN

CONCEPTUAL PROJECT SITE PLAN



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parking spaces. This parking supply would meet the requirements of the Los Angeles State Enterprise Zone and be consistent with Transit Oriented Communities (TOC) standards. Appropriate Americans with Disabilities Act (ADA) accessible parking would also be provided between the ground level and first subterranean parking level.

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 located on a portion of Sunset Boulevard that is a HIN roadway.

Since the Project is located within the HIN, the Project would take measures to align with Vision Zero policies. The Project plans to provide 16 short-term and 116 long-term bicycle parking spaces, thereby incentivizing Project residents, employees, and patrons to travel via bicycle to/from the site. In line with Vision Zero policies, the Project team decided to limit the number of vehicular access points to a single driveway (which is already signalized as part of the intersection of Park Avenue & Sunset Boulevard). With neither Reservoir Street access nor multiple driveways on Sunset Boulevard, the number of Project vehicular turning conflict points with sidewalk users will be limited. Further, the Project will create a development with sidewalk-facing entrances and short-term bicycle parking spaces along the Project's Sunset Boulevard frontage, 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, including the addition of Tier 1 protected bicycle lanes to Sunset Boulevard adjacent to the site. The Project site has been designed with consideration for the ultimate roadway and right-of-way dimensions for Sunset Boulevard and Reservoir Street, per the Mobility Plan 2035.

ENVIRONMENTAL SETTING

The Project is located at 1911-1931 W. Sunset Boulevard and 1910-2018 W. Reservoir Street. Situated within the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City, the Project site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west.

The Project site is surrounded by a diverse urban area comprised of commercial, office, medical, institutional, residential, office, school, and retail land uses. The Project site is located on Sunset Boulevard, which is a major commercial and retail corridor, with many amenities and services located within a short walking distance that will reduce vehicle trips and vehicle-miles-traveled. A major supermarket (Vons) is located less than one block away from the Project site at 1342 N. Alvarado Street, and two pharmacies (Rite-Aid and CVS) are located approximately two blocks away. The Project site is located one block from Echo Park Recreation Center, which will maximize the accessibility of recreation and park resources to the Project's residents. Logan Street Elementary School and Gabriella Charter School are located approximately two blocks from the Project site. The Edendale Branch of the Los Angeles Public Library is adjacent to the Project site on Sunset Boulevard. The Echo Park Senior Center is located approximately two blocks away.

The Project site and surrounding uses in the Silver Lake - Echo Park - Elysian Valley 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, Glendale Boulevard is classified as a Boulevard II, per the City of Los Angeles Mobility Plan 2035. Sunset Boulevard is designated as an Avenue I in the Project vicinity, while Alvarado

Street is an Avenue II (south of Glendale Boulevard). Echo Park Avenue is classified as a Collector Street, as is Park Avenue (east of Glendale Boulevard). Park Avenue (between Sunset Boulevard and Glendale Boulevard) and Reservoir Street are standard Local Streets. 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 Hollywood Freeway (U.S. Highway 101 [US-101]) and Golden State Freeway (Interstate 5 [I-5]). These freeways both have interchanges with the surface street network in the greater Project vicinity. The following paragraphs describe each of these freeways in more detail.

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 near the southeast corner of Downtown Los Angeles. Near the Project site, the Hollywood Freeway generally provides four mixed-flow lanes in each direction. The nearest northbound and southbound on- and off-ramps on the Hollywood Freeway are provided on Alvarado Street. These ramps are all approximately one-half mile southwest of the Project site.

The Golden State Freeway (I-5) is a prominent north-south interstate spanning from the United States' northern border with Canada to its southern border with Mexico. In the vicinity of the Project site, the I-5 Freeway interchanges with the Glendale Freeway (State Route 2 [SR-2]) and the Arroyo Seco Parkway (State Route 110 [SR-110]). Full northbound and southbound on- and off-ramps are provided via the Glendale Freeway, which extends north from Glendale Boulevard. These ramps are approximately 1.75 miles northeast of the Project site.

Existing Highways and Streets

Alvarado Street is a north-south roadway located approximately 300 feet west of the Project site. Near the Project site, Alvarado Street is designated as an Avenue II south of Glendale Boulevard, and a Local Street north of Glendale Boulevard. This roadway extends from its intersection with Hoover Street at the west edge of the Westlake community to its northerly terminus in near the Golden State Freeway/Glendale Freeway interchange. In the Project vicinity, this roadway is striped generally with two through travel lanes in each direction at all times. Three southbound and northbound through travel lanes are provided during the weekday AM and PM peak periods, respectively, via peak-period parking restrictions. Near the Project site, lanes typically feature widths between nine and ten feet. Within the Project vicinity, on-street parking is generally available along both sides of Alvarado Street during weekday off-peak periods and on weekends.

Echo Park Avenue is a north-south roadway located approximately one-quarter mile east of the Project site. Echo Park Avenue is designated a Collector Street from its southerly terminus at the Hollywood Freeway (via northbound on- and on-ramps) to Cerro Gordo Street, at which point it becomes a Local Street to its northerly terminus at Landa Street in north Echo Park. In the Project vicinity, this roadway generally features one travel lane in each direction, with left- and sometimes right-turn channelization at major intersections. Near the Project site, lanes typically feature widths between 10 and 16 feet. On-street parking is generally available along both sides of Echo Park Avenue.

Glendale Boulevard is a north-south roadway located approximately 200 feet east of the Project site. Near the Project site, Glendale Boulevard is designated as a Boulevard II south of Fargo Street, and an Avenue II north of Fargo Street. This roadway extends from its intersection with 1st Street, 2nd Street, and Lucas Avenue in the Westlake community to City of Glendale where it becomes Brand Boulevard. South of Park

Avenue, this roadway is generally striped with two travel lanes in each direction, separated by a double-yellow centerline, with on-street parking provided. Between Park Avenue and Sunset Boulevard, a similar roadway condition exists; however, the directions of travel are separated by a center two-way left-turn lane. North of Sunset Boulevard (which Glendale Boulevard does not intersect with due to a grade separation) to Allesandro Street/Effie Street, the roadway maintains a wide raised and landscaped median and generally provides three through travel lanes in each direction. In the Project vicinity, left- and sometimes right-turn channelization is provided at major intersections, and lanes typically feature widths between 10 and 13 feet. On-street parking is generally allowed along both sides of the roadway, with some peak-period restrictions.

Park Avenue is a short east-west roadway that intersects Sunset Boulevard opposite the Project site driveway. The roadway runs for just over one-quarter mile, between Sunset Boulevard and Echo Park Avenue. Park Avenue is designated a Collector Street east of Glendale Boulevard, and a Local Street west of Glendale Boulevard. In the Project vicinity, this roadway generally features one travel lane in each direction, with left- and right-turn channelization at major intersections. Near the Project site, the roadway typically features lane widths between 10 and 12 feet. On-street parking is available along both sides of Park Avenue.

Reservoir Street is an east-west Local Street that forms the northern boundary of the Project site. Reservoir Street is disjoint near its western terminus at Silver Lake Boulevard and extends for approximately 0.75 miles to its eastern termini at Sunset Boulevard and Glendale Boulevard (the roadway splits at Liberty Street and intersects both of these grade-separated roadways). In the Project vicinity, this roadway generally provides one through travel lane in each direction, with left-turn channelization at major

intersections. Lanes typically feature widths between 10 and 16 feet. On-street parking is generally allowed along both sides of the roadway.

Sunset Boulevard is an east-west Avenue I within the Project study area, and it forms the southern boundary of the Project site. This roadway extends its westerly terminus at Pacific Coast Highway (State Route 1 [SR-1]) in the Pacific Palisades to Chinatown, where it becomes Cesar E. Chavez Avenue. In the Project area, Sunset Boulevard generally features two through travel lanes in each direction, with left-turn channelization at major intersections. Bicycle lanes are also provided in both directions. Near the Project site, the roadway generally maintains lane widths of 10 to 11 feet. On-street parking is typically allowed along both sides of the roadway.

Existing (2019) Traffic Volumes

Traffic volumes for existing conditions were obtained from manual traffic counts conducted on June 4, 2019 at the study area intersections. In accordance with the LADOT *Transportation Impact Study Guidelines* (December 2016), all intersection traffic counts for this study were completed on a typical weekday during the morning and afternoon peak commute periods, which range from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, respectively. All intersection counts include the enhanced bicycle and pedestrian count summary information required by the latest LADOT guidelines.

Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. 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 A.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City



FIGURE 3(a)

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EXISTING (2019) TRAFFIC VOLUMES
AM PEAK HOUR



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FIGURE 3(b)

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EXISTING (2019) TRAFFIC VOLUMES
PM PEAK HOUR



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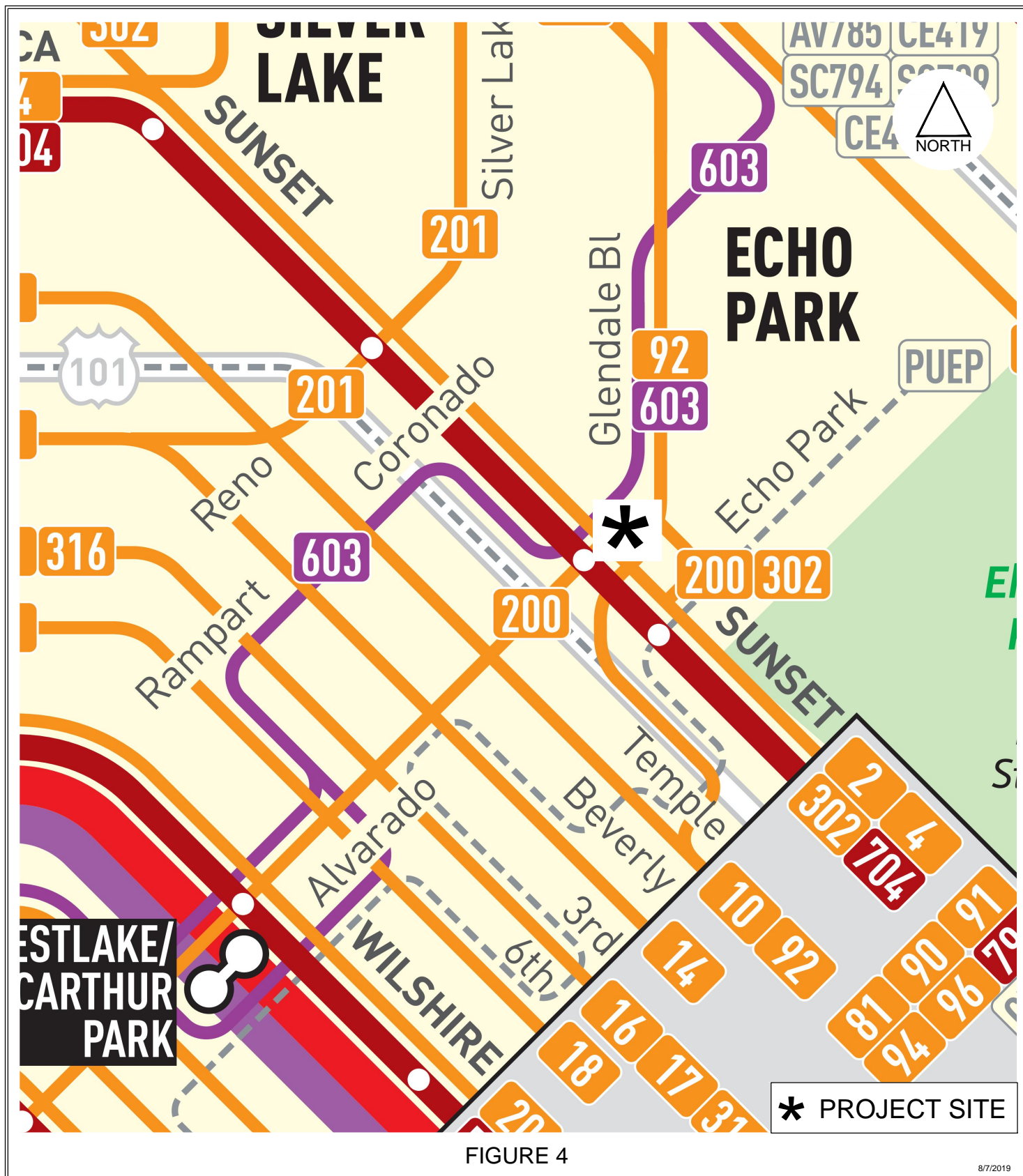
engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix B.

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”) and LADOT DASH. The Project site’s proximity to the Metro Westlake/MacArthur Park Station, approximately one and two-thirds miles southwest, 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. Pursuant to TOC Guidelines, Alvarado Street & Sunset Boulevard is considered a Major Transit Stop because it is an intersection of regular bus lines and a Rapid Bus line.

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 eastbound and westbound stops for Line 2 are located adjacent to the site, at the intersection of Park Avenue & Sunset Boulevard, while the nearest stops for Line 302 are located at the intersection of Alvarado Street & Sunset Boulevard. Line 2 operates daily with headways of approximately 5 to 15 minutes during the weekday AM and PM peak periods. Saturday, Sunday, and holiday service operates on headways of approximately 15 to 60 minutes. Line 302 operates during the weekday peak periods only, with headways of approximately 10 to 20 minutes.



PROJECT AREA TRANSIT ROUTES



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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 adjacent to the site, at the intersection of Park Avenue & Sunset Boulevard. Line 4 runs daily, with weekday AM and PM peak-period headways of approximately 8 to 15 minutes. Saturday service is provided roughly every 10 to 20 minutes. Buses run on Sundays and holidays with approximately 10- to 30-minute headways.

Line 92 runs north-south, serving Sylmar, Sun Valley, Burbank, Glendale, Echo Park, and Downtown Los Angeles. Near the Project site, Line 92 stops in both northbound and southbound directions near the intersection of Glendale Boulevard & Reservoir Street. Line 92 operates on weekday with headways of approximately 25 to 30 minutes during the AM and PM peak periods. Saturday service is provided roughly every 30 to 40 minutes, while Sunday and holiday service runs approximately every 35 to 45 minutes.

Line 200 travels north-south between Echo Park, Westlake, and Exposition Park, mostly along Alvarado Street and Hoover Street. Near the Project site, Line 200 stops in both northbound and southbound directions near the intersection of Alvarado Street & Sunset Boulevard. Line 200 operates daily, with weekday AM and PM peak-period headways of approximately 7 to 12 minutes. Saturday service is provided roughly every 10 to 20 minutes for most of the day, while Sunday and holiday service runs approximately every 10 to 25 minutes.

Line 603 provides north-south service, traveling between Los Angeles Trade Technical College south of Downtown Los Angeles, Westlake, Echo Park, Atwater Village, and Glendale. Near the Project Site, northbound and southbound buses

stop near the intersection of Alvarado Street & Sunset Boulevard. Line 603 operates daily, with weekday AM and PM peak-period headways of approximately 10 to 20 minutes. Saturday service is provided roughly every 15 to 25 minutes, while Sunday and holiday service runs approximately every 15 to 30 minutes.

Line 704 is a Metro Rapid Bus Line that provides east-west service between Union Station, Echo Park, Silver Lake, West Hollywood, Beverly Hills, Century City, Westwood, and Santa Monica. Line 704 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 704 provides stops in both directions near the intersection of Alvarado Street & Sunset Boulevard. Line 704 provides access to the Vermont/Santa Monica Metro Rail Station and Union Station. Line 704 operates on weekdays with headways of approximately 8 to 15 minutes during the AM and PM peak periods. Saturday service is provided roughly every 18 to 30 minutes, while Sunday and holiday service runs approximately every 20 to 35 minutes.

LADOT

DASH Pico Union/Echo Park runs north-south between Pico Union and Echo Park, largely via Washington Boulevard, Union Avenue, 6th Street, 3rd Street, and Echo Park Avenue. In the Project vicinity, DASH Pico Union/Echo Park stops in both directions near the intersection of Echo Park Avenue & Sunset Boulevard. DASH Pico Union/Echo Park operates every day of the year, including holidays. On weekdays, the line operates with headways of approximately 10 to 14 minutes during the AM and PM peak periods. Saturday, Sunday, and holiday service is provided on headways of approximately 15 minutes.

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 five 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. Alvarado Street & Reservoir Street
2. Alvarado Street & Sunset Boulevard
3. Park Avenue & Sunset Boulevard
4. Park Avenue & Glendale Boulevard
5. Echo Park Avenue & Sunset 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)

<u>LOS</u>	<u>Two Phases</u>	<u>Three Phases</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

* 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

<u>LOS</u>	<u>Range of V/C Ratios</u>
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, three study intersections (Alvarado Street & Reservoir Street, Park Avenue & Sunset Boulevard, and Glendale Boulevard & Park Avenue) currently operate under only the ATSAC system, and there are no plans to upgrade to the combined ATSAC/ATCS system in the near future. The remaining two study intersections (Alvarado Street & Sunset Boulevard and Echo Park Avenue & Sunset Boulevard) presently operate under the combined ATSAC/ATCS system and will continue to do so under future (2023) conditions. Existing (2019) and Future (2023) ATSAC and ATCS conditions are displayed graphically for the study intersections in Appendix B.

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 five study intersections currently operate at LOS B or better during both peak hours. All CMA/LOS calculations were performed using the standard LADOT LOS Worksheet. The CMA/LOS calculation worksheets for the five study intersections are included in Appendix C.

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

No.	Intersection	Hour	Ratio	LOS
1	Alvarado Street & Reservoir Street	AM	0.369	A
		PM	0.373	A
2	Alvarado Street & Sunset Boulevard	AM	0.598	A
		PM	0.654	B
3	Park Avenue & Sunset Boulevard	AM	0.373	A
		PM	0.528	A
4	Glendale Boulevard & Park Avenue	AM	0.435	A
		PM	0.558	A
5	Echo Park Avenue & Sunset Boulevard	AM	0.629	B
		PM	0.617	B

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 170 mid-rise multifamily dwelling units. The proposed commercial component of the Project would consist of approximately up to 13,000 square feet of ground-floor commercial space. The Project site is presently occupied by approximately 18,000 square feet of quality restaurant space and 4,085 square feet of medical office space, all of which is presently active. The existing medical office building would be removed and the existing restaurant will have character-defining features preserved and reinstalled into a smaller version of the restaurant. 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 July 3, 2019 and included as Appendix D 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's proposed uses. 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) 221 – Multifamily Housing (Mid-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 proposed Project.

It should be noted that the initial existing use trip estimates contained in the MOU were developed using appropriate ITE trip rates for LUC 720 – Medical-Dental Office Building and LUC 931 – Quality Restaurant. However, through the collection of traffic volume data at the intersection of Park Avenue & Sunset Boulevard (which includes the existing site driveway as its north leg), empirical trip generation estimates for the combined existing uses were determined. Given that the empirical existing use trip estimates were more conservative than those developed via the ITE trip rates (as shown in the MOU in Appendix D), the empirical trip estimates were used in the Project impact analysis.

Table 4
Project Trip Generation Rates¹

Multifamily Housing (Mid-Rise), ITE LUC 221 - General Urban/Suburban setting (trips per dwelling unit)

Daily:	T = 5.44 (DU)
AM Peak Hour:	T = 0.36 (DU); IB = 26%, OB = 74%
PM Peak Hour:	T = 0.44 (DU); IB = 61%, OB = 39%

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 proposed 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 proposed 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, visitors, employees, 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, visitors, employees, and patrons; service providers; accessibility; and other factors¹. For the proposed Project, some of the residents, visitors, 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 capture adjustment of 10 percent, based on the proposed 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 July 3, 2019 and included as Appendix D.

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, visitors, employees, 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 residential and 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

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

has been assumed for the Project's proposed land uses. This transit/walk adjustment has been approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D.

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 quality restaurant). These pass-by trip adjustment factors have been approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D.

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 670 net trips per day, with 60 net trips during the AM peak hour and 55 net trips during the PM peak hour. These peak-hour trips were distributed to analyze Project impacts at the five 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

Table 5
Project Trip Generation Summary¹

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 (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Medical-Dental Office Building	720	1 ksf	34.80	78%	22%	2.78	28%	72%	3.46
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Quality Restaurant	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
Trip Generation Summary									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
PROPOSED USES									
Residential									
Multifamily Housing	170 du	925	16	45	61	46	29	75	
10% Internal Capture Adjustment ³		(49)	0	(1)	(1)	(3)	(2)	(5)	
Multifamily Housing With Internal Capture Adjustment Subtotal		876	16	44	60	43	27	70	
15% Transit/Walk Adjustment ⁴		(131)	(2)	(7)	(9)	(6)	(4)	(10)	
Multifamily Housing Total		745	14	37	51	37	23	60	
Commercial									
Shopping Center	13,000 ksf	491	7	5	12	24	26	50	
10% Internal Capture Adjustment ³		(49)	(1)	0	(1)	(2)	(3)	(5)	
Shopping Center With Internal Capture Adjustment Subtotal		442	6	5	11	22	23	45	
15% Transit/Walk Adjustment ⁴		(66)	(1)	(1)	(2)	(3)	(4)	(7)	
Shopping Center With Transit/Walk Adjustment Subtotal		376	5	4	9	19	19	38	
50% Pass-By Adjustment ⁵		(188)	(2)	(2)	(4)	(10)	(9)	(19)	
Shopping Center Total		188	3	2	5	9	10	19	
Proposed Project Driveway Trips (including Pass-By Trips)		1,121	19	41	60	56	42	98	
Proposed Project Trips		933	17	39	56	46	33	79	
EXISTING USES									
Commercial									
Quality Restaurant ⁶	18,000 ksf	256	2	1	3	13	10	23	
10% Pass-By Adjustment ⁵		(26)	0	0	0	(1)	(1)	(2)	
Quality Restaurant Total		230	2	1	3	12	9	21	
Medical Office Building ⁶	4,085 ksf	33	2	1	3	1	2	3	
Existing Project Driveway Trips (including Pass-By Trips)		289	4	2	6	14	12	26	
Existing Project Trips		263	4	2	6	13	11	24	
Net Project Driveway Trips (including Pass-By Trips)		832	15	39	54	42	30	72	
Net Project Trips		670	13	37	50	33	22	55	

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 820 (Shopping Center). Trip generation rates for the General Urban/Suburban setting were utilized due to the robust number of studies the trip rates are based on (versus limited data for the Dense Multi-Use Urban setting trip rates).
- 2) du = Dwelling units; ksf = Thousands of square feet of gross floor area.
- 3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower trip-generating component of the uses sharing trips with each other. For the proposed land uses, the shopping center is the lower-generating use; therefore, the internally captured trips are based on the baseline shopping center trip estimates and then balanced with the higher trip-generating residential use.
- 4) Consistent with current LADOT *Transportation Impact Study Guidelines*, a 15 percent transit/walk adjustment has been assumed for the proposed land uses (given that the Project is located within an approximate 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 for the proposed commercial retail (Shopping Center) and existing quality restaurant land use categories.
- 6) Peak-hour trips were determined from the inbound and outbound turning movements observed for the site driveway north leg at the intersection of Park Avenue & Sunset Boulevard during the June 4, 2019 traffic counts. These trips were distributed proportionally between the two existing land uses, based on their relative ITE rate-based peak-hour trip generations. Daily traffic volumes were calculated by applying a daily-to-peak hour (AM + PM) trip-rate factor, based on the ITE rates above, to the combined AM + PM peak-hour volumes observed during the traffic counts.

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 162 net pass-by trips per day, with 4 net pass-by trips during the AM peak hour and 17 net pass-by trips during the PM peak hour, would access the Project driveway. 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 Park Avenue & Sunset Boulevard.

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.

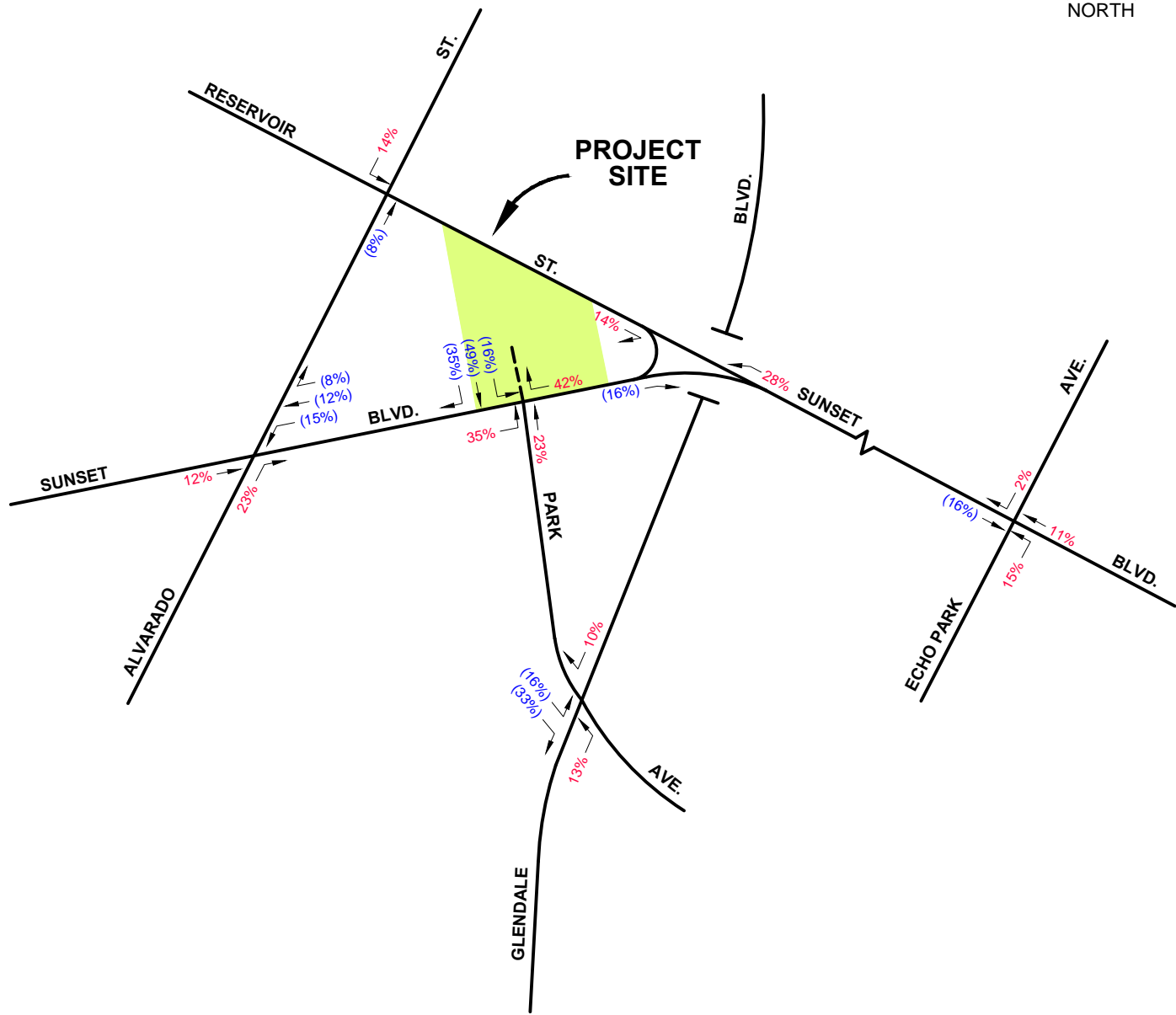
Based on the abovementioned factors, the overall project trip distribution percentages were determined separately for the residential and commercial components of the Project, and are summarized in Table 6. The LADOT approved these trip distribution assumptions in an MOU signed on July 3, 2019 and included as Appendix D.

Table 6
Project Directional Trip Distribution Percentages

<u>Direction</u>	<u>Land Use</u>	
	<u>Residential</u>	<u>Commercial</u>
North	33%	20%
South	23%	30%
East	23%	15%
West	<u>21%</u>	<u>35%</u>
Total	100%	100%

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 proposed residential and commercial uses at the study intersections were reviewed and approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D. The Project's proposed residential and commercial trip distribution percentages are presented in Figures 5(a) and 5(b), respectively.

Applying these inbound and outbound percentages to the proposed Project trip generation, the traffic volumes for the proposed Project were determined for the five study intersections. Given that the existing land use trip estimates were determined based on empirical observations, these existing use trips were distributed from the intersection of Park Avenue & Sunset Boulevard in proportion with the approved commercial land use trip distribution percentages. The existing land use AM and PM peak-hour traffic volumes are shown in Figures 6(a) and 6(b), respectively. As described previously and per LADOT policy, existing and proposed Project pass-by trips have been included only at the site-adjacent intersection of Park Avenue & Sunset Boulevard. Deducting existing use trips from the proposed Project trips, the net Project AM and PM peak-hour traffic volumes were calculated and are depicted in Figures 7(a) and 7(b), respectively.



LEGEND:
XX% INBOUND PERCENTAGE
(XX%) OUTBOUND PERCENTAGE

FIGURE 5(a)

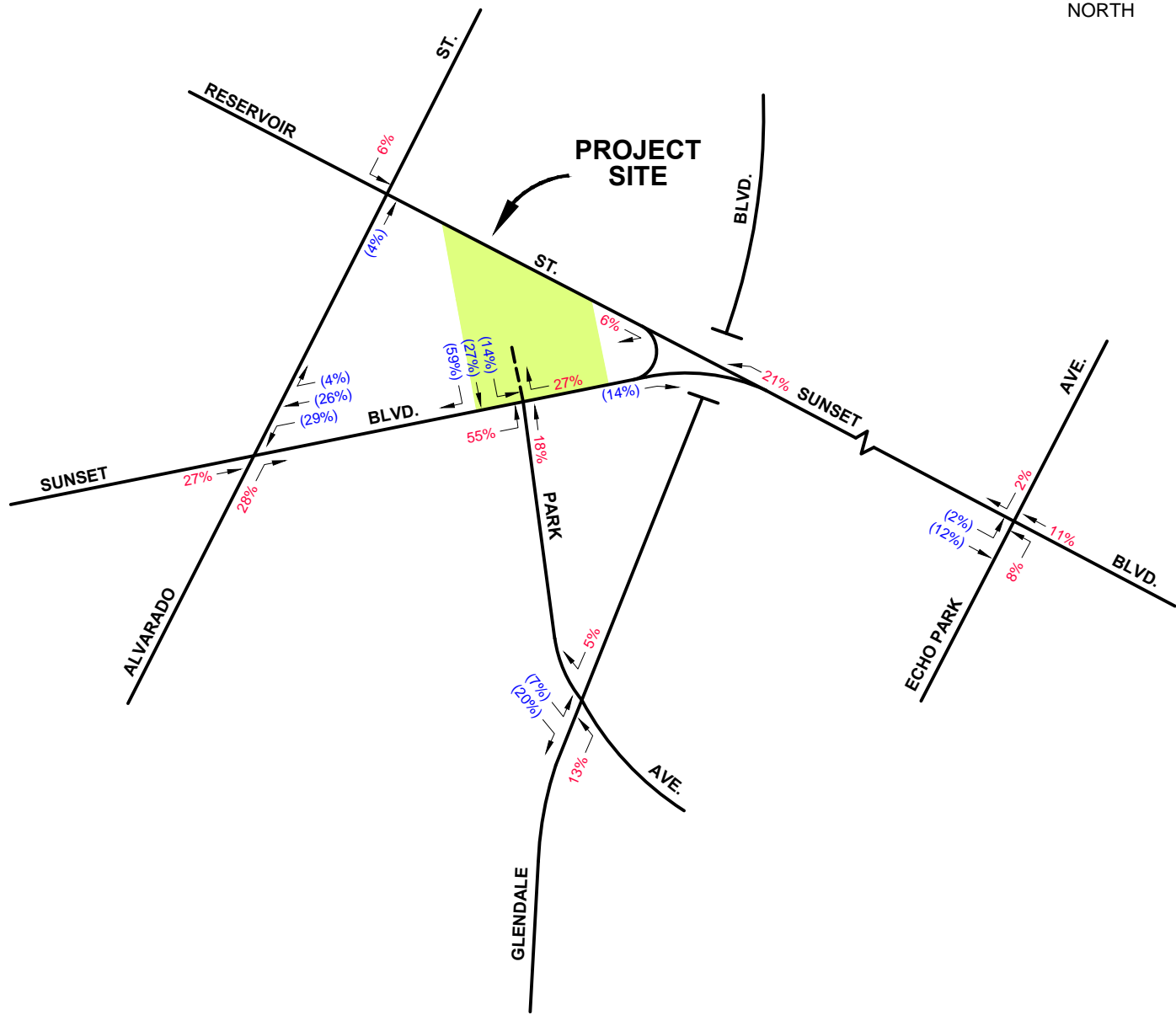
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PROJECT TRIP DISTRIBUTION PERCENTAGES PROPOSED RESIDENTIAL USES



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LEGEND:
XX% INBOUND PERCENTAGE
(XX%) OUTBOUND PERCENTAGE

FIGURE 5(b)

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PROPOSED PROJECT TRIP DISTRIBUTION PERCENTAGES COMMERCIAL USES



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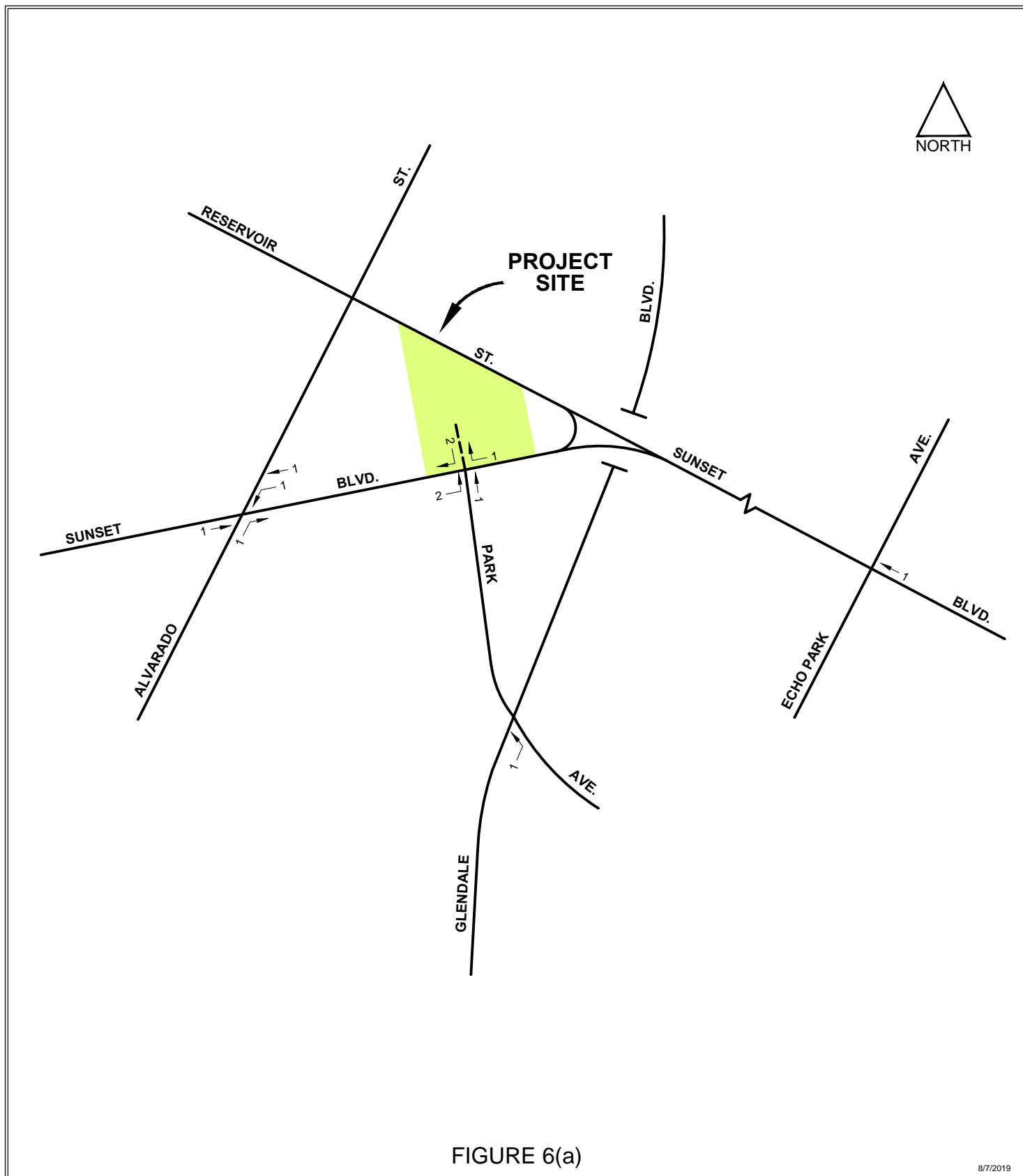


FIGURE 6(a)

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EXISTING PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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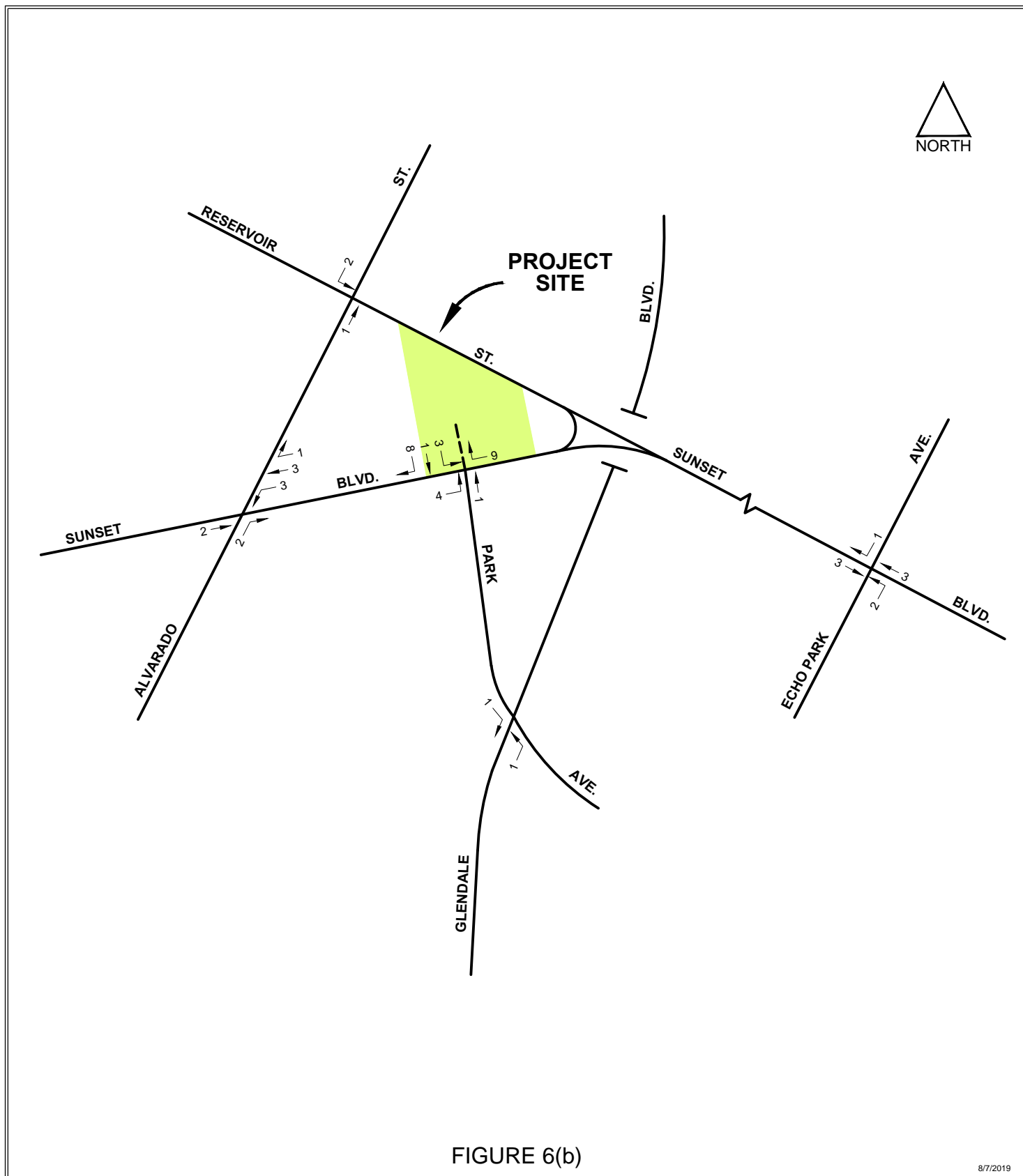


FIGURE 6(b)

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Sunset(1911)MixedUse/PM-EXIST-VOL

EXISTING PROJECT TRAFFIC VOLUMES PM PEAK HOUR



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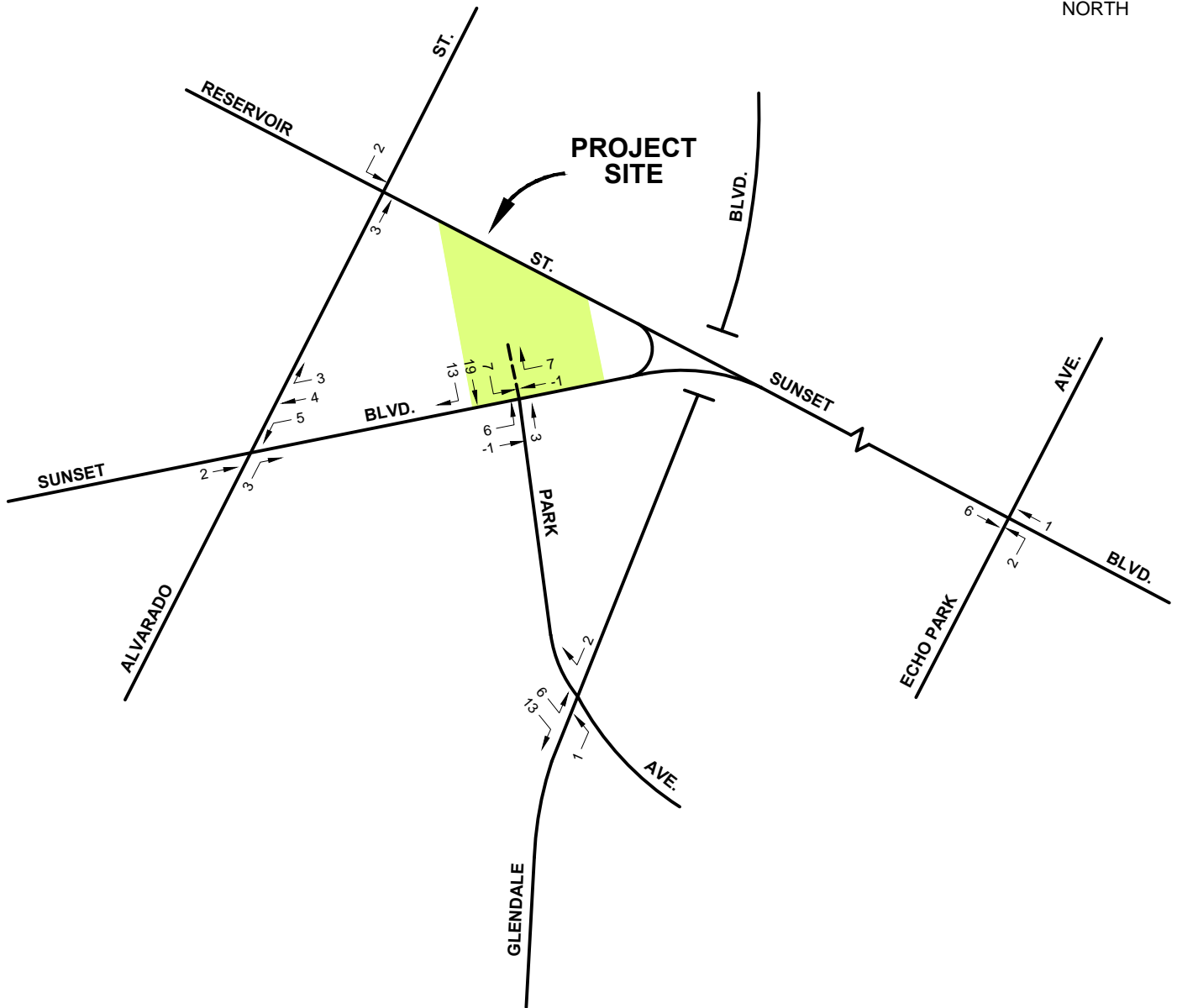


FIGURE 7(a)

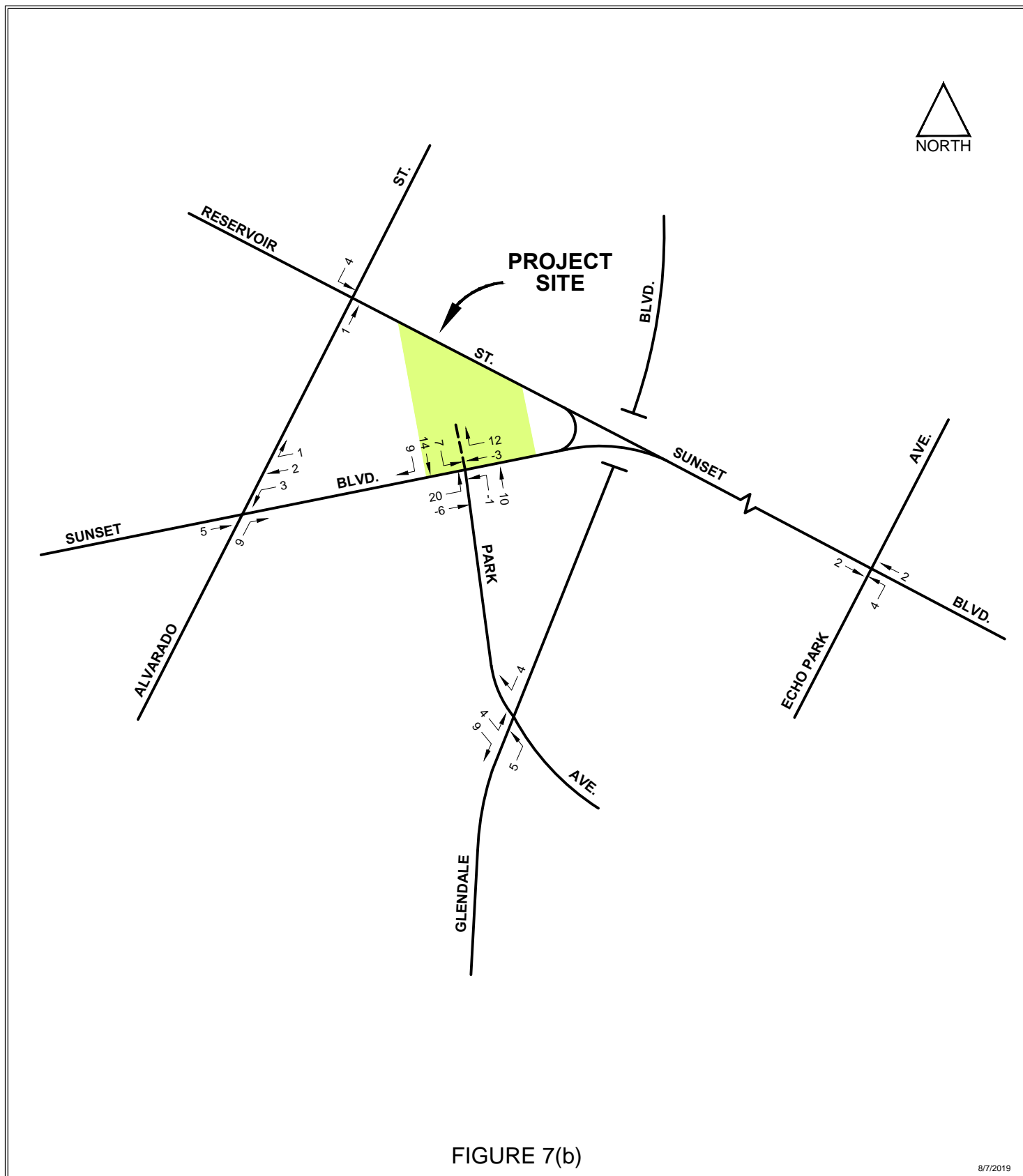
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NET PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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NET PROJECT TRAFFIC VOLUMES PM PEAK HOUR



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Project Parking and Access

Parking for the Project would be provided in accordance with the requirements of the Los Angeles State Enterprise Zone and consistent with TOC standards. The Project would provide on-site parking on the ground floor and within two subterranean parking levels. All Project vehicular access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (the driveway is currently non-functional). The conceptual Project site plan was shown previously in Figure 2.

Based on the Project's proposed mix of uses, City parking regulations, and the Los Angeles City Bicycle Parking Ordinance, adequate parking would be provided for the Project. Approximately 193 parking spaces would be provided within the two subterranean parking levels of the Project, primarily for the proposed residential uses. In addition, 27 parking spaces would be provided at the ground level, primarily for the proposed commercial retail uses. Therefore, the overall parking provided on-site would total 220 parking spaces. This parking supply would meet the requirements of the Los Angeles State Enterprise Zone and be consistent with TOC standards. Appropriate Americans with Disabilities Act (ADA) accessible parking would also be provided between the ground level and first subterranean parking level. The Project would also provide 132 bicycle parking spaces (16 short-term and 116 long-term) to meet Municipal Code bicycle parking requirements. 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 8(a) and 8(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 8(a)

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EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
AM PEAK HOUR



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FIGURE 8(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 five study intersections to develop future year (2023) baseline traffic volumes. Given that the Project is currently estimated to be fully constructed in mid to late 2022, 2023 was conservatively selected as the future study year when the Project would be occupied.

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 (2023) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2023) Without Project condition, resulting in the Future (2023) With Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections for the Silver Lake - Echo Park - Elysian Valley 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

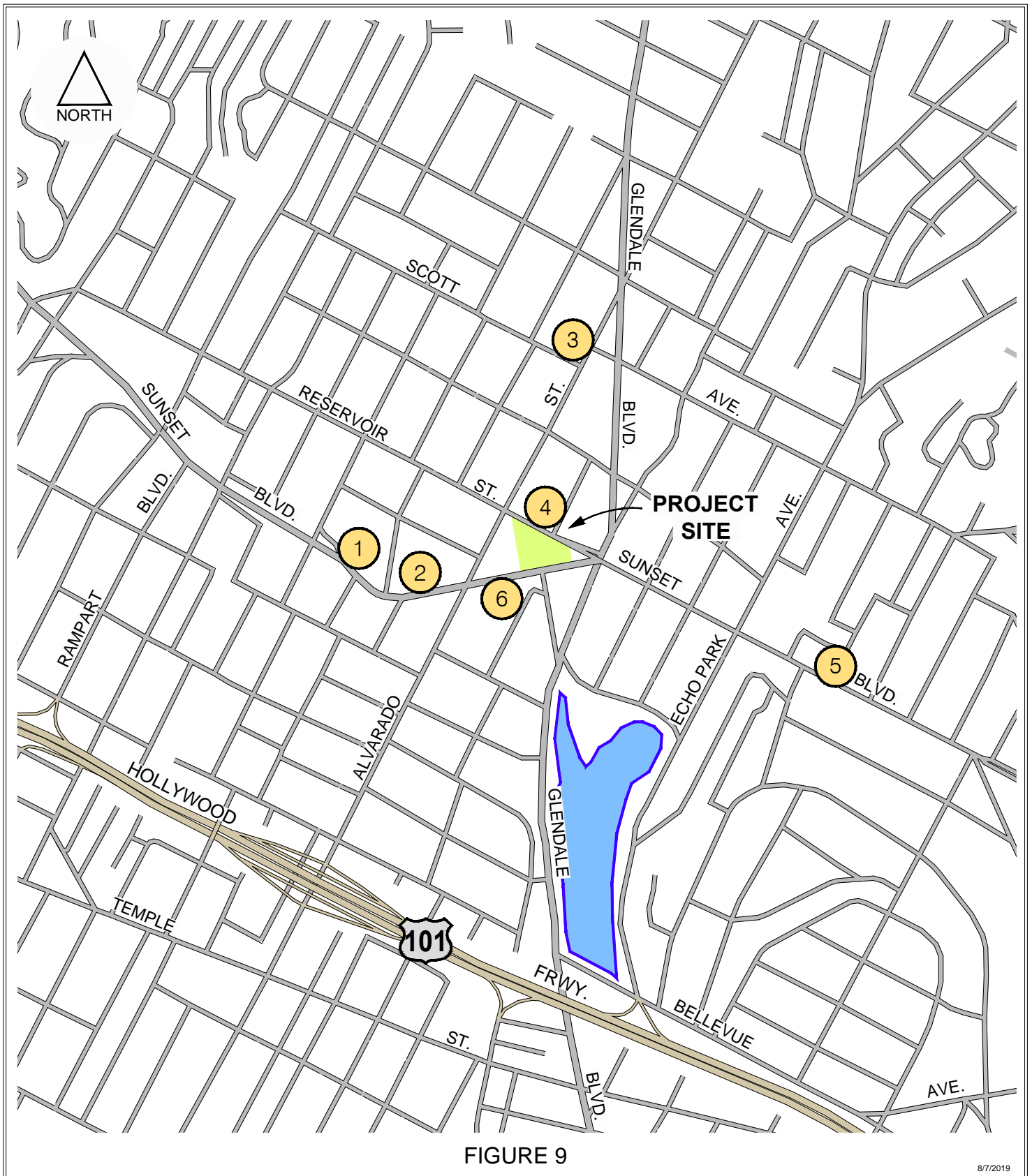
not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the existing (2019) traffic volumes to develop the estimated baseline volumes for the future study year (2023).

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 Department of City Planning. 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 0.5-mile radius of the Project site were included. Refinement of the information resulted in a total of six related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 9, 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 analyses, 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 (2023) Without Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation



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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			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1.	2225 W Sunset Boulevard		<u>Sunset Flats</u> ¹	1,283	44	56	100	65	42	107
		65 du	Condominium							
		7,775 sf	Retail							
		7,775 sf	Restaurant							
2.	2139 W Sunset Boulevard ¹	5,979 sf	Restaurant	538	4	1	5	30	15	45
3.	1455 N Alvarado Street ¹	2,984 sf	Retail	790	33	29	62	33	26	59
		5,050 sf	Restaurant							
4.	2001 W Reservoir Street		<u>Liberty Residential</u> ²	267	5	13	18	13	9	22
		49 du	Multifamily Housing							
5.	1497 W Sunset Boulevard ³	12,457 sf	Restaurant	950	46	38	84	52	31	83
6.	2014 W Sunset Boulevard ⁴	36 du	Multifamily Housing	167	3	8	11	8	6	14

Notes:

du = Dwelling Units; sf = Square Feet.

¹ Net trip generation and peak-hour directional distribution provided by the LADOT database.

² Trip Generation Assessment for the Liberty Residential Project (Crain & Associates, June 2019).

³ Project description provided by the Department of City Planning. 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.

⁴ Project description provided by the Department of City Planning. Trip generation and peak-hour directional distribution of trips based on ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]), with conservative transit adjustments.

system, using methodologies similar to those previously described for the Project trip 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 10(a) and 10(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 (2023) 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 six 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 (2023). 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 was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

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 bicycle paths, protected cycle tracks,

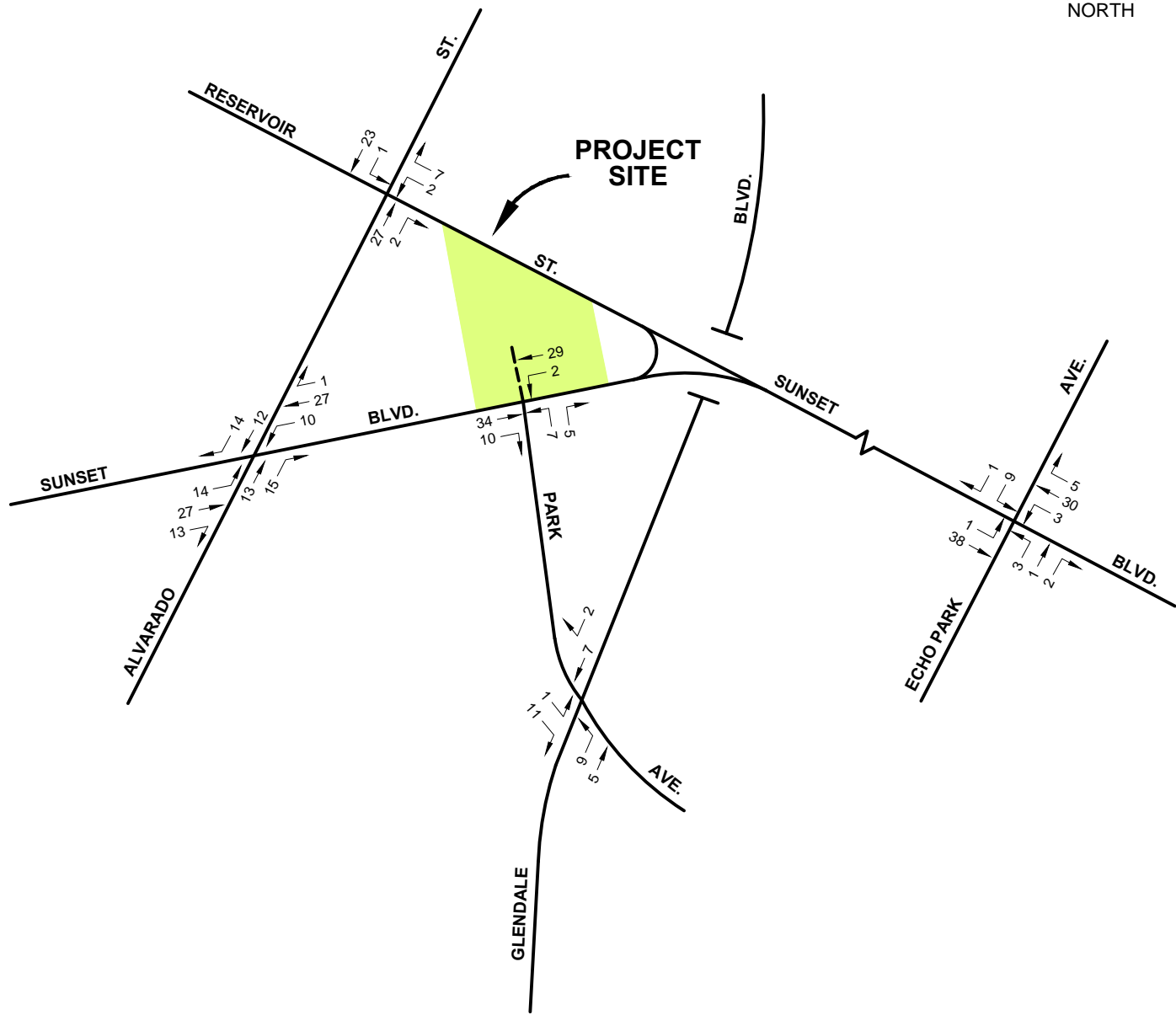


FIGURE 10(a)

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR



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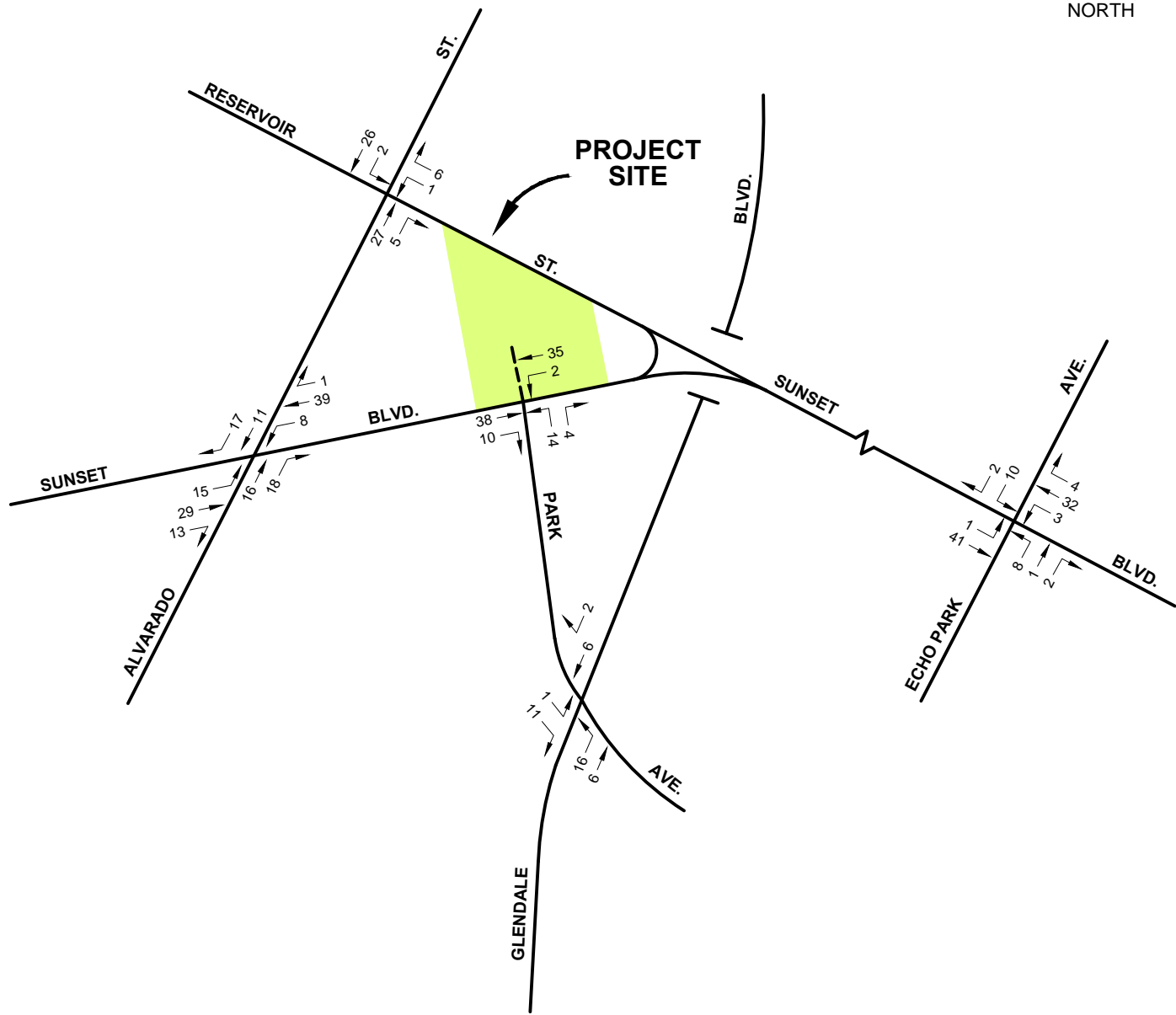


FIGURE 10(b)

8/7/2019

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR



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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:

- Sunset Boulevard will add Tier 1 protected bicycle lanes between Virgil Avenue/Hillhurst Avenue and Figueroa Street. Striped bicycle lanes are already provided on Sunset Boulevard in the vicinity of the Project site, but the implementation of physically separated lanes would represent a facility upgrade. Vehicular lanes may have to be reconfigured to accommodate the upgrade.
- Glendale Boulevard will add Tier 1 protected bicycle lanes between Fletcher Drive and 2nd Street/Lucas Avenue. In the vicinity of the Project, striped bicycle lanes were installed north of Reservoir Street in 2017, but the implementation of the aforementioned physically separated lanes would represent an upgrade north of Reservoir Street and new lanes south of Reservoir Street. Vehicular lanes will likely be reconfigured to accommodate these bicycle lanes.
- Alvarado Street will add Tier 2 bicycle lanes between Glendale Boulevard and Hoover Street. Vehicular lanes will likely be reconfigured to accommodate these bicycle lanes.

Per information provided by LADOT staff, none of the abovementioned bicycle infrastructure improvements are expected to be designed or constructed between now and the Project buildout year of 2023. As such, no changes to the future (2023) study intersection geometrics and/or traffic control conditions due to bicycle facility improvements have been assumed in this traffic impact analysis.

A review of the LADOT Transportation Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that could affect operations at any of the study intersection locations. Therefore, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix B.

Analysis of Future (2023) 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 (2023) 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 (2023) Without Project traffic volumes are depicted in Figures 11(a) and 11(b) for the AM and PM peak hours, respectively.

Net project volumes [Figures 7(a) and 7(b)], as determined earlier, were then added to the Future (2023) Without Project traffic volumes to develop the Future (2023) With Project traffic volumes. The Future (2023) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2023) With Project AM and PM peak-hour traffic volumes are shown in Figures 12(a) and 12(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. All five study intersections would continue to operate at LOS B or better during both peak hours.

As shown, under Future (2023) Without Project conditions, traffic operations are expected to degrade slightly when compared with existing conditions due to the ambient and related project traffic volume growth. Under Future (2023) Without Project conditions, four study intersections would operate at LOS B or better during both peak

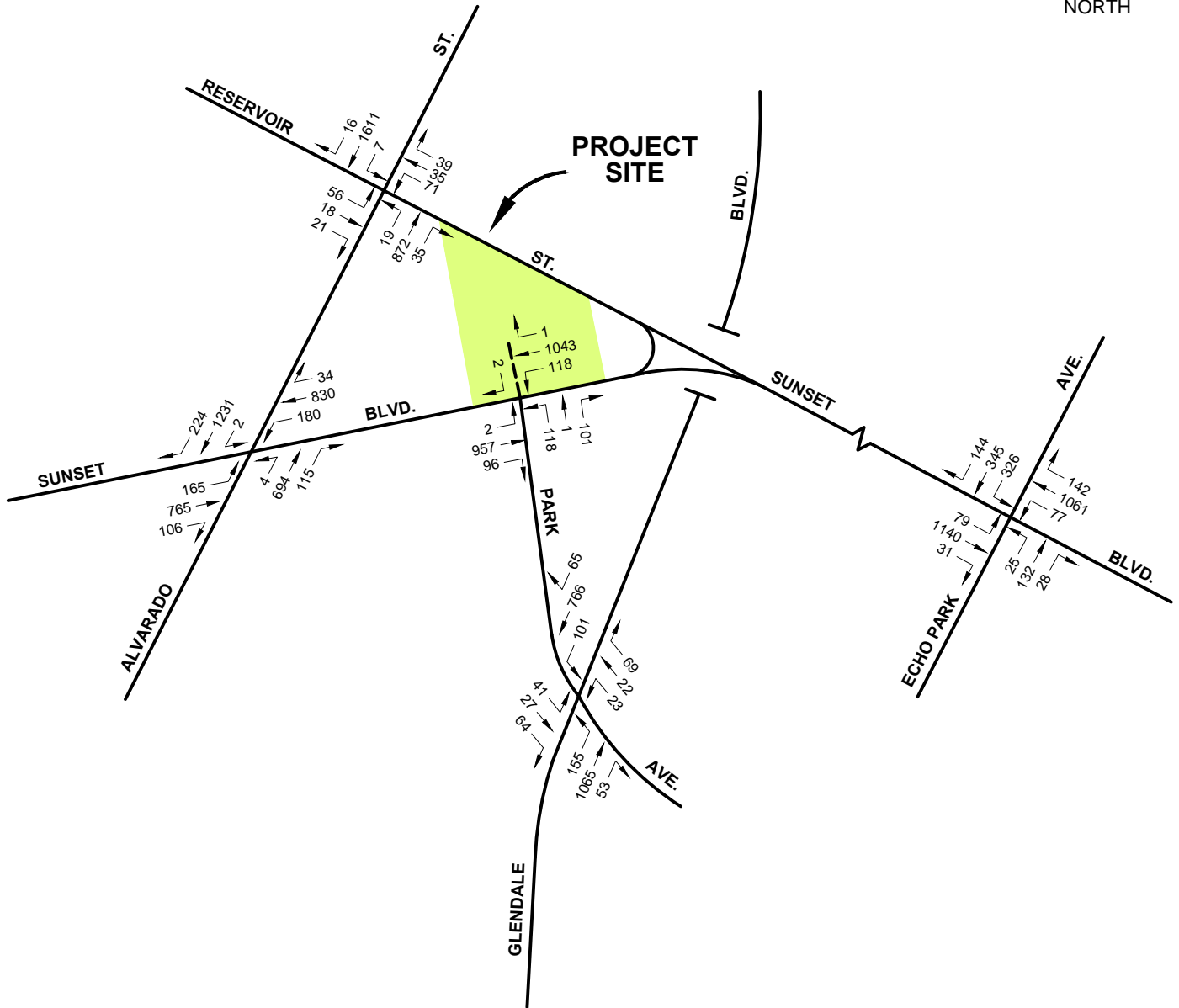


FIGURE 11(a)

8/7/2019

Sunset(1911)MixedUse\AM2023WO

**FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR**



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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FIGURE 11(b)

8/7/2019

Sunset(1911)MixedUse/PM2023WO

FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



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FIGURE 12(a)

8/7/2019

Sunset(1911)MixedUseVAM2023WP

FUTURE (2023) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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FIGURE 12(b)

8/7/2019

Sunset(1911)MixedUse/PM2023WP

FUTURE (2023) 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 (2023) Traffic Conditions

No.	Intersection	Peak Hour	Existing (2019) Conditions					Future (2023) Conditions					
			Existing		Plus Project			Without Project		With Project			
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Alvarado Street & Reservoir Street	AM	0.369	A	0.371	A	0.002	0.397	A	0.399	A	0.002	No
		PM	0.373	A	0.381	A	0.008	0.407	A	0.415	A	0.008	No
2	Alvarado Street & Sunset Boulevard	AM	0.598	A	0.600	A	0.002	0.652	B	0.654	B	0.002	No
		PM	0.654	B	0.661	B	0.007	0.708	C	0.715	C	0.007	No
3	Park Avenue & Sunset Boulevard	AM	0.373	A	0.398	A	0.025	0.408	A	0.433	A	0.025	No
		PM	0.528	A	0.545	A	0.017	0.575	A	0.592	A	0.017	No
4	Glendale Boulevard & Park Avenue	AM	0.435	A	0.439	A	0.004	0.458	A	0.462	A	0.004	No
		PM	0.558	A	0.561	A	0.003	0.586	A	0.589	A	0.003	No
5	Echo Park Avenue & Sunset Boulevard	AM	0.629	B	0.629	B	0.000	0.678	B	0.678	B	0.000	No
		PM	0.617	B	0.618	B	0.001	0.671	B	0.671	B	0.000	No

hours. The intersection of Alvarado Street & Sunset Boulevard would operate at LOS B during the AM peak hour and LOS C during the PM peak hour.

Under Future (2023) With Project conditions, following the addition of Project-related traffic to Future (2023) Without Project conditions, all intersections would maintain the same LOS during both peak hours. Under Future (2023) With Project conditions, all five study intersections would operate at LOS C or better during both peak hours. The CMA/LOS calculation worksheets are included in Appendix C.

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

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase in V/C Ratio</u>
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 five 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 are to be analyzed where a project could add 150 or more trips in either direction during the peak hours.

The nearest CMP arterial monitoring location to the Project site is the intersection of Alvarado Street & Sunset Boulevard (a study intersection, approximately 0.1 miles southwest of the Project site). Based on a review of the net Project traffic volumes [shown in Figures 7(a) and 7(b)], the Project is expected to contribute traffic volumes to this CMP monitoring intersection below the 50-trip threshold during the weekday AM and PM peak hours (17 trips during the AM peak hour and 20 trips during the PM 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 37 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 residential and existing commercial uses only, since existing use trip estimates were based on observed vehicle trips at the site driveway. Although it is expected that some users of the existing quality restaurant and medical office utilized transit to access the site, they have been excluded in order to provide a more conservative transit impact analysis.

The transit impact review was undertaken per the 2010 CMP guidelines. As shown in Table 5, the Project trip generation reflects a transit adjustment of 15 percent for the proposed residential and commercial uses, which amounts to 197 net vehicles reduced by transit per day, with 11 AM peak-hour and 17 PM peak-hour trips reduced. Per the 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 proposed Project person transit trips would be approximately 276 daily person transit trips, with 15 AM peak-hour and 24 PM peak-hour person transit trips.

Given that the capacity of one standard bus is 40 riders, there are seven bus lines (including rapid service) within a reasonable walking distance of the Project site, and there are more bus lines slightly outside the reasonable walking distance, these daily and peak-hour levels of Project transit ridership are anticipated to have 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 residential and commercial components, but the proposed commercial component measures only up to 13,000 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. Therefore, the Project is not expected to significantly impact local residential streets and no further analysis is required.

Vehicle-Miles-Traveled Analysis

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle-miles-traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's *Transportation Assessment Guidelines* (TAG) in July 2019 to conform to the

requirements of SB 743. The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a development project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a development project divided by the number of employees within the development. As outlined in the updated TAG, in order for a proposed development to have a less-than-significant VMT impact, two criteria must be met: (1) the development project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the development project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and the average work VMT per capita were determined individually for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 10. The APC area in which a development project is located determines the appropriate thresholds that are to be applied.

Along with the updated TAG, LADOT developed the City of Los Angeles VMT Calculator Version 1.1 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for development projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated

with a development project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

Table 10
LADOT Thresholds for Significant VMT Impacts

<u>Area Planning Commission</u>	<u>Daily Household VMT per Capita</u>	<u>Daily Work VMT per Employee</u>
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

The VMT Calculator also determines population and employment estimates for a development project based on rates developed from U.S. Census data for the City of Los Angeles. The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the development project's daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a development project, either as project features or mitigation measures, to reduce the daily vehicle trips and VMT of a development project. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (February 2019).

Although the Project transportation impact study MOU was approved based on the previous LADOT *Transportation Impact Study Guidelines* (December 2016) and therefore the Project is not required to perform a VMT analysis, a supplemental VMT

analysis has been performed per the new TAG in the event the Project does not receive its entitlements prior to July 1, 2020 (the State's official deadline for required VMT compliance for all development projects). The VMT Calculator was utilized to determine the daily vehicle trip generation of the Project. As shown in Appendix E, the Housing (Multi-Family) and Retail (General Retail) land use rates were applied to the corresponding Project uses. The Project proposes to incorporate a TDM strategy from the VMT Calculator as a Project feature: including bicycle parking per Municipal Code requirements. Using the aforementioned trip generation rates and Project feature TDM strategy, the VMT Calculator determined that the Project would generate the following baseline trip estimates: 1,126 daily vehicle trips and 6,472 daily VMT. The report outputs of the VMT Calculator have been included in Appendix E.

Based on the 6,472 daily VMT, the VMT Calculator determined that the Project would generate a daily household VMT per capita of 8.8 and a daily work VMT per employee of 7.3. Since the Project is located within the East Los Angeles APC area, the appropriate thresholds of significance with which to compare the Project's VMT estimates are 7.2 daily household VMT per capita and 12.7 daily work VMT per employee, as shown in Table 10. Therefore, the Project is expected to have a significant VMT impact based on its residential component only. Further TDM strategies will be evaluated in the following section to reduce this VMT impact to a less-than-significant level.

MITIGATION MEASURES

As indicated in the preceding transportation impact analysis, the proposed 1911 Sunset Boulevard mixed-use project is not expected to significantly impact any of the five study intersections, any CMP monitoring locations, public transit, or residential street facilities. Therefore, no transportation-related mitigation measures are required for the Project based on the analysis requirements of the approved transportation impact study MOU.

However, based on the supplemental VMT analysis, the Project is anticipated to have a significant impact based on its residential component (daily household VMT per capita). Thus, additional TDM strategies beyond the strategy included as a Project feature were explored to reduce the Project's daily household VMT per capita (8.8) below the East Los Angeles APC significance threshold for daily household VMT per capita (7.2). The Project proposes to: (1) reduce the Project parking supply from the City Municipal Code requirement of 300 parking spaces (per Municipal Code Section 12.21.A4) to 220 parking spaces, and (2) integrate unbundled parking as part of the development, thereby separating the cost of renting a residential dwelling unit from the cost to rent a parking space. Applying the reduced parking supply strategy and unbundled parking strategy (with an assumed monthly parking space cost of \$150), the VMT Calculator determined that the Project would generate the following with-mitigation trip estimates: 894 daily vehicle trips and 5,130 daily VMT. The report outputs of the VMT Calculator have been included in Appendix E.

Based on the 5,130 daily VMT, the VMT Calculator determined that the Project would generate 6.3 daily household VMT per capita. This value falls below the East Los Angeles APC area threshold of significance of 7.2 daily household VMT per capita. Therefore, the provision of a reduced parking supply and unbundled parking would reduce the Project's daily household VMT per capita to a less-than-significant level.

APPENDIX A
TRAFFIC COUNT DATA SHEETS

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

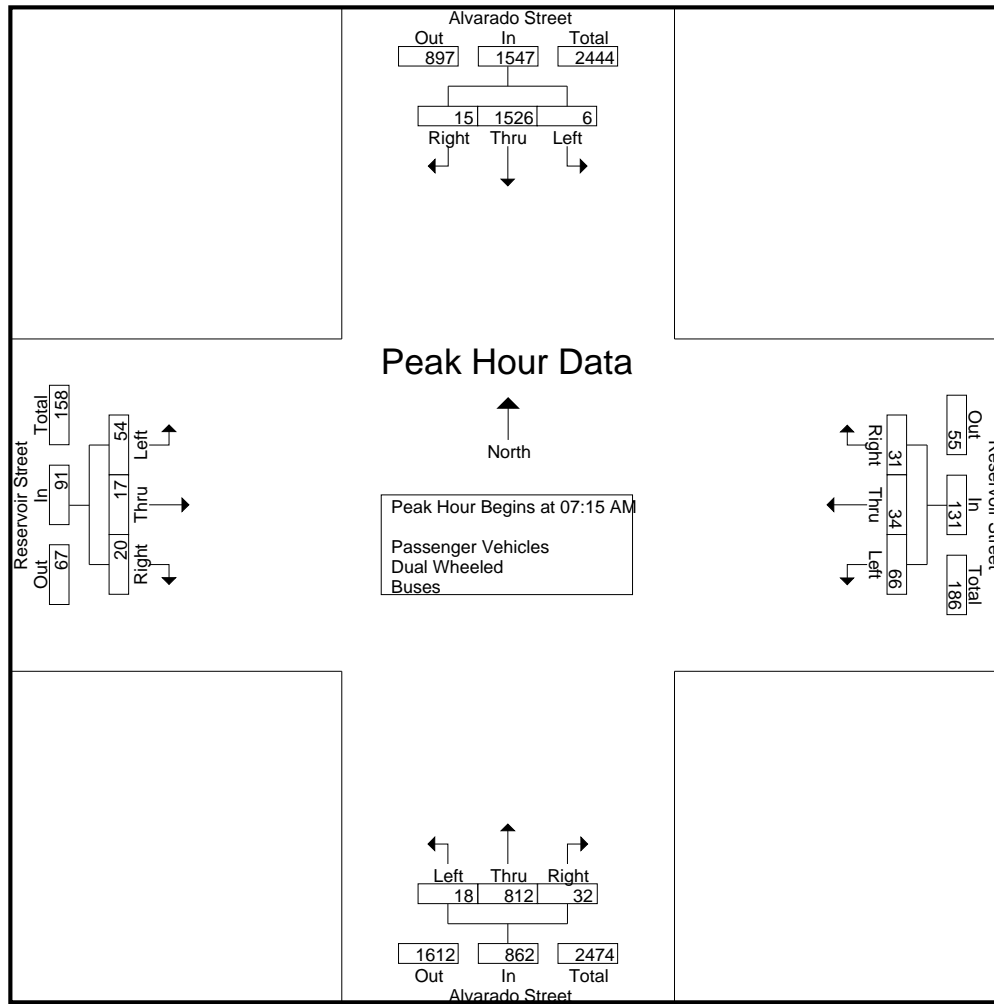
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	326	5	331	6	4	5	15	2	192	5	199	2	1	3	6	551
07:15 AM	0	373	2	375	8	2	8	18	3	205	9	217	8	3	3	14	624
07:30 AM	2	391	5	398	18	8	3	29	6	241	11	258	14	5	6	25	710
07:45 AM	1	395	4	400	19	12	10	41	6	172	5	183	13	7	6	26	650
Total	3	1485	16	1504	51	26	26	103	17	810	30	857	37	16	18	71	2535
08:00 AM	3	367	4	374	21	12	10	43	3	194	7	204	19	2	5	26	647
08:15 AM	5	332	6	343	8	11	8	27	3	161	7	171	14	8	4	26	567
08:30 AM	0	353	2	355	14	8	10	32	1	191	6	198	18	11	1	30	615
08:45 AM	0	369	4	373	12	7	4	23	6	193	4	203	9	5	6	20	619
Total	8	1421	16	1445	55	38	32	125	13	739	24	776	60	26	16	102	2448
09:00 AM	3	333	2	338	6	6	5	17	4	192	8	204	10	2	2	14	573
09:15 AM	3	335	5	343	5	9	8	22	4	217	6	227	7	1	4	12	604
09:30 AM	1	350	2	353	6	7	10	23	5	183	9	197	13	2	10	25	598
09:45 AM	1	333	3	337	5	6	6	17	5	214	12	231	8	5	5	18	603
Total	8	1351	12	1371	22	28	29	79	18	806	35	859	38	10	21	69	2378
Grand Total	19	4257	44	4320	128	92	87	307	48	2355	89	2492	135	52	55	242	7361
Apprch %	0.4	98.5	1		41.7	30	28.3		1.9	94.5	3.6		55.8	21.5	22.7		
Total %	0.3	57.8	0.6	58.7	1.7	1.2	1.2	4.2	0.7	32	1.2	33.9	1.8	0.7	0.7	3.3	
Passenger Vehicles	17	4125	44	4186	125	90	81	296	45	2231	82	2358	133	52	54	239	7079
% Passenger Vehicles	89.5	96.9	100	96.9	97.7	97.8	93.1	96.4	93.8	94.7	92.1	94.6	98.5	100	98.2	98.8	96.2
Dual Wheeled	2	94	0	96	3	2	3	8	2	74	7	83	2	0	1	3	190
% Dual Wheeled	10.5	2.2	0	2.2	2.3	2.2	3.4	2.6	4.2	3.1	7.9	3.3	1.5	0	1.8	1.2	2.6
Buses	0	38	0	38	0	0	3	3	1	50	0	51	0	0	0	0	92
% Buses	0	0.9	0	0.9	0	0	3.4	1	2.1	2.1	0	2	0	0	0	0	1.2

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 07:15 AM																	
07:15 AM	0	373	2	375	8	2	8	18	3	205	9	217	8	3	3	14	624
07:30 AM	2	391	5	398	18	8	3	29	6	241	11	258	14	5	6	25	710
07:45 AM	1	395	4	400	19	12	10	41	6	172	5	183	13	7	6	26	650
08:00 AM	3	367	4	374	21	12	10	43	3	194	7	204	19	2	5	26	647
Total Volume	6	1526	15	1547	66	34	31	131	18	812	32	862	54	17	20	91	2631
% App. Total	0.4	98.6	1		50.4	26	23.7		2.1	94.2	3.7		59.3	18.7	22		
PHF	.500	.966	.750	.967	.786	.708	.775	.762	.750	.842	.727	.835	.711	.607	.833	.875	.926

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
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:

	07:15 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	0	373	2	375	19	12	10	41	3	205	9	217	13	7	6	26
+15 mins.	2	391	5	398	21	12	10	43	6	241	11	258	19	2	5	26
+30 mins.	1	395	4	400	8	11	8	27	6	172	5	183	14	8	4	26
+45 mins.	3	367	4	374	14	8	10	32	3	194	7	204	18	11	1	30
Total Volume	6	1526	15	1547	62	43	38	143	18	812	32	862	64	28	16	108
% App. Total	0.4	98.6	1		43.4	30.1	26.6		2.1	94.2	3.7		59.3	25.9	14.8	
PHF	.500	.966	.750	.967	.738	.896	.950	.831	.750	.842	.727	.835	.842	.636	.667	.900

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

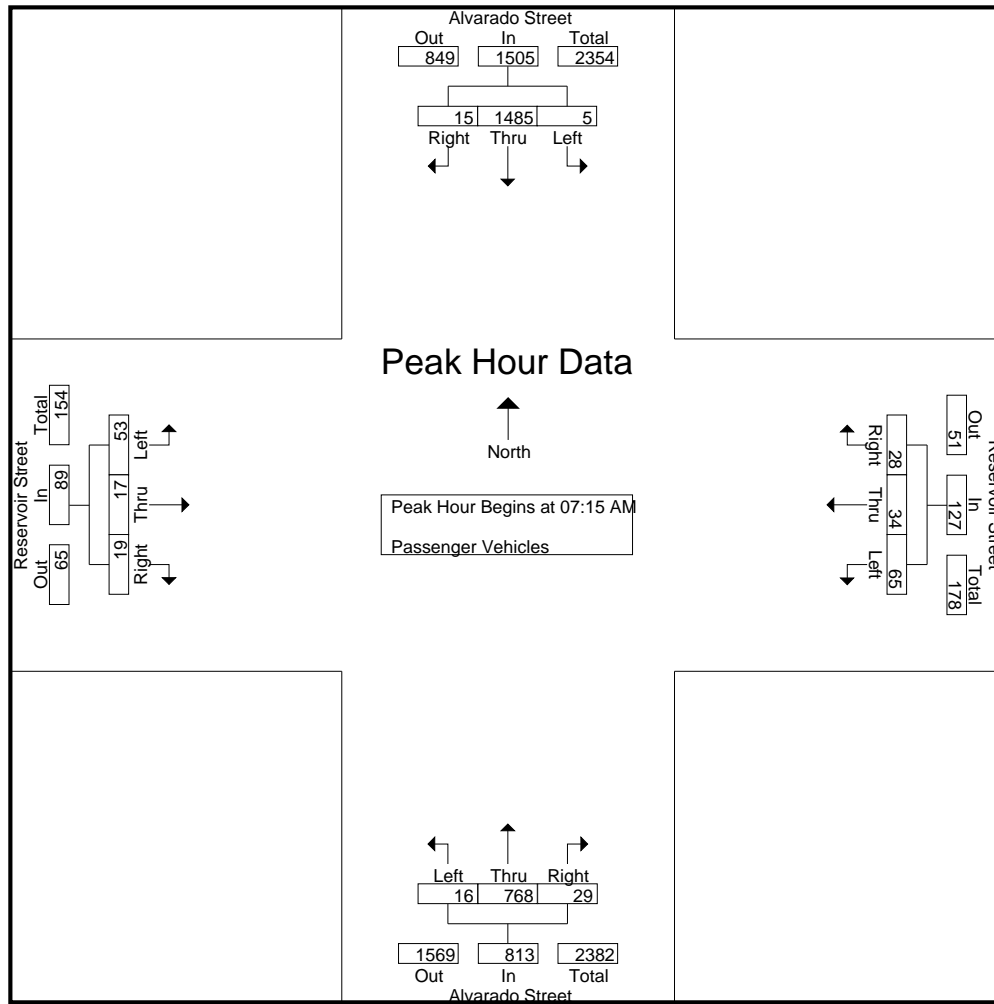
Groups Printed- Passenger Vehicles

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	319	5	324	6	4	3	13	2	183	5	190	2	1	3	6	533
07:15 AM	0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13	598
07:30 AM	2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24	685
07:45 AM	1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26	626
Total	3	1446	16	1465	51	26	22	99	15	767	27	809	36	16	17	69	2442
08:00 AM	2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26	625
08:15 AM	5	319	6	330	8	11	8	27	2	150	6	158	14	8	4	26	541
08:30 AM	0	345	2	347	14	8	10	32	1	181	6	188	18	11	1	30	597
08:45 AM	0	357	4	361	10	7	4	21	6	183	4	193	9	5	6	20	595
Total	7	1379	16	1402	52	38	31	121	12	698	23	733	60	26	16	102	2358
09:00 AM	2	321	2	325	6	6	5	17	4	184	7	195	10	2	2	14	551
09:15 AM	3	325	5	333	5	9	8	22	4	206	5	215	7	1	4	12	582
09:30 AM	1	333	2	336	6	5	9	20	5	174	8	187	12	2	10	24	567
09:45 AM	1	321	3	325	5	6	6	17	5	202	12	219	8	5	5	18	579
Total	7	1300	12	1319	22	26	28	76	18	766	32	816	37	10	21	68	2279
Grand Total	17	4125	44	4186	125	90	81	296	45	2231	82	2358	133	52	54	239	7079
Apprch %	0.4	98.5	1.1		42.2	30.4	27.4		1.9	94.6	3.5		55.6	21.8	22.6		
Total %	0.2	58.3	0.6	59.1	1.8	1.3	1.1	4.2	0.6	31.5	1.2	33.3	1.9	0.7	0.8	3.4	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13	598
07:30 AM	2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24	685
07:45 AM	1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26	626
08:00 AM	2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26	625
Total Volume	5	1485	15	1505	65	34	28	127	16	768	29	813	53	17	19	89	2534
% App. Total	0.3	98.7	1		51.2	26.8	22		2	94.5	3.6		59.6	19.1	21.3		
PHF	.625	.967	.750	.967	.813	.708	.778	.774	.667	.842	.806	.836	.697	.607	.792	.856	.925

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13
+15 mins.	2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24
+30 mins.	1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26
+45 mins.	2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26
Total Volume	5	1485	15	1505	65	34	28	127	16	768	29	813	53	17	19	89
% App. Total	0.3	98.7	1		51.2	26.8	22		2	94.5	3.6		59.6	19.1	21.3	
PHF	.625	.967	.750	.967	.813	.708	.778	.774	.667	.842	.806	.836	.697	.607	.792	.856

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset AM
Site Code : 16619417
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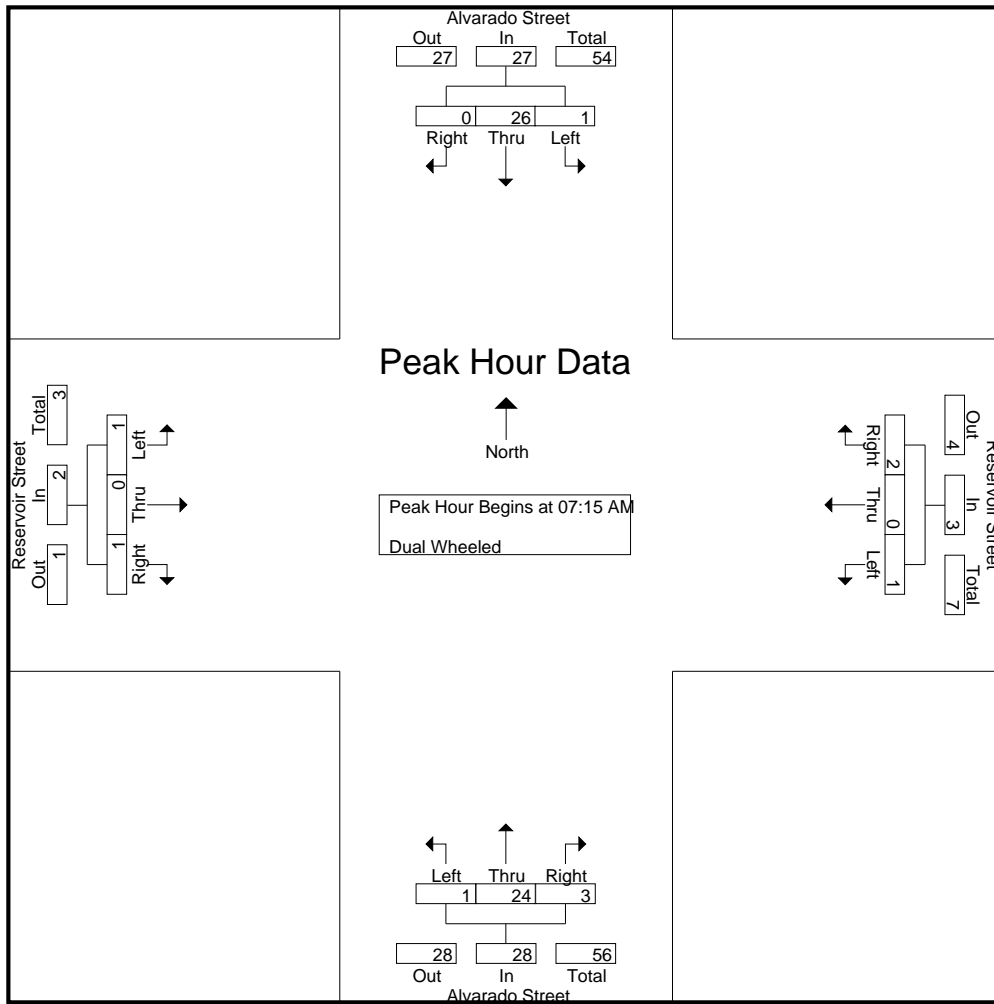
Groups Printed- Dual Wheeled

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
07:15 AM	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1	15
07:30 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1	15
07:45 AM	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0	15
Total	0	24	0	24	0	0	1	1	1	21	3	25	1	0	1	2	52
08:00 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15
08:15 AM	0	7	0	7	0	0	0	0	1	5	1	7	0	0	0	0	14
08:30 AM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
08:45 AM	0	10	0	10	2	0	0	2	0	5	0	5	0	0	0	0	17
Total	1	27	0	28	3	0	1	4	1	24	1	26	0	0	0	0	58
09:00 AM	1	11	0	12	0	0	0	0	0	6	1	7	0	0	0	0	19
09:15 AM	0	8	0	8	0	0	0	0	0	8	1	9	0	0	0	0	17
09:30 AM	0	14	0	14	0	2	1	3	0	7	1	8	1	0	0	1	26
09:45 AM	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
Total	1	43	0	44	0	2	1	3	0	29	3	32	1	0	0	1	80
Grand Total	2	94	0	96	3	2	3	8	2	74	7	83	2	0	1	3	190
Apprch %	2.1	97.9	0		37.5	25	37.5		2.4	89.2	8.4		66.7	0	33.3		
Total %	1.1	49.5	0	50.5	1.6	1.1	1.6	4.2	1.1	38.9	3.7	43.7	1.1	0	0.5	1.6	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1	15
07:30 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1	15
07:45 AM	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0	15
08:00 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15
Total Volume	1	26	0	27	1	0	2	3	1	24	3	28	1	0	1	2	60
% App. Total	3.7	96.3	0		33.3	0	66.7		3.6	85.7	10.7		50	0	50		
PHF	.250	.929	.000	.964	.250	.000	.500	.375	.250	.857	.375	.875	.250	.000	.250	.500	1.00

City of Los Angeles
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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1
+15 mins.	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1
+30 mins.	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0
+45 mins.	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0
Total Volume	1	26	0	27	1	0	2	3	1	24	3	28	1	0	1	2
% App. Total	3.7	96.3	0		33.3	0	66.7		3.6	85.7	10.7		50	0	50	
PHF	.250	.929	.000	.964	.250	.000	.500	.375	.250	.857	.375	.875	.250	.000	.250	.500

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset AM
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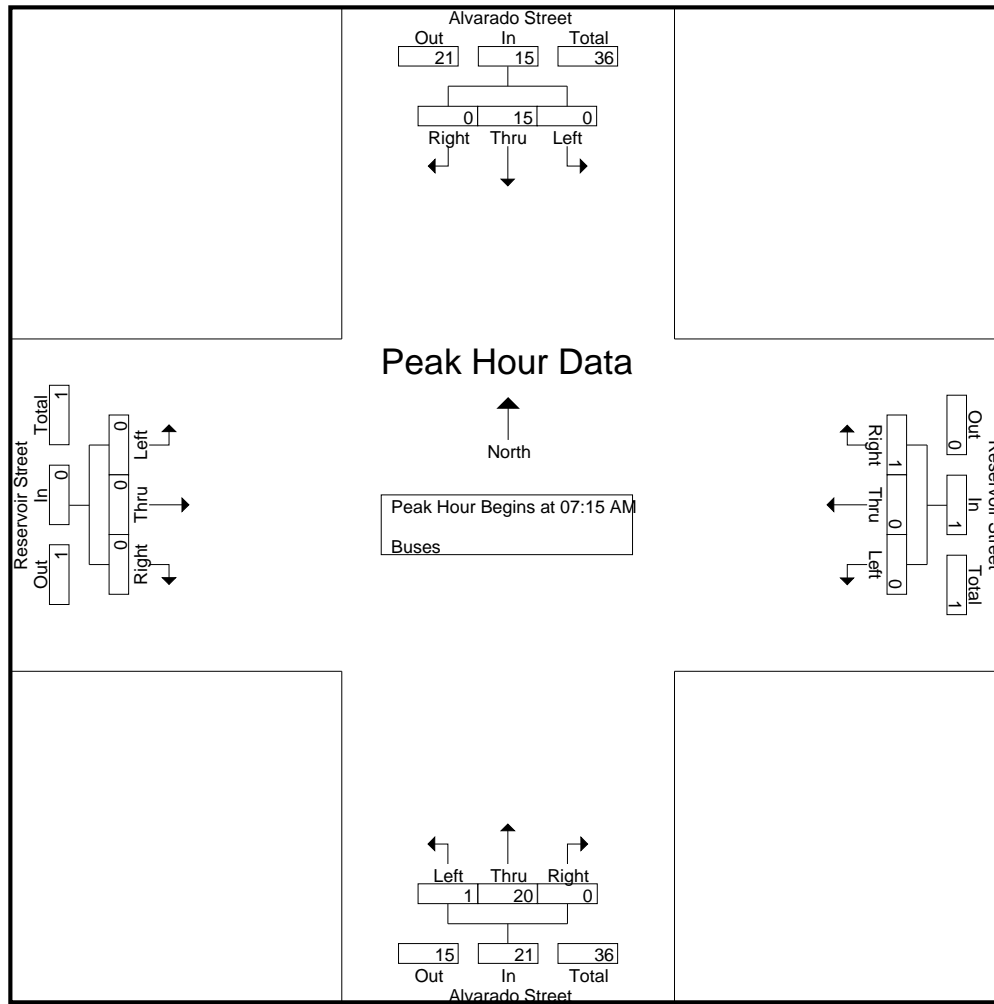
Groups Printed- Buses

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	0	2	2	0	6	0	6	0	0	0	0	11
07:15 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0	11
07:30 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
07:45 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
Total	0	15	0	15	0	0	3	3	1	22	0	23	0	0	0	0	41
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
08:15 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
08:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Total	0	15	0	15	0	0	0	0	0	17	0	17	0	0	0	0	32
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
09:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
09:45 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
Grand Total	0	38	0	38	0	0	3	3	1	50	0	51	0	0	0	0	92
Apprch %	0	100	0		0	0	100		2	98	0		0	0	0		
Total %	0	41.3	0	41.3	0	0	3.3	3.3	1.1	54.3	0	55.4	0	0	0	0	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0	11
07:30 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
07:45 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Total Volume	0	15	0	15	0	0	1	1	1	20	0	21	0	0	0	0	37
% App. Total	0	100	0		0	0	100		4.8	95.2	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.250	.714	.000	.750	.000	.000	.000	.000	.841

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	15	0	15	0	0	1	1	1	20	0	21	0	0	0	0
% App. Total	0	100	0		0	0	100		4.8	95.2	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.250	.714	.000	.750	.000	.000	.000	.000

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
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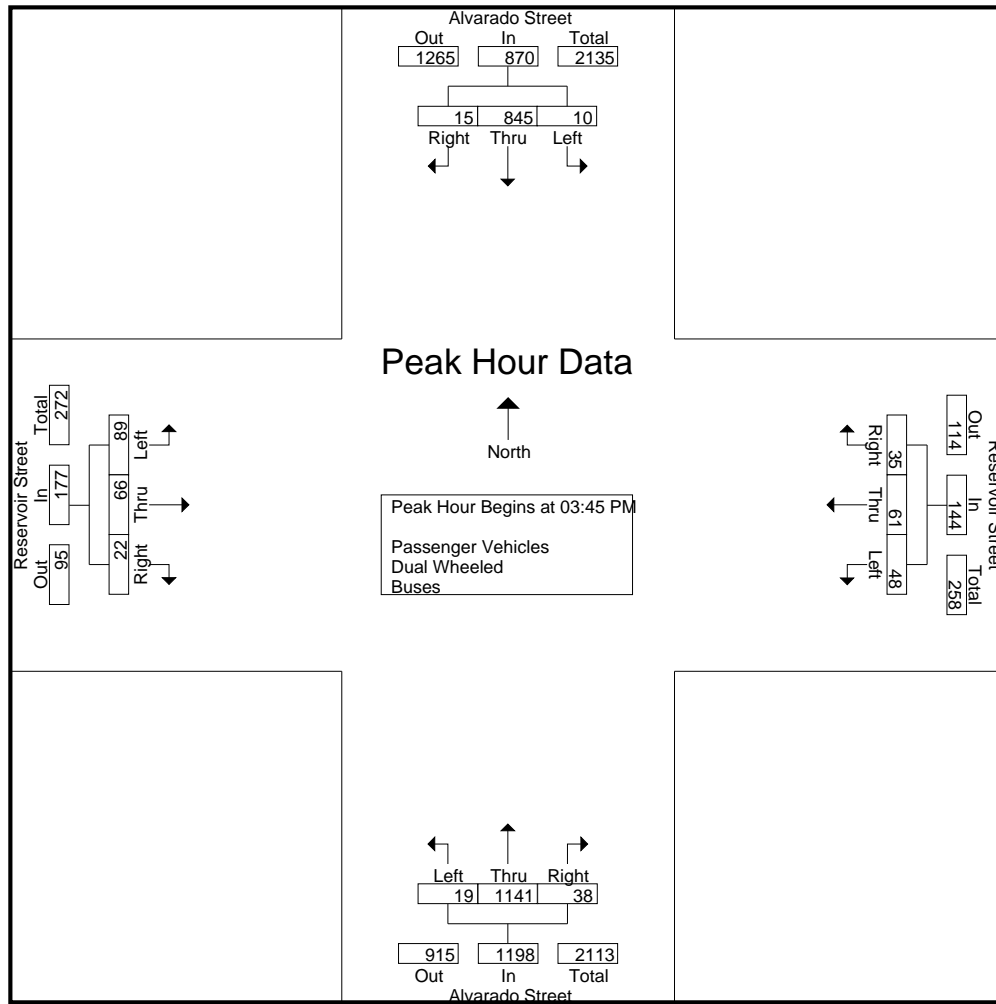
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	3	210	5	218	5	9	11	25	4	255	6	265	25	8	5	38	546
03:15 PM	3	191	0	194	7	10	12	29	4	235	9	248	24	15	3	42	513
03:30 PM	2	198	1	201	10	13	14	37	5	285	7	297	35	11	5	51	586
03:45 PM	2	221	3	226	9	14	10	33	6	271	10	287	10	15	6	31	577
Total	10	820	9	839	31	46	47	124	19	1046	32	1097	94	49	19	162	2222
04:00 PM	3	211	5	219	12	22	5	39	4	283	8	295	22	15	7	44	597
04:15 PM	2	205	3	210	13	7	8	28	5	290	12	307	31	15	6	52	597
04:30 PM	3	208	4	215	14	18	12	44	4	297	8	309	26	21	3	50	618
04:45 PM	2	189	5	196	10	15	5	30	11	257	17	285	21	24	9	54	565
Total	10	813	17	840	49	62	30	141	24	1127	45	1196	100	75	25	200	2377
05:00 PM	2	221	6	229	10	21	11	42	5	270	9	284	11	19	6	36	591
05:15 PM	3	209	3	215	12	12	7	31	8	252	12	272	22	24	5	51	569
05:30 PM	3	234	7	244	9	21	7	37	7	276	19	302	19	26	8	53	636
05:45 PM	1	236	3	240	13	16	6	35	3	215	8	226	14	18	5	37	538
Total	9	900	19	928	44	70	31	145	23	1013	48	1084	66	87	24	177	2334
Grand Total	29	2533	45	2607	124	178	108	410	66	3186	125	3377	260	211	68	539	6933
Apprch %	1.1	97.2	1.7		30.2	43.4	26.3		2	94.3	3.7		48.2	39.1	12.6		
Total %	0.4	36.5	0.6	37.6	1.8	2.6	1.6	5.9	1	46	1.8	48.7	3.8	3	1	7.8	
Passenger Vehicles	29	2454	44	2527	122	178	107	407	66	3094	124	3284	257	210	68	535	6753
% Passenger Vehicles	100	96.9	97.8	96.9	98.4	100	99.1	99.3	100	97.1	99.2	97.2	98.8	99.5	100	99.3	97.4
Dual Wheeled	0	39	1	40	2	0	1	3	0	40	1	41	3	1	0	4	88
% Dual Wheeled	0	1.5	2.2	1.5	1.6	0	0.9	0.7	0	1.3	0.8	1.2	1.2	0.5	0	0.7	1.3
Buses	0	40	0	40	0	0	0	0	0	52	0	52	0	0	0	0	92
% Buses	0	1.6	0	1.5	0	0	0	0	0	1.6	0	1.5	0	0	0	0	1.3

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 03:45 PM																	
03:45 PM	2	221	3	226	9	14	10	33	6	271	10	287	10	15	6	31	577
04:00 PM	3	211	5	219	12	22	5	39	4	283	8	295	22	15	7	44	597
04:15 PM	2	205	3	210	13	7	8	28	5	290	12	307	31	15	6	52	597
04:30 PM	3	208	4	215	14	18	12	44	4	297	8	309	26	21	3	50	618
Total Volume	10	845	15	870	48	61	35	144	19	1141	38	1198	89	66	22	177	2389
% App. Total	1.1	97.1	1.7		33.3	42.4	24.3		1.6	95.2	3.2		50.3	37.3	12.4		
PHF	.833	.956	.750	.962	.857	.693	.729	.818	.792	.960	.792	.969	.718	.786	.786	.851	.966

City of Los Angeles
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Weather: Clear

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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				04:30 PM				03:45 PM				04:00 PM			
+0 mins.	2	221	6	229	14	18	12	44	6	271	10	287	22	15	7	44
+15 mins.	3	209	3	215	10	15	5	30	4	283	8	295	31	15	6	52
+30 mins.	3	234	7	244	10	21	11	42	5	290	12	307	26	21	3	50
+45 mins.	1	236	3	240	12	12	7	31	4	297	8	309	21	24	9	54
Total Volume	9	900	19	928	46	66	35	147	19	1141	38	1198	100	75	25	200
% App. Total	1	97	2		31.3	44.9	23.8		1.6	95.2	3.2		50	37.5	12.5	
PHF	.750	.953	.679	.951	.821	.786	.729	.835	.792	.960	.792	.969	.806	.781	.694	.926

City of Los Angeles
N/S: Alvarado Street
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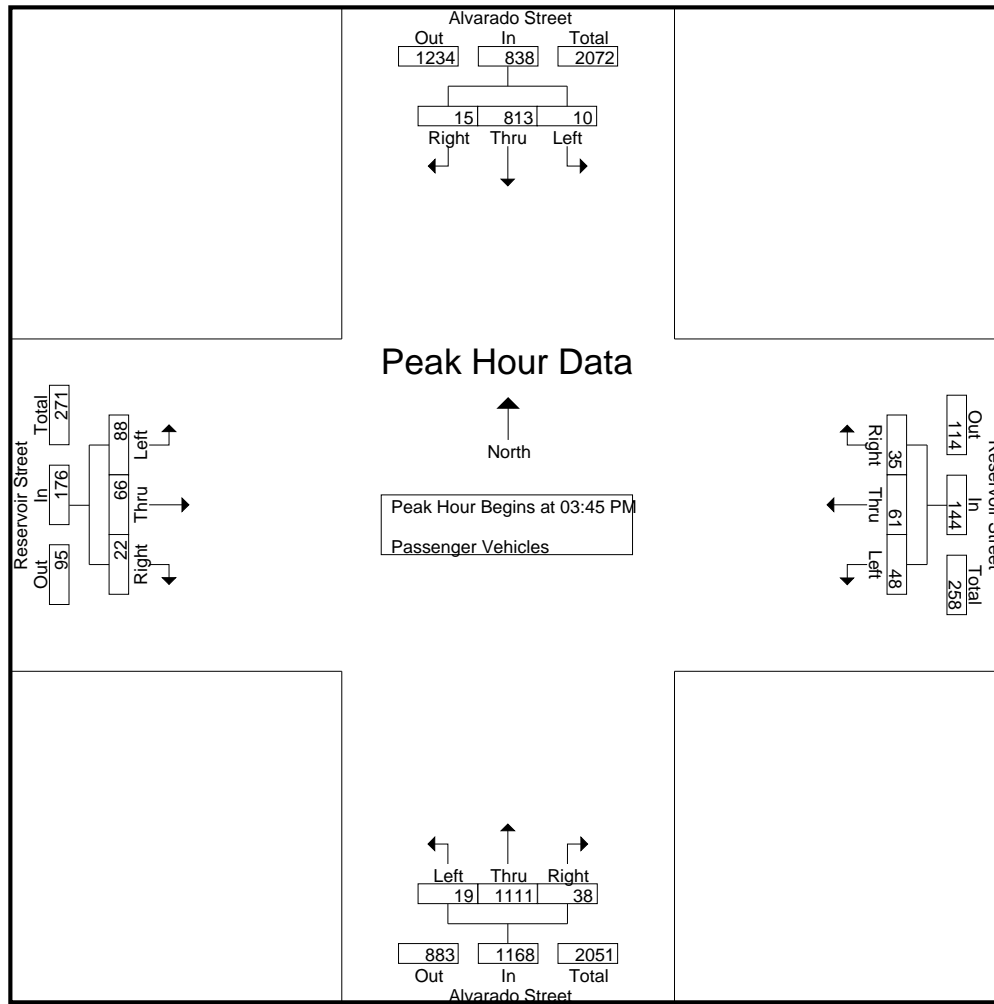
Groups Printed- Passenger Vehicles

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	3	205	5	213	5	9	11	25	4	244	6	254	25	7	5	37	529
03:15 PM	3	177	0	180	7	10	11	28	4	229	9	242	24	15	3	42	492
03:30 PM	2	195	1	198	10	13	14	37	5	277	7	289	33	11	5	49	573
03:45 PM	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31	559
Total	10	788	9	807	31	46	46	123	19	1013	32	1064	92	48	19	159	2153
04:00 PM	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43	578
04:15 PM	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52	584
04:30 PM	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50	605
04:45 PM	2	182	5	189	10	15	5	30	11	250	17	278	21	24	9	54	551
Total	10	784	17	811	49	62	30	141	24	1098	45	1167	99	75	25	199	2318
05:00 PM	2	216	6	224	10	21	11	42	5	259	8	272	11	19	6	36	574
05:15 PM	3	205	3	211	12	12	7	31	8	246	12	266	22	24	5	51	559
05:30 PM	3	228	6	237	9	21	7	37	7	268	19	294	19	26	8	53	621
05:45 PM	1	233	3	237	11	16	6	33	3	210	8	221	14	18	5	37	528
Total	9	882	18	909	42	70	31	143	23	983	47	1053	66	87	24	177	2282
Grand Total	29	2454	44	2527	122	178	107	407	66	3094	124	3284	257	210	68	535	6753
Apprch %	1.1	97.1	1.7		30	43.7	26.3		2	94.2	3.8		48	39.3	12.7		
Total %	0.4	36.3	0.7	37.4	1.8	2.6	1.6	6	1	45.8	1.8	48.6	3.8	3.1	1	7.9	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31	559
04:00 PM	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43	578
04:15 PM	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52	584
04:30 PM	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50	605
Total Volume	10	813	15	838	48	61	35	144	19	1111	38	1168	88	66	22	176	2326
% App. Total	1.2	97	1.8		33.3	42.4	24.3		1.6	95.1	3.3		50	37.5	12.5		
PHF	.833	.963	.750	.970	.857	.693	.729	.818	.792	.958	.792	.967	.710	.786	.786	.846	.961

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31
+15 mins.	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43
+30 mins.	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52
+45 mins.	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50
Total Volume	10	813	15	838	48	61	35	144	19	1111	38	1168	88	66	22	176
% App. Total	1.2	97	1.8		33.3	42.4	24.3		1.6	95.1	3.3		50	37.5	12.5	
PHF	.833	.963	.750	.970	.857	.693	.729	.818	.792	.958	.792	.967	.710	.786	.786	.846

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

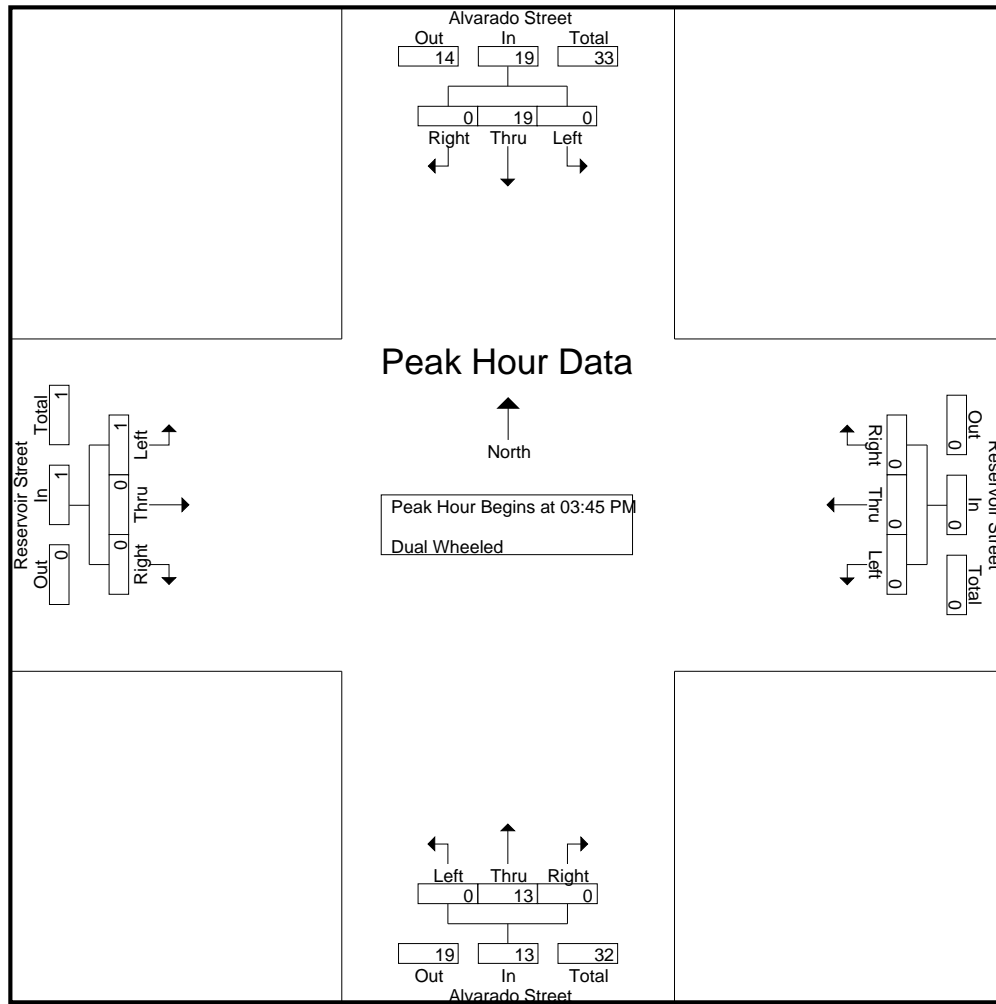
Groups Printed- Dual Wheeled

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	0	0	0	0	6	0	6	0	1	0	1	10
03:15 PM	0	8	0	8	0	0	1	1	0	3	0	3	0	0	0	0	12
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
03:45 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total	0	17	0	17	0	0	1	1	0	14	0	14	2	1	0	3	35
04:00 PM	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1	12
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total	0	16	0	16	0	0	0	0	0	12	0	12	1	0	0	1	29
05:00 PM	0	2	0	2	0	0	0	0	0	5	1	6	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	2	1	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:45 PM	0	2	0	2	2	0	0	2	0	3	0	3	0	0	0	0	7
Total	0	6	1	7	2	0	0	2	0	14	1	15	0	0	0	0	24
Grand Total	0	39	1	40	2	0	1	3	0	40	1	41	3	1	0	4	88
Apprch %	0	97.5	2.5		66.7	0	33.3		0	97.6	2.4		75	25	0		
Total %	0	44.3	1.1	45.5	2.3	0	1.1	3.4	0	45.5	1.1	46.6	3.4	1.1	0	4.5	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
04:00 PM	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1	12
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	19	0	19	0	0	0	0	0	13	0	13	1	0	0	1	33
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.000	.250	.688

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1
+30 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	19	0	19	0	0	0	0	0	13	0	13	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.000	.250

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

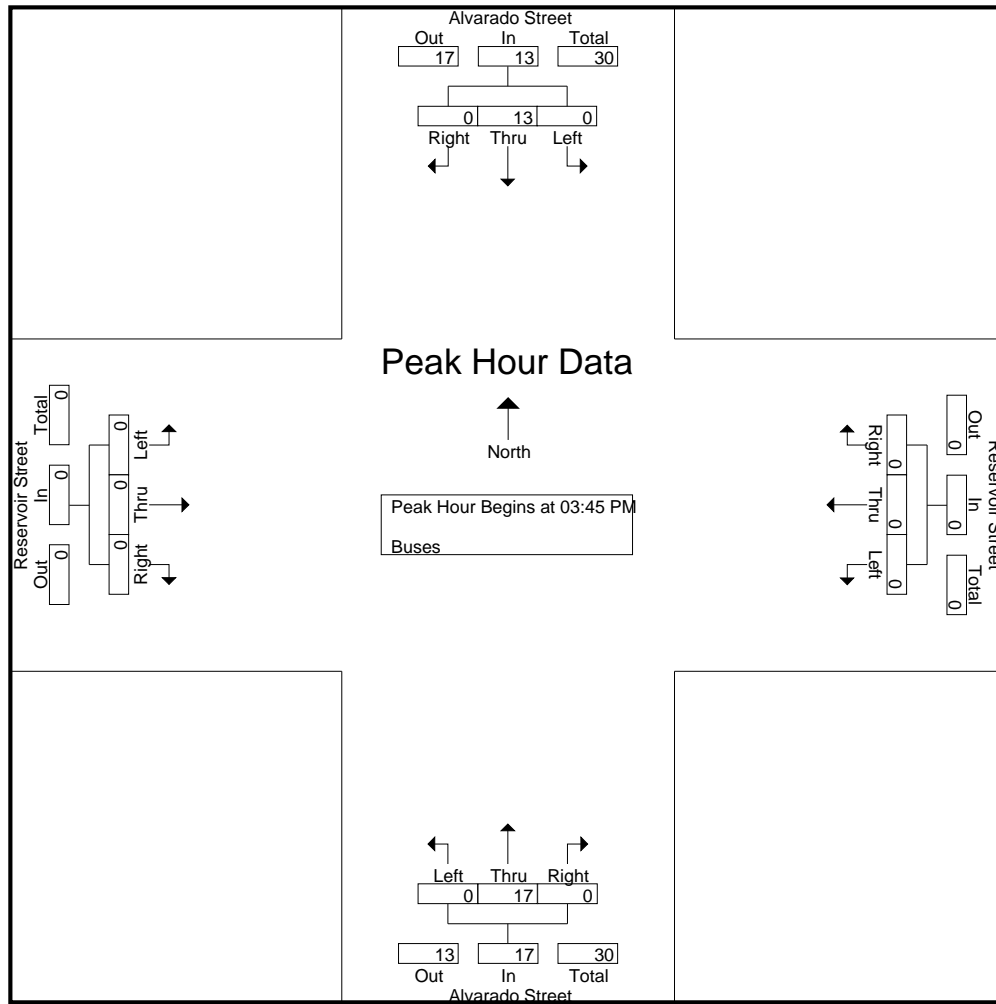
Groups Printed- Buses

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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	0	0	0	0	5	0	5	0	0	0	0	7
03:15 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
03:30 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
03:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
04:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
05:00 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
05:15 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	12	0	12	0	0	0	0	0	16	0	16	0	0	0	0	28
Grand Total	0	40	0	40	0	0	0	0	0	52	0	52	0	0	0	0	92
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	43.5	0	43.5	0	0	0	0	0	56.5	0	56.5	0	0	0	0	

	Alvarado Street Southbound				Reservoir Street Westbound				Alvarado Street Northbound				Reservoir 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 03:45 PM to 04:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.938

City of Los Angeles
N/S: Alvarado Street
E/W: Reservoir Street
Weather: Clear

File Name : 01_LAC_Reservoir_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alvarado Street

East/West Reservoir Street

Day: Tuesday Date: June 4, 2019 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	124	136	7	11
BIKES	6	3	11	14
BUSES	103	78	0	3

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	258 7.30	400 7.45	30 8.30	43 8.00
PM PK 15 MIN	309 4.30	244 5.30	54 4.45	44 4.30
AM PK HOUR	862 7.15	1547 7.15	108 7.45	143 7.45
PM PK HOUR	1198 3.45	928 5.00	200 4.00	147 4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	810	30	857
8-9	13	739	24	776
9-10	18	806	35	859
3-4	19	1046	32	1097
4-5	24	1127	45	1196
5-6	23	1013	48	1084
TOTAL	114	5541	214	5869

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1485	16	1504
8-9	8	1421	16	1445
9-10	8	1351	12	1371
3-4	10	820	9	839
4-5	10	813	17	840
5-6	9	900	19	928
TOTAL	48	6790	89	6927

TOTAL

N-S
2361
2221
2230
1936
2036
2012
12796

XING S/L

Ped	Sch
19	1
12	0
13	0
30	13
20	0
20	1
114	15

XING N/L

Ped	Sch
4	0
6	0
12	0
18	2
18	0
19	4
77	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	16	18	71
8-9	60	26	16	102
9-10	38	10	21	69
3-4	94	49	19	162
4-5	100	75	25	200
5-6	66	87	24	177
TOTAL	395	263	123	781

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	26	26	103
8-9	55	38	32	125
9-10	22	28	29	79
3-4	31	46	47	124
4-5	49	62	30	141
5-6	44	70	31	145
TOTAL	252	270	195	717

TOTAL

E-W
174
227
148
286
341
322
1498

XING W/L

Ped	Sch
20	1
19	0
21	0
31	3
36	3
44	3
171	10

XING E/L

Ped	Sch
23	7
31	0
39	1
48	1
42	1
55	0
238	10

BICYCLE COUNT SUMMARY

STREET:

North/South: Alvarado Street

East/West: Reservoir Street

Day: Tuesday

Date: 6/4/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

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

SOUTHBOUND Approach

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

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	1	0	0	1	3
8-9	0	1	0	1	3
9-10	0	1	0	1	1
3-4	1	2	0	3	5
4-5	0	4	0	4	5
5-6	0	4	0	4	8
TOTAL	2	12	0	14	25

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	0	0	0	0
0	2	9	16	27
1	2	7	11	21
0	2	3	6	11

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

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Alvarado Street

East/West:

Reservoir Street

Day:

Tuesday

Date:

June 4, 2019

Weather:

CLEAR

School Day:

YES

District:

Hollywood

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	2	11	5	5	23
7:15-7:30	1	3	5	7	16
7:30-7:45	0	5	15	3	23
7:45-8:00	1	1	5	6	13
8:00-8:15	1	3	11	7	22
8:15-8:30	2	2	4	4	12
8:30-8:45	2	4	8	5	19
8:45-9:00	1	3	8	3	15
9:00-9:15	3	4	8	8	23
9:15-9:30	6	3	10	1	20
9:30-9:45	3	4	13	7	27
9:45-10:00	0	2	9	5	16

Hours

7 - 8	4	20	30	21	75
8 - 9	6	12	31	19	68
9 - 10	12	13	40	21	86
TOTAL	22	45	101	61	229

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	26	18	20	65
3:15-3:30	5	2	22	8	37
3:30-3:45	9	22	26	24	81
3:45-4:00	5	10	30	10	55
4:00-4:15	3	14	20	10	47
4:15-4:30	7	6	20	16	49
4:30-4:45	4	16	20	30	70
4:45-5:00	4	4	24	16	48
5:00-5:15	6	18	34	20	78
5:15-5:30	5	4	20	28	57
5:30-5:45	6	4	36	26	72
5:45-6:00	6	14	20	14	54

Hours

3 - 4	20	60	96	62	238
4 - 5	18	40	84	72	214
5 - 6	23	40	110	88	261
TOTAL	61	140	290	222	713

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	2	0	0	2
0	5	0	3	8

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

Source:

LADOT 2015 CMP

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

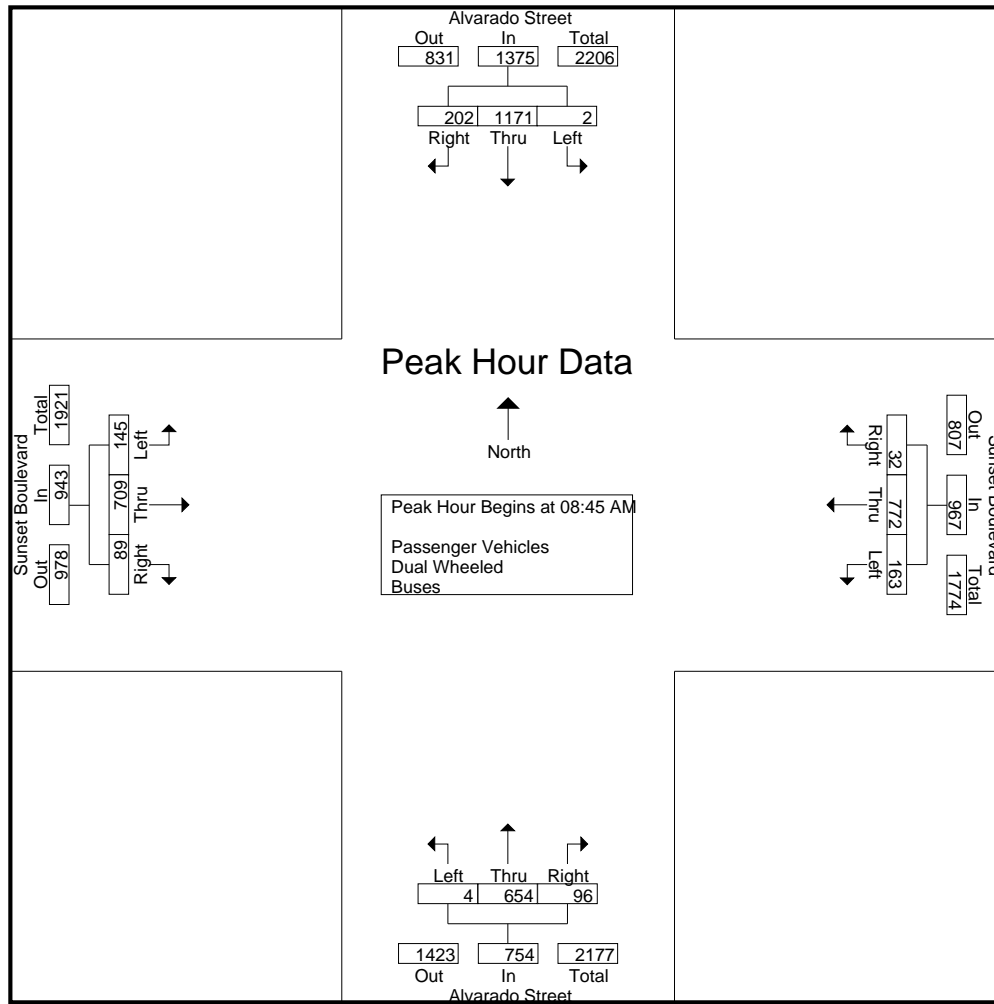
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	271	20	291	34	212	4	250	1	162	25	188	28	129	17	174	903
07:15 AM	1	291	15	307	22	251	7	280	0	149	23	172	44	165	10	219	978
07:30 AM	0	307	26	333	30	220	5	255	0	186	25	211	43	194	14	251	1050
07:45 AM	0	293	38	331	36	190	5	231	0	129	24	153	35	190	24	249	964
Total	1	1162	99	1262	122	873	21	1016	1	626	97	724	150	678	65	893	3895
08:00 AM	1	288	34	323	48	177	5	230	0	143	30	173	33	173	27	233	959
08:15 AM	0	266	49	315	38	178	1	217	0	129	30	159	31	188	14	233	924
08:30 AM	0	271	62	333	40	171	6	217	0	150	29	179	34	189	16	239	968
08:45 AM	0	307	61	368	38	182	6	226	0	155	23	178	38	213	24	275	1047
Total	1	1132	206	1339	164	708	18	890	0	577	112	689	136	763	81	980	3898
09:00 AM	2	278	63	343	33	179	11	223	0	168	19	187	39	135	21	195	948
09:15 AM	0	274	45	319	49	200	9	258	1	176	27	204	35	179	19	233	1014
09:30 AM	0	312	33	345	43	211	6	260	3	155	27	185	33	182	25	240	1030
09:45 AM	0	294	49	343	24	208	12	244	0	171	37	208	45	142	22	209	1004
Total	2	1158	190	1350	149	798	38	985	4	670	110	784	152	638	87	877	3996
Grand Total	4	3452	495	3951	435	2379	77	2891	5	1873	319	2197	438	2079	233	2750	11789
Apprch %	0.1	87.4	12.5		15	82.3	2.7		0.2	85.3	14.5		15.9	75.6	8.5		
Total %	0	29.3	4.2	33.5	3.7	20.2	0.7	24.5	0	15.9	2.7	18.6	3.7	17.6	2	23.3	
Passenger Vehicles	4	3333	466	3803	422	2219	71	2712	5	1771	309	2085	396	1982	218	2596	11196
% Passenger Vehicles	100	96.6	94.1	96.3	97	93.3	92.2	93.8	100	94.6	96.9	94.9	90.4	95.3	93.6	94.4	95
Dual Wheeled	0	96	15	111	12	95	4	111	0	74	8	82	18	57	12	87	391
% Dual Wheeled	0	2.8	3	2.8	2.8	4	5.2	3.8	0	4	2.5	3.7	4.1	2.7	5.2	3.2	3.3
Buses	0	23	14	37	1	65	2	68	0	28	2	30	24	40	3	67	202
% Buses	0	0.7	2.8	0.9	0.2	2.7	2.6	2.4	0	1.5	0.6	1.4	5.5	1.9	1.3	2.4	1.7

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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 08:45 AM																	
08:45 AM	0	307	61	368	38	182	6	226	0	155	23	178	38	213	24	275	1047
09:00 AM	2	278	63	343	33	179	11	223	0	168	19	187	39	135	21	195	948
09:15 AM	0	274	45	319	49	200	9	258	1	176	27	204	35	179	19	233	1014
09:30 AM	0	312	33	345	43	211	6	260	3	155	27	185	33	182	25	240	1030
Total Volume	2	1171	202	1375	163	772	32	967	4	654	96	754	145	709	89	943	4039
% App. Total	0.1	85.2	14.7		16.9	79.8	3.3		0.5	86.7	12.7		15.4	75.2	9.4		
PHF	.250	.938	.802	.934	.832	.915	.727	.930	.333	.929	.889	.924	.929	.832	.890	.857	.964

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:

	08:45 AM				07:00 AM				09:00 AM				08:00 AM			
+0 mins.	0	307	61	368	34	212	4	250	0	168	19	187	33	173	27	233
+15 mins.	2	278	63	343	22	251	7	280	1	176	27	204	31	188	14	233
+30 mins.	0	274	45	319	30	220	5	255	3	155	27	185	34	189	16	239
+45 mins.	0	312	33	345	36	190	5	231	0	171	37	208	38	213	24	275
Total Volume	2	1171	202	1375	122	873	21	1016	4	670	110	784	136	763	81	980
% App. Total	0.1	85.2	14.7		12	85.9	2.1		0.5	85.5	14		13.9	77.9	8.3	
PHF	.250	.938	.802	.934	.847	.870	.750	.907	.333	.952	.743	.942	.895	.896	.750	.891

City of Los Angeles
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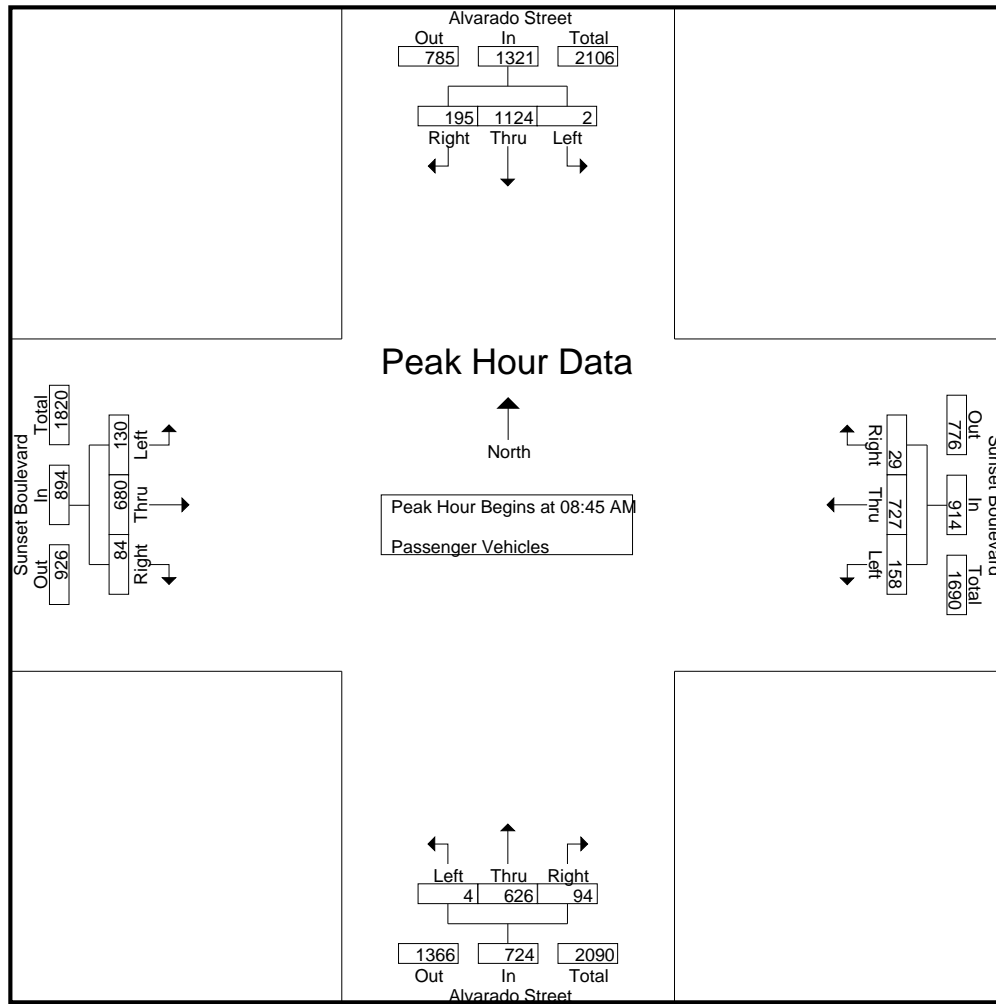
Groups Printed- Passenger Vehicles

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	263	18	281	34	199	4	237	1	158	24	183	24	119	14	157	858
07:15 AM	1	280	14	295	22	230	7	259	0	140	23	163	41	159	10	210	927
07:30 AM	0	298	24	322	27	208	4	239	0	174	24	198	38	181	14	233	992
07:45 AM	0	283	35	318	36	174	4	214	0	119	24	143	33	183	22	238	913
Total	1	1124	91	1216	119	811	19	949	1	591	95	687	136	642	60	838	3690
08:00 AM	1	280	32	313	46	167	5	218	0	133	27	160	30	169	26	225	916
08:15 AM	0	260	43	303	37	171	1	209	0	119	28	147	26	174	14	214	873
08:30 AM	0	267	58	325	39	158	6	203	0	142	29	171	31	183	16	230	929
08:45 AM	0	295	59	354	36	170	6	212	0	150	23	173	33	207	23	263	1002
Total	1	1102	192	1295	158	666	18	842	0	544	107	651	120	733	79	932	3720
09:00 AM	2	267	61	330	32	167	11	210	0	160	19	179	34	127	19	180	899
09:15 AM	0	264	43	307	48	190	7	245	1	168	25	194	32	171	18	221	967
09:30 AM	0	298	32	330	42	200	5	247	3	148	27	178	31	175	24	230	985
09:45 AM	0	278	47	325	23	185	11	219	0	160	36	196	43	134	18	195	935
Total	2	1107	183	1292	145	742	34	921	4	636	107	747	140	607	79	826	3786
Grand Total	4	3333	466	3803	422	2219	71	2712	5	1771	309	2085	396	1982	218	2596	11196
Apprch %	0.1	87.6	12.3		15.6	81.8	2.6		0.2	84.9	14.8		15.3	76.3	8.4		
Total %	0	29.8	4.2	34	3.8	19.8	0.6	24.2	0	15.8	2.8	18.6	3.5	17.7	1.9	23.2	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	295	59	354	36	170	6	212	0	150	23	173	33	207	23	263	1002
09:00 AM	2	267	61	330	32	167	11	210	0	160	19	179	34	127	19	180	899
09:15 AM	0	264	43	307	48	190	7	245	1	168	25	194	32	171	18	221	967
09:30 AM	0	298	32	330	42	200	5	247	3	148	27	178	31	175	24	230	985
Total Volume	2	1124	195	1321	158	727	29	914	4	626	94	724	130	680	84	894	3853
% App. Total	0.2	85.1	14.8		17.3	79.5	3.2		0.6	86.5	13		14.5	76.1	9.4		
PHF	.250	.943	.799	.933	.823	.909	.659	.925	.333	.932	.870	.933	.956	.821	.875	.850	.961

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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	0	295	59	354	36	170	6	212	0	150	23	173	33	207	23	263
+15 mins.	2	267	61	330	32	167	11	210	0	160	19	179	34	127	19	180
+30 mins.	0	264	43	307	48	190	7	245	1	168	25	194	32	171	18	221
+45 mins.	0	298	32	330	42	200	5	247	3	148	27	178	31	175	24	230
Total Volume	2	1124	195	1321	158	727	29	914	4	626	94	724	130	680	84	894
% App. Total	0.2	85.1	14.8		17.3	79.5	3.2		0.6	86.5	13		14.5	76.1	9.4	
PHF	.250	.943	.799	.933	.823	.909	.659	.925	.333	.932	.870	.933	.956	.821	.875	.850

City of Los Angeles
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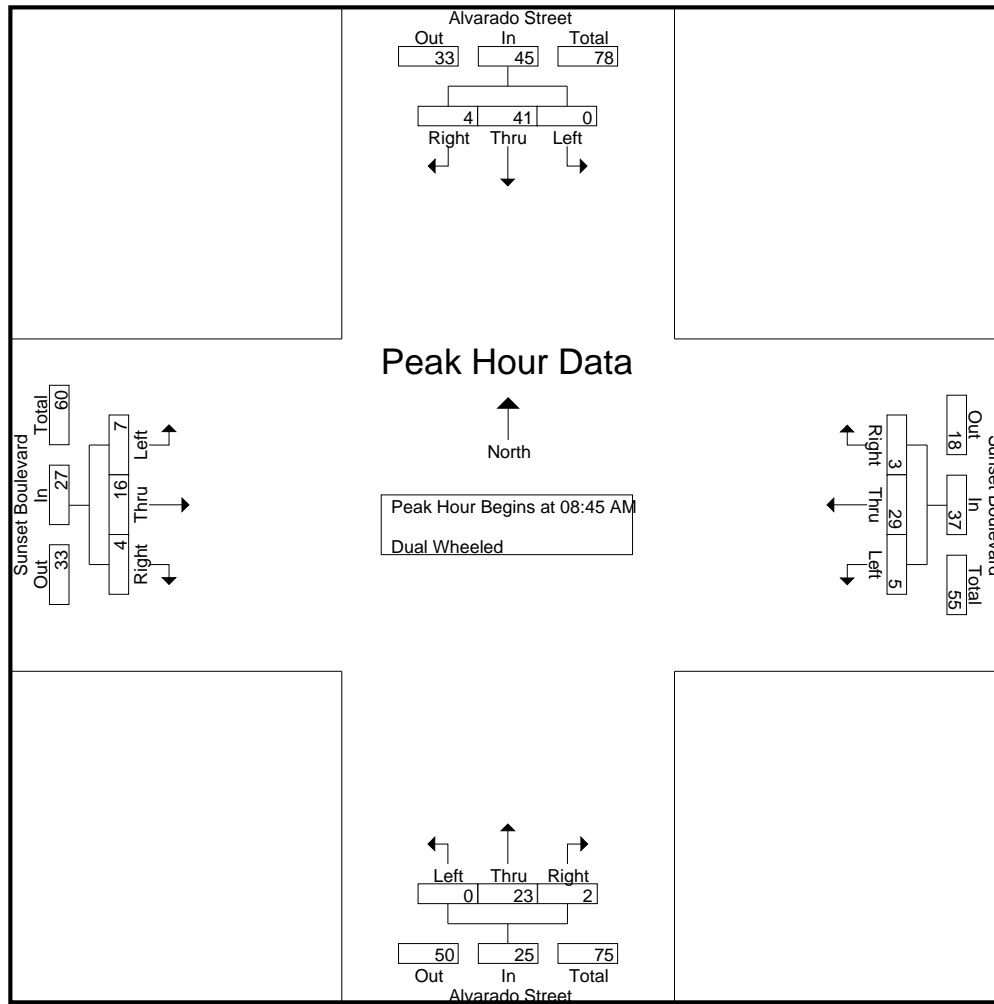
Groups Printed- Dual Wheeled

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	4	0	4	0	0	1	1	1	4	3	8	20
07:15 AM	0	8	0	8	0	12	0	12	0	7	0	7	0	4	0	4	31
07:30 AM	0	7	0	7	3	4	0	7	0	9	1	10	2	10	0	12	36
07:45 AM	0	8	2	10	0	11	0	11	0	8	0	8	1	2	2	5	34
Total	0	29	3	32	3	31	0	34	0	24	2	26	4	20	5	29	121
08:00 AM	0	5	1	6	1	5	0	6	0	7	1	8	2	3	1	6	26
08:15 AM	0	4	3	7	1	2	0	3	0	6	2	8	2	10	0	12	30
08:30 AM	0	1	3	4	1	10	0	11	0	6	0	6	2	4	0	6	27
08:45 AM	0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5	27
Total	0	21	8	29	5	22	0	27	0	22	3	25	8	20	1	29	110
09:00 AM	0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8	36
09:15 AM	0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7	35
09:30 AM	0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7	36
09:45 AM	0	16	1	17	1	18	1	20	0	8	1	9	1	4	2	7	53
Total	0	46	4	50	4	42	4	50	0	28	3	31	6	17	6	29	160
Grand Total	0	96	15	111	12	95	4	111	0	74	8	82	18	57	12	87	391
Apprch %	0	86.5	13.5		10.8	85.6	3.6		0	90.2	9.8		20.7	65.5	13.8		
Total %	0	24.6	3.8	28.4	3.1	24.3	1	28.4	0	18.9	2	21	4.6	14.6	3.1	22.3	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5	27
09:00 AM	0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8	36
09:15 AM	0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7	35
09:30 AM	0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7	36
Total Volume	0	41	4	45	5	29	3	37	0	23	2	25	7	16	4	27	134
% App. Total	0	91.1	8.9		13.5	78.4	8.1		0	92	8		25.9	59.3	14.8		
PHF	.000	.854	.500	.938	.625	.806	.375	.841	.000	.821	.250	.694	.583	.800	.500	.844	.931

City of Los Angeles
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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5
+15 mins.	0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8
+30 mins.	0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7
+45 mins.	0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7
Total Volume	0	41	4	45	5	29	3	37	0	23	2	25	7	16	4	27
% App. Total	0	91.1	8.9		13.5	78.4	8.1		0	92	8		25.9	59.3	14.8	
PHF	.000	.854	.500	.938	.625	.806	.375	.841	.000	.821	.250	.694	.583	.800	.500	.844

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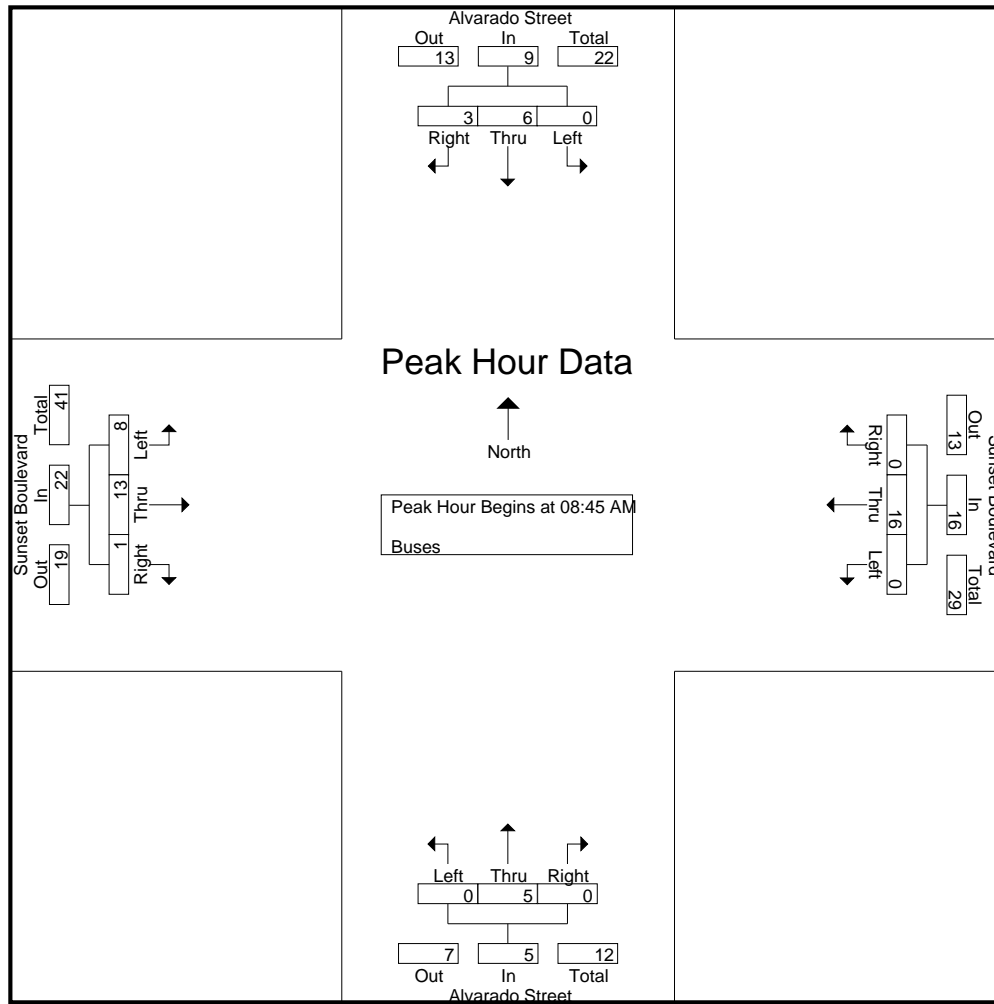
Groups Printed- Buses

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	1	3	0	9	0	9	0	4	0	4	3	6	0	9	25
07:15 AM	0	3	1	4	0	9	0	9	0	2	0	2	3	2	0	5	20
07:30 AM	0	2	2	4	0	8	1	9	0	3	0	3	3	3	0	6	22
07:45 AM	0	2	1	3	0	5	1	6	0	2	0	2	1	5	0	6	17
Total	0	9	5	14	0	31	2	33	0	11	0	11	10	16	0	26	84
08:00 AM	0	3	1	4	1	5	0	6	0	3	2	5	1	1	0	2	17
08:15 AM	0	2	3	5	0	5	0	5	0	4	0	4	3	4	0	7	21
08:30 AM	0	3	1	4	0	3	0	3	0	2	0	2	1	2	0	3	12
08:45 AM	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7	18
Total	0	9	6	15	1	20	0	21	0	11	2	13	8	10	1	19	68
09:00 AM	0	2	0	2	0	3	0	3	0	1	0	1	2	5	0	7	13
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5	12
09:30 AM	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3	9
09:45 AM	0	0	1	1	0	5	0	5	0	3	0	3	1	4	2	7	16
Total	0	5	3	8	0	14	0	14	0	6	0	6	6	14	2	22	50
Grand Total	0	23	14	37	1	65	2	68	0	28	2	30	24	40	3	67	202
Apprch %	0	62.2	37.8		1.5	95.6	2.9		0	93.3	6.7		35.8	59.7	4.5		
Total %	0	11.4	6.9	18.3	0.5	32.2	1	33.7	0	13.9	1	14.9	11.9	19.8	1.5	33.2	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7	18
09:00 AM	0	2	0	2	0	3	0	3	0	1	0	1	2	5	0	7	13
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5	12
09:30 AM	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3	9
Total Volume	0	6	3	9	0	16	0	16	0	5	0	5	8	13	1	22	52
% App. Total	0	66.7	33.3		0	100	0		0	100	0		36.4	59.1	4.5		
PHF	.000	.750	.750	.750	.000	.571	.000	.571	.000	.625	.000	.625	.667	.650	.250	.786	.722

City of Los Angeles
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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7
+15 mins.	0	2	0	2	0	3	0	3	0	1	0	1	2	5	0	7
+30 mins.	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5
+45 mins.	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3
Total Volume	0	6	3	9	0	16	0	16	0	5	0	5	8	13	1	22
% App. Total	0	66.7	33.3		0	100	0		0	100	0		36.4	59.1	4.5	
PHF	.000	.750	.750	.750	.000	.571	.000	.571	.000	.625	.000	.625	.667	.650	.250	.786

City of Los Angeles
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E/W: Sunset Boulevard
Weather: Clear

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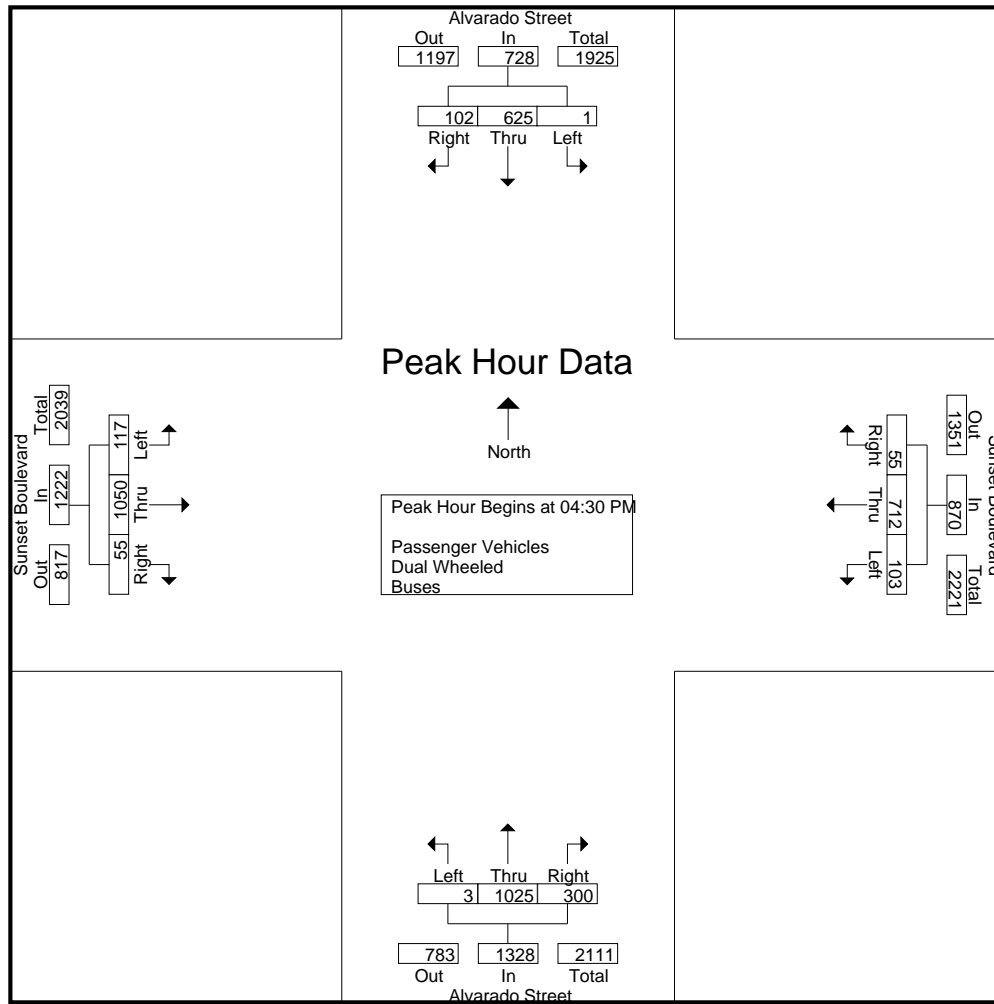
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	179	34	213	35	168	11	214	1	216	39	256	43	217	23	283	966
03:15 PM	0	166	19	185	34	197	11	242	0	211	26	237	34	150	18	202	866
03:30 PM	0	167	37	204	41	184	15	240	0	262	38	300	53	249	18	320	1064
03:45 PM	0	176	39	215	36	198	10	244	1	251	33	285	50	235	16	301	1045
Total	0	688	129	817	146	747	47	940	2	940	136	1078	180	851	75	1106	3941
04:00 PM	1	194	22	217	23	192	14	229	1	260	33	294	39	269	30	338	1078
04:15 PM	0	136	33	169	37	142	17	196	1	227	50	278	32	247	15	294	937
04:30 PM	1	168	21	190	35	168	8	211	0	265	55	320	34	259	16	309	1030
04:45 PM	0	124	23	147	30	174	16	220	2	261	79	342	30	248	17	295	1004
Total	2	622	99	723	125	676	55	856	4	1013	217	1234	135	1023	78	1236	4049
05:00 PM	0	175	29	204	21	210	13	244	0	256	81	337	20	252	7	279	1064
05:15 PM	0	158	29	187	17	160	18	195	1	243	85	329	33	291	15	339	1050
05:30 PM	0	167	25	192	36	196	12	244	0	234	70	304	28	209	7	244	984
05:45 PM	0	195	37	232	32	172	5	209	0	204	57	261	29	228	29	286	988
Total	0	695	120	815	106	738	48	892	1	937	293	1231	110	980	58	1148	4086
Grand Total	2	2005	348	2355	377	2161	150	2688	7	2890	646	3543	425	2854	211	3490	12076
Apprch %	0.1	85.1	14.8		14	80.4	5.6		0.2	81.6	18.2		12.2	81.8	6		
Total %	0	16.6	2.9	19.5	3.1	17.9	1.2	22.3	0.1	23.9	5.3	29.3	3.5	23.6	1.7	28.9	
Passenger Vehicles	2	1935	323	2260	364	2106	149	2619	7	2822	640	3469	390	2731	199	3320	11668
% Passenger Vehicles	100	96.5	92.8	96	96.6	97.5	99.3	97.4	100	97.6	99.1	97.9	91.8	95.7	94.3	95.1	96.6
Dual Wheeled	0	43	10	53	10	14	1	25	0	43	5	48	9	71	12	92	218
% Dual Wheeled	0	2.1	2.9	2.3	2.7	0.6	0.7	0.9	0	1.5	0.8	1.4	2.1	2.5	5.7	2.6	1.8
Buses	0	27	15	42	3	41	0	44	0	25	1	26	26	52	0	78	190
% Buses	0	1.3	4.3	1.8	0.8	1.9	0	1.6	0	0.9	0.2	0.7	6.1	1.8	0	2.2	1.6

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	1	168	21	190	35	168	8	211	0	265	55	320	34	259	16	309	1030
04:45 PM	0	124	23	147	30	174	16	220	2	261	79	342	30	248	17	295	1004
05:00 PM	0	175	29	204	21	210	13	244	0	256	81	337	20	252	7	279	1064
05:15 PM	0	158	29	187	17	160	18	195	1	243	85	329	33	291	15	339	1050
Total Volume	1	625	102	728	103	712	55	870	3	1025	300	1328	117	1050	55	1222	4148
% App. Total	0.1	85.9	14		11.8	81.8	6.3		0.2	77.2	22.6		9.6	85.9	4.5		
PHF	.250	.893	.879	.892	.736	.848	.764	.891	.375	.967	.882	.971	.860	.902	.809	.901	.975

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 2



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

	03:15 PM				03:15 PM				04:30 PM				03:30 PM			
+0 mins.	0	166	19	185	34	197	11	242	0	265	55	320	53	249	18	320
+15 mins.	0	167	37	204	41	184	15	240	2	261	79	342	50	235	16	301
+30 mins.	0	176	39	215	36	198	10	244	0	256	81	337	39	269	30	338
+45 mins.	1	194	22	217	23	192	14	229	1	243	85	329	32	247	15	294
Total Volume	1	703	117	821	134	771	50	955	3	1025	300	1328	174	1000	79	1253
% App. Total	0.1	85.6	14.3		14	80.7	5.2		0.2	77.2	22.6		13.9	79.8	6.3	
PHF	.250	.906	.750	.946	.817	.973	.833	.978	.375	.967	.882	.971	.821	.929	.658	.927

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

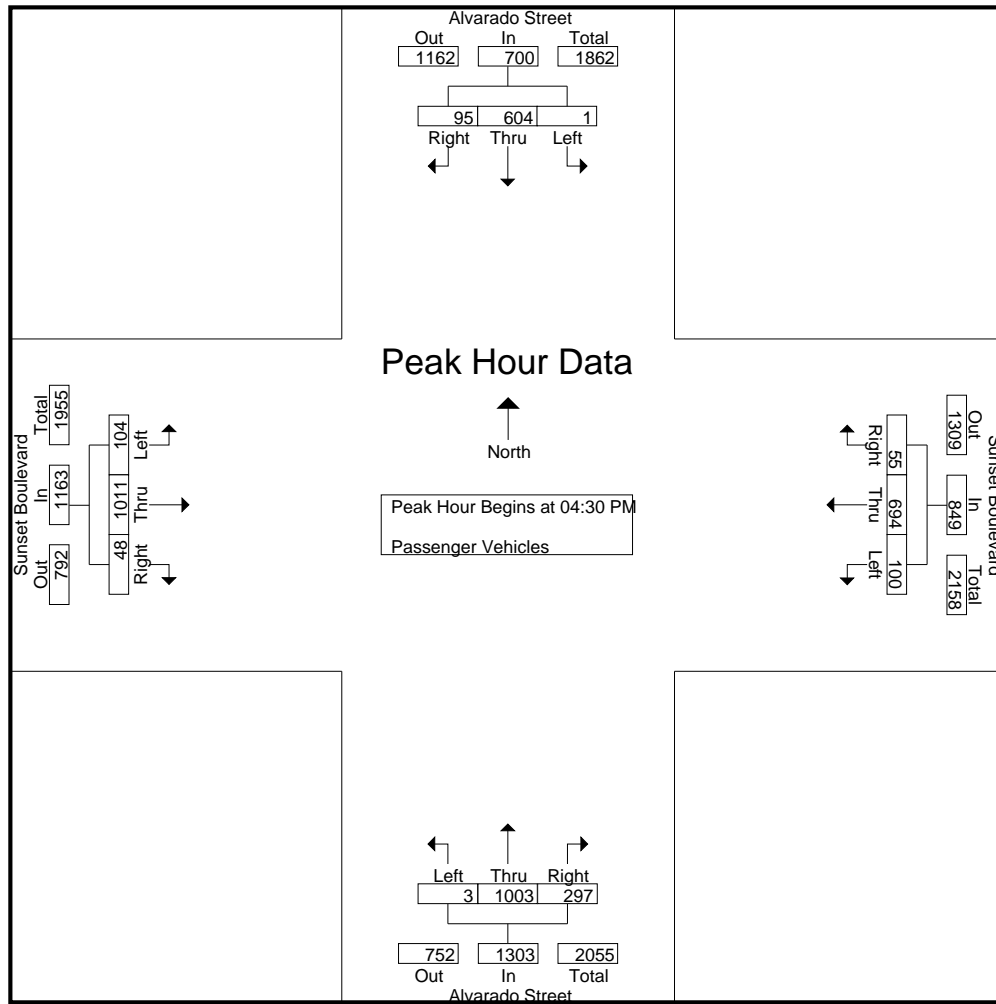
Groups Printed- Passenger Vehicles

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	173	32	205	34	164	10	208	1	211	39	251	40	208	22	270	934
03:15 PM	0	159	15	174	30	194	11	235	0	207	26	233	32	135	18	185	827
03:30 PM	0	163	36	199	40	176	15	231	0	259	38	297	47	237	17	301	1028
03:45 PM	0	168	37	205	36	192	10	238	1	243	32	276	47	222	15	284	1003
Total	0	663	120	783	140	726	46	912	2	920	135	1057	166	802	72	1040	3792
04:00 PM	1	184	21	206	21	189	14	224	1	252	32	285	36	264	30	330	1045
04:15 PM	0	131	32	163	35	136	17	188	1	221	50	272	30	240	15	285	908
04:30 PM	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292	992
04:45 PM	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285	977
Total	2	594	94	690	119	659	55	833	4	989	214	1207	125	993	74	1192	3922
05:00 PM	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264	1026
05:15 PM	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322	1020
05:30 PM	0	163	24	187	36	193	12	241	0	226	69	295	27	203	7	237	960
05:45 PM	0	190	31	221	32	168	5	205	0	200	57	257	27	211	27	265	948
Total	0	678	109	787	105	721	48	874	1	913	291	1205	99	936	53	1088	3954
Grand Total	2	1935	323	2260	364	2106	149	2619	7	2822	640	3469	390	2731	199	3320	11668
Apprch %	0.1	85.6	14.3		13.9	80.4	5.7		0.2	81.3	18.4		11.7	82.3	6		
Total %	0	16.6	2.8	19.4	3.1	18	1.3	22.4	0.1	24.2	5.5	29.7	3.3	23.4	1.7	28.5	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292	992
04:45 PM	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285	977
05:00 PM	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264	1026
05:15 PM	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322	1020
Total Volume	1	604	95	700	100	694	55	849	3	1003	297	1303	104	1011	48	1163	4015
% App. Total	0.1	86.3	13.6		11.8	81.7	6.5		0.2	77	22.8		8.9	86.9	4.1		
PHF	.250	.888	.848	.893	.758	.850	.764	.896	.375	.964	.884	.969	.813	.903	.706	.903	.978

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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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.	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292
+15 mins.	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285
+30 mins.	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264
+45 mins.	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322
Total Volume	1	604	95	700	100	694	55	849	3	1003	297	1303	104	1011	48	1163
% App. Total	0.1	86.3	13.6		11.8	81.7	6.5		0.2	77	22.8		8.9	86.9	4.1	
PHF	.250	.888	.848	.893	.758	.850	.764	.896	.375	.964	.884	.969	.813	.903	.706	.903

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

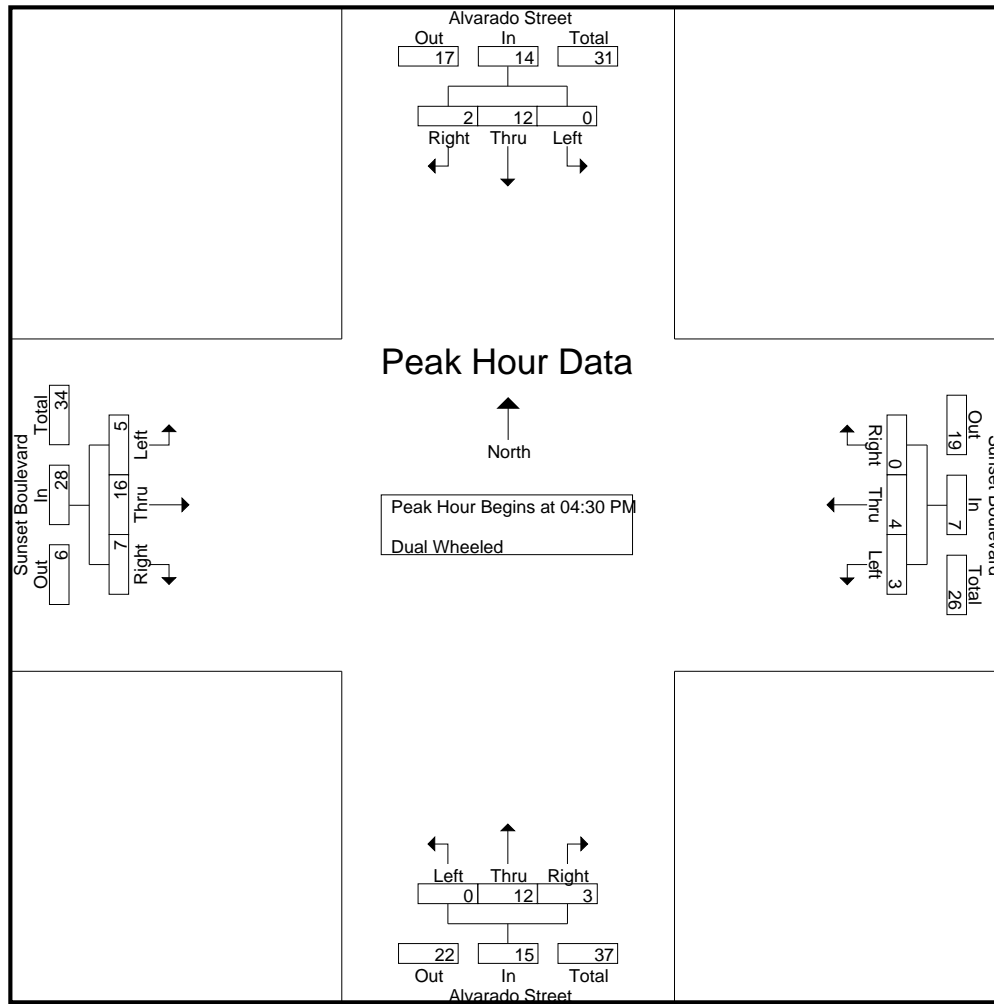
Groups Printed- Dual Wheeled

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	5	1	6	1	0	1	2	0	3	0	3	1	5	1	7	18
03:15 PM	0	3	2	5	3	0	0	3	0	2	0	2	1	12	0	13	23
03:30 PM	0	1	0	1	1	5	0	6	0	2	0	2	0	8	1	9	18
03:45 PM	0	6	1	7	0	3	0	3	0	6	1	7	1	6	1	8	25
Total	0	15	4	19	5	8	1	14	0	13	1	14	3	31	3	37	84
04:00 PM	0	7	0	7	2	1	0	3	0	7	0	7	0	3	0	3	20
04:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	5	0	5	12
04:30 PM	0	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8	21
04:45 PM	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6	13
Total	0	19	1	20	4	2	0	6	0	16	2	18	1	17	4	22	66
05:00 PM	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7	18
05:15 PM	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7	12
05:30 PM	0	1	0	1	0	0	0	0	0	4	1	5	0	3	0	3	9
05:45 PM	0	4	4	8	0	1	0	1	0	4	0	4	1	13	2	16	29
Total	0	9	5	14	1	4	0	5	0	14	2	16	5	23	5	33	68
Grand Total	0	43	10	53	10	14	1	25	0	43	5	48	9	71	12	92	218
Apprch %	0	81.1	18.9		40	56	4		0	89.6	10.4		9.8	77.2	13		
Total %	0	19.7	4.6	24.3	4.6	6.4	0.5	11.5	0	19.7	2.3	22	4.1	32.6	5.5	42.2	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8	21
04:45 PM	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6	13
05:00 PM	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7	18
05:15 PM	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7	12
Total Volume	0	12	2	14	3	4	0	7	0	12	3	15	5	16	7	28	64
% App. Total	0	85.7	14.3		42.9	57.1	0		0	80	20		17.9	57.1	25		
PHF	.000	.600	.500	.583	.375	.500	.000	.583	.000	.750	.750	.938	.625	.800	.438	.875	.762

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8
+15 mins.	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6
+30 mins.	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7
+45 mins.	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7
Total Volume	0	12	2	14	3	4	0	7	0	12	3	15	5	16	7	28
% App. Total	0	85.7	14.3		42.9	57.1	0		0	80	20		17.9	57.1	25	
PHF	.000	.600	.500	.583	.375	.500	.000	.583	.000	.750	.750	.938	.625	.800	.438	.875

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

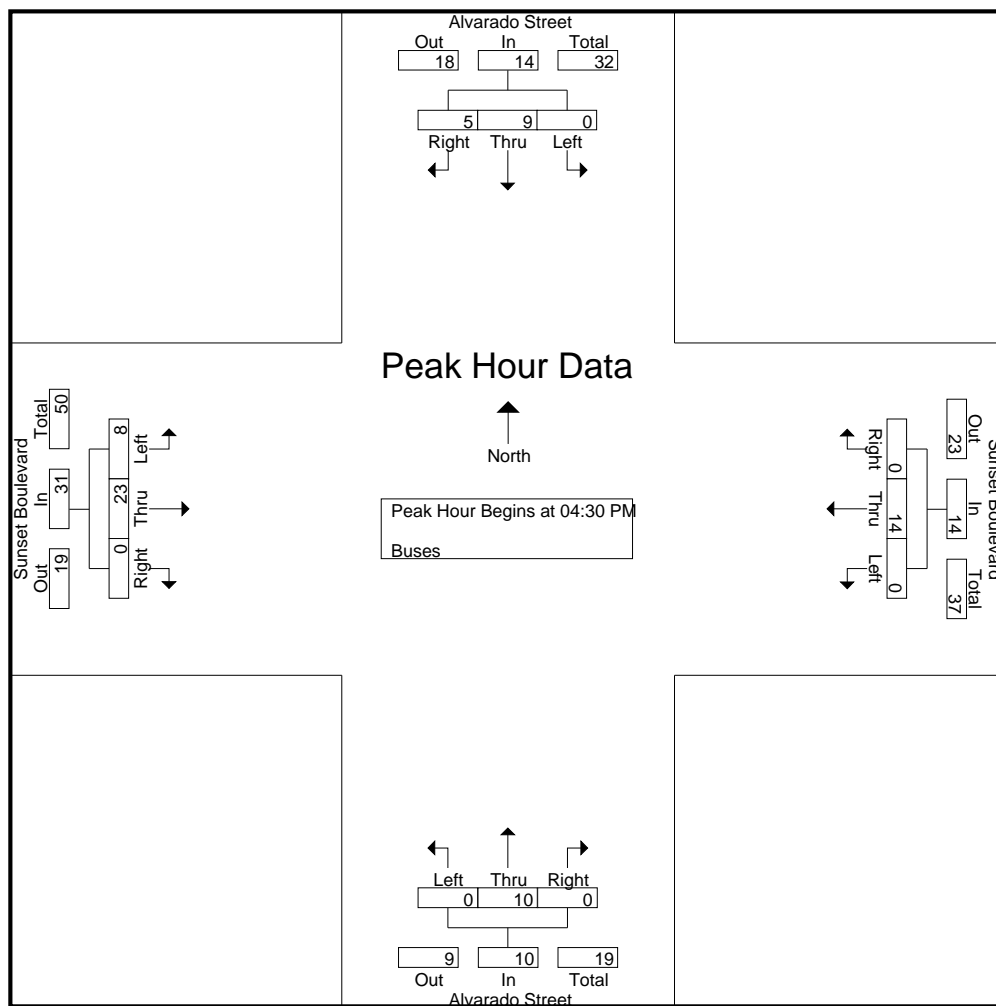
Groups Printed- Buses

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	4	0	4	0	2	0	2	2	4	0	6	14
03:15 PM	0	4	2	6	1	3	0	4	0	2	0	2	1	3	0	4	16
03:30 PM	0	3	1	4	0	3	0	3	0	1	0	1	6	4	0	10	18
03:45 PM	0	2	1	3	0	3	0	3	0	2	0	2	2	7	0	9	17
Total	0	10	5	15	1	13	0	14	0	7	0	7	11	18	0	29	65
04:00 PM	0	3	1	4	0	2	0	2	0	1	1	2	3	2	0	5	13
04:15 PM	0	1	1	2	2	6	0	8	0	3	0	3	2	2	0	4	17
04:30 PM	0	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9	17
04:45 PM	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4	14
Total	0	9	4	13	2	15	0	17	0	8	1	9	9	13	0	22	61
05:00 PM	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8	20
05:15 PM	0	2	1	3	0	3	0	3	0	2	0	2	2	8	0	10	18
05:30 PM	0	3	1	4	0	3	0	3	0	4	0	4	1	3	0	4	15
05:45 PM	0	1	2	3	0	3	0	3	0	0	0	0	1	4	0	5	11
Total	0	8	6	14	0	13	0	13	0	10	0	10	6	21	0	27	64
Grand Total	0	27	15	42	3	41	0	44	0	25	1	26	26	52	0	78	190
Apprch %	0	64.3	35.7		6.8	93.2	0		0	96.2	3.8		33.3	66.7	0		
Total %	0	14.2	7.9	22.1	1.6	21.6	0	23.2	0	13.2	0.5	13.7	13.7	27.4	0	41.1	

	Alvarado Street Southbound				Sunset Boulevard Westbound				Alvarado Street Northbound				Sunset 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	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9	17
04:45 PM	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4	14
05:00 PM	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8	20
05:15 PM	0	2	1	3	0	3	0	3	0	2	0	2	2	8	0	10	18
Total Volume	0	9	5	14	0	14	0	14	0	10	0	10	8	23	0	31	69
% App. Total	0	64.3	35.7		0	100	0		0	100	0		25.8	74.2	0		
PHF	.000	.750	.625	.875	.000	.700	.000	.700	.000	.625	.000	.625	1.00	.719	.000	.775	.863

City of Los Angeles
N/S: Alvarado Street
E/W: Sunset Boulevard
Weather: Clear

File Name : 02_LAC_Alvarado_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9
+15 mins.	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4
+30 mins.	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8
+45 mins.	0	2	1	3	0	3	0	3	0	2	0	2	2	8	0	10
Total Volume	0	9	5	14	0	14	0	14	0	10	0	10	8	23	0	31
% App. Total	0	64.3	35.7		0	100	0		0	100	0		25.8	74.2	0	
PHF	.000	.750	.625	.875	.000	.700	.000	.700	.000	.625	.000	.625	1.000	.719	.000	.775



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alvarado Street

East/West Sunset Boulevard

Day: Tuesday Date: June 4, 2019 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 44315

	N/B	S/B	E/B	W/B
DUAL-WHEELED	130	164	179	136
BIKES	96	91	14	15
BUSES	56	79	145	112

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	211 7.30	368 8.45	275 8.45	280 7.15
PM PK 15 MIN	342 4.45	232 5.45	339 5.15	244 3.45
AM PK HOUR	784 9.00	1375 8.45	980 8.00	1016 7.00
PM PK HOUR	1328 4.30	821 3.15	1253 3.30	955 3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	626	97	724
8-9	0	577	112	689
9-10	4	670	110	784
3-4	2	940	136	1078
4-5	4	1013	217	1234
5-6	1	937	293	1231
TOTAL	12	4763	965	5740

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1162	99	1262
8-9	1	1132	206	1339
9-10	2	1158	190	1350
3-4	0	688	129	817
4-5	2	622	99	723
5-6	0	695	120	815
TOTAL	6	5457	843	6306

TOTAL

N-S
1986
2028
2134
1895
1957
2046
12046

XING S/L

Ped	Sch
70	0
72	2
54	0
107	1
123	0
66	0
492	3

XING N/L

Ped	Sch
111	5
90	2
88	0
165	3
149	1
177	2
780	13

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	150	678	65	893
8-9	136	763	81	980
9-10	152	638	87	877
3-4	180	851	75	1106
4-5	135	1023	78	1236
5-6	110	980	58	1148
TOTAL	863	4933	444	6240

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	122	873	21	1016
8-9	164	708	18	890
9-10	149	798	38	985
3-4	146	747	47	940
4-5	125	676	55	856
5-6	106	738	48	892
TOTAL	812	4540	227	5579

TOTAL

E-W
1909
1870
1862
2046
2092
2040
11819

XING W/L

Ped	Sch
61	1
75	0
49	0
95	0
113	0
97	1
490	2

XING E/L

Ped	Sch
60	0
46	2
38	0
105	0
76	0
62	0
387	2

City of Los Angeles
Department of Transportation
BICYCLE COUNT SUMMARY

STREET:

North/South: Alvarado Street

East/West: Sunset Boulevard

Day: Tuesday

School Day: Yes

Hours: 7-10 AM, 3-6 PM

Date: 6/4/2019

District: Hollywood

Staff: CUI

Weather: CLEAR

I/S Code: 44315

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	8	0	8
8-9	0	12	0	12
9-10	0	8	0	8
3-4	0	13	0	13
4-5	1	16	1	18
5-6	0	37	0	37
TOTAL	1	94	1	96

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	17	0	17	25
8-9	1	13	0	14	26
9-10	1	14	0	15	23
3-4	3	10	0	13	26
4-5	0	18	0	18	36
5-6	1	12	1	14	51
TOTAL	6	84	1	91	187

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	2	0	2	3
8-9	0	0	2	2	4
9-10	0	0	1	1	2
3-4	0	1	0	1	3
4-5	0	1	2	3	9
5-6	4	2	0	6	8
TOTAL	4	6	5	15	29

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
6	2	1	2	11
38	39	11	8	96
8	9	9	5	31
5	9	2	2	18

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:	Alvarado Street			
East/West:	Sunset Boulevard			
Day:	Tuesday	Date:	June 4, 2019	Weather: CLEAR
School Day:	YES	District:	Hollywood	I/S Code: 44315
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	30	7	8	16	61
7:15-7:30	37	15	13	17	82
7:30-7:45	20	21	22	8	71
7:45-8:00	29	27	17	21	94
8:00-8:15	25	33	11	30	99
8:15-8:30	19	10	15	10	54
8:30-8:45	18	13	13	13	57
8:45-9:00	30	18	9	22	79
9:00-9:15	21	16	9	11	57
9:15-9:30	21	12	7	8	48
9:30-9:45	15	14	9	9	47
9:45-10:00	31	12	13	21	77

Hours

7 - 8	116	70	60	62	308
8 - 9	92	74	48	75	289
9 - 10	88	54	38	49	229
TOTAL	296	198	146	186	826

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	45	56	60	62	223
3:15-3:30	49	48	52	38	187
3:30-3:45	31	56	56	34	177
3:45-4:00	43	54	42	56	195
4:00-4:15	38	102	34	46	220
4:15-4:30	29	60	30	82	201
4:30-4:45	39	46	44	58	187
4:45-5:00	44	38	44	40	166
5:00-5:15	43	36	38	52	169
5:15-5:30	33	38	38	76	185
5:30-5:45	55	46	18	26	145
5:45-6:00	48	12	30	40	130

Hours

3 - 4	168	214	210	190	782
4 - 5	150	246	152	226	774
5 - 6	179	132	124	194	629
TOTAL	497	592	486	610	2185

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	7	0	8
4	6	16	27	53

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

Source:

LADOT 2015 CMP

City of Los Angeles
N/S: Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 03_LAC_Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

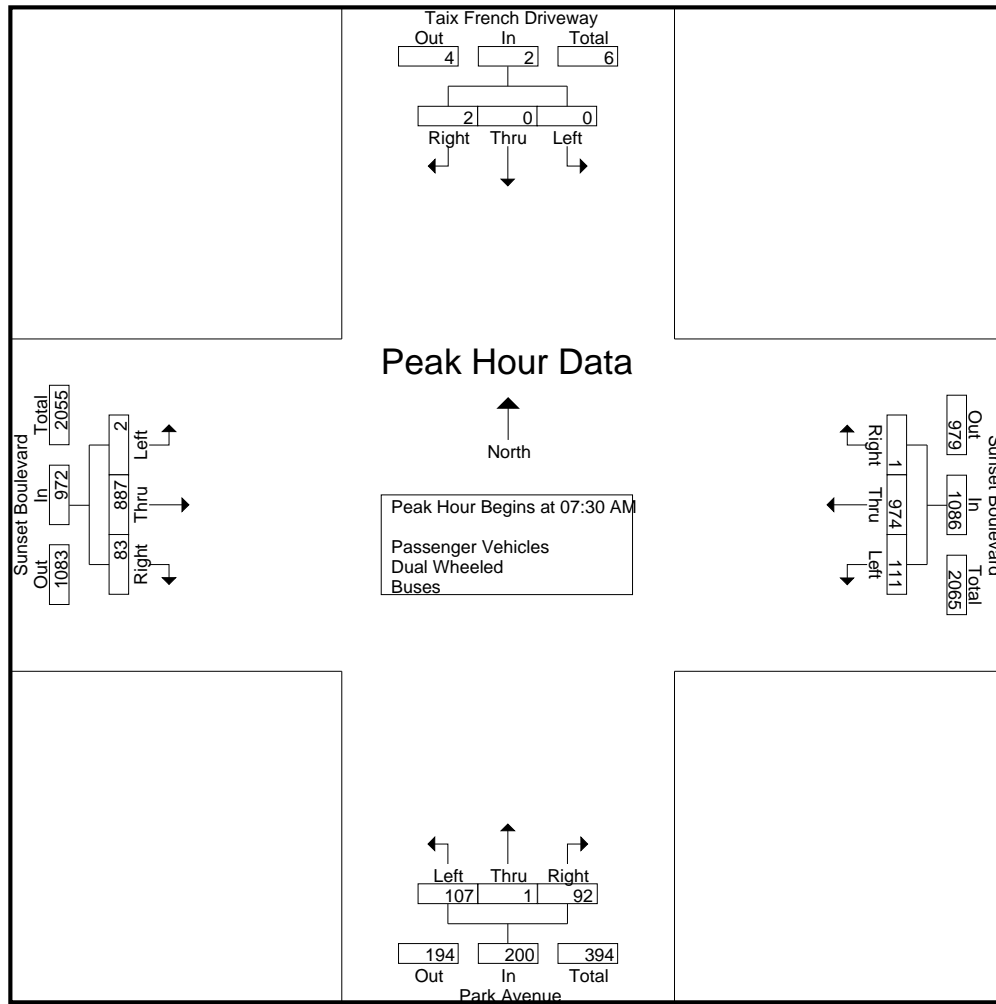
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	0	1	8	269	2	279	22	0	7	29	0	157	11	168	477
07:15 AM	0	0	0	0	14	285	0	299	22	0	13	35	0	190	18	208	542
07:30 AM	0	0	0	0	26	271	0	297	36	0	19	55	1	227	17	245	597
07:45 AM	0	0	1	1	22	225	0	247	35	0	34	69	1	226	20	247	564
Total	1	0	1	2	70	1050	2	1122	115	0	73	188	2	800	66	868	2180
08:00 AM	0	0	1	1	21	256	0	277	24	1	16	41	0	196	25	221	540
08:15 AM	0	0	0	0	42	222	1	265	12	0	23	35	0	238	21	259	559
08:30 AM	0	0	0	0	9	202	2	213	20	0	19	39	0	207	22	229	481
08:45 AM	0	0	1	1	15	215	1	231	33	0	19	52	1	224	23	248	532
Total	0	0	2	2	87	895	4	986	89	1	77	167	1	865	91	957	2112
09:00 AM	2	0	0	2	10	201	1	212	33	0	19	52	2	160	18	180	446
09:15 AM	0	0	0	0	8	241	0	249	22	0	14	36	2	196	21	219	504
09:30 AM	0	0	1	1	7	251	0	258	23	0	16	39	0	203	18	221	519
09:45 AM	0	0	0	0	16	223	0	239	38	1	18	57	2	171	19	192	488
Total	2	0	1	3	41	916	1	958	116	1	67	184	6	730	76	812	1957
Grand Total	3	0	4	7	198	2861	7	3066	320	2	217	539	9	2395	233	2637	6249
Apprch %	42.9	0	57.1		6.5	93.3	0.2		59.4	0.4	40.3		0.3	90.8	8.8		
Total %	0	0	0.1	0.1	3.2	45.8	0.1	49.1	5.1	0	3.5	8.6	0.1	38.3	3.7	42.2	
Passenger Vehicles	3	0	4	7	193	2702	7	2902	307	2	213	522	9	2303	232	2544	5975
% Passenger Vehicles	100	0	100	100	97.5	94.4	100	94.7	95.9	100	98.2	96.8	100	96.2	99.6	96.5	95.6
Dual Wheeled	0	0	0	0	5	96	0	101	11	0	3	14	0	50	1	51	166
% Dual Wheeled	0	0	0	0	2.5	3.4	0	3.3	3.4	0	1.4	2.6	0	2.1	0.4	1.9	2.7
Buses	0	0	0	0	0	63	0	63	2	0	1	3	0	42	0	42	108
% Buses	0	0	0	0	0	2.2	0	2.1	0.6	0	0.5	0.6	0	1.8	0	1.6	1.7

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	0	0	26	271	0	297	36	0	19	55	1	227	17	245	597
07:45 AM	0	0	1	1	22	225	0	247	35	0	34	69	1	226	20	247	564
08:00 AM	0	0	1	1	21	256	0	277	24	1	16	41	0	196	25	221	540
08:15 AM	0	0	0	0	42	222	1	265	12	0	23	35	0	238	21	259	559
Total Volume	0	0	2	2	111	974	1	1086	107	1	92	200	2	887	83	972	2260
% App. Total	0	0	100		10.2	89.7	0.1		53.5	0.5	46		0.2	91.3	8.5		
PHF	.000	.000	.500	.500	.661	.899	.250	.914	.743	.250	.676	.725	.500	.932	.830	.938	.946

City of Los Angeles
N/S: Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 03_LAC_Park_Sunset AM
Site Code : 16619417
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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:

	08:45 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	0	1	1	8	269	2	279	22	0	13	35	1	227	17	245
+15 mins.	2	0	0	2	14	285	0	299	36	0	19	55	1	226	20	247
+30 mins.	0	0	0	0	26	271	0	297	35	0	34	69	0	196	25	221
+45 mins.	0	0	1	1	22	225	0	247	24	1	16	41	0	238	21	259
Total Volume	2	0	2	4	70	1050	2	1122	117	1	82	200	2	887	83	972
% App. Total	50	0	50		6.2	93.6	0.2		58.5	0.5	41		0.2	91.3	8.5	
PHF	.250	.000	.500	.500	.673	.921	.250	.938	.813	.250	.603	.725	.500	.932	.830	.938

City of Los Angeles
N/S: Park Avenue
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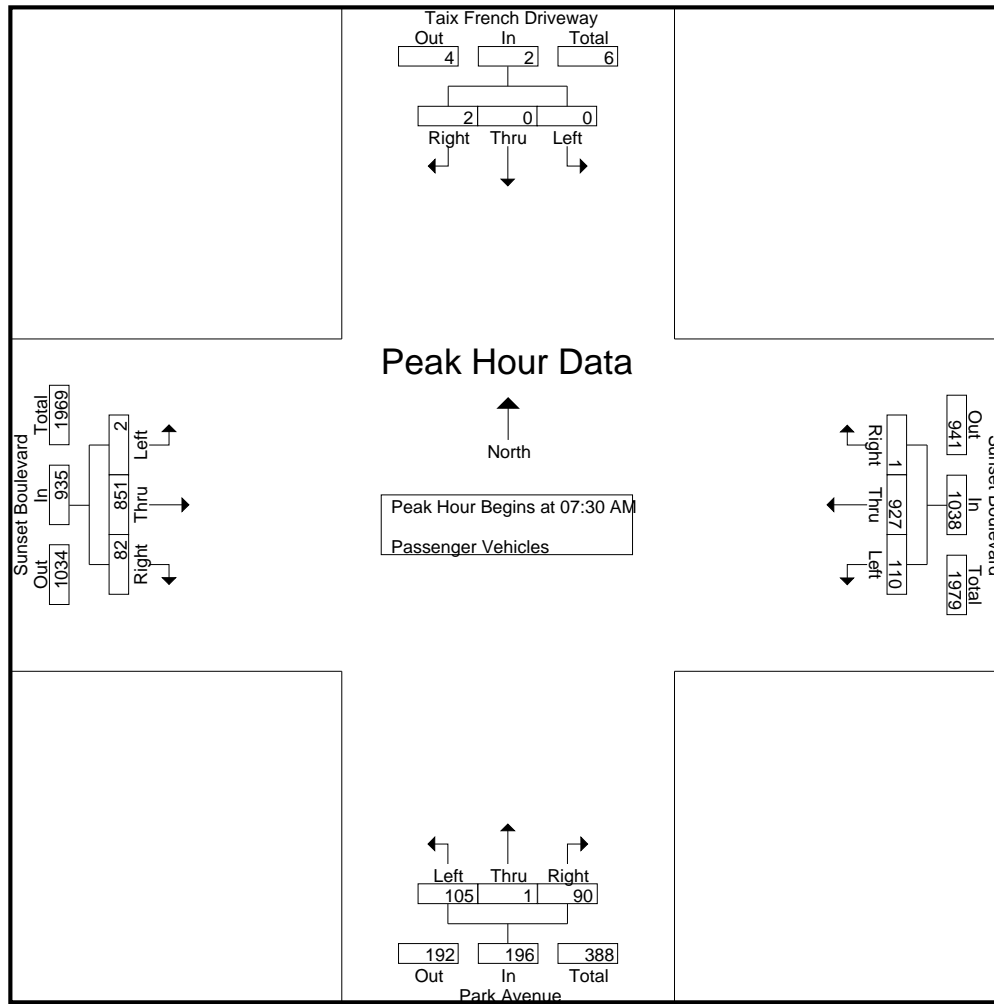
Groups Printed- Passenger Vehicles

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	0	1	7	253	2	262	20	0	7	27	0	148	11	159	449
07:15 AM	0	0	0	0	14	267	0	281	21	0	13	34	0	185	18	203	518
07:30 AM	0	0	0	0	25	259	0	284	35	0	19	54	1	217	17	235	573
07:45 AM	0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241	542
Total	1	0	1	2	68	990	2	1060	110	0	72	182	2	770	66	838	2082
08:00 AM	0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214	522
08:15 AM	0	0	0	0	42	212	1	255	12	0	22	34	0	224	21	245	534
08:30 AM	0	0	0	0	8	192	2	202	19	0	19	38	0	201	22	223	463
08:45 AM	0	0	1	1	15	204	1	220	32	0	19	51	1	216	23	240	512
Total	0	0	2	2	86	853	4	943	87	1	76	164	1	831	90	922	2031
09:00 AM	2	0	0	2	10	190	1	201	32	0	18	50	2	152	18	172	425
09:15 AM	0	0	0	0	8	230	0	238	20	0	14	34	2	188	21	211	483
09:30 AM	0	0	1	1	6	240	0	246	21	0	16	37	0	198	18	216	500
09:45 AM	0	0	0	0	15	199	0	214	37	1	17	55	2	164	19	185	454
Total	2	0	1	3	39	859	1	899	110	1	65	176	6	702	76	784	1862
Grand Total	3	0	4	7	193	2702	7	2902	307	2	213	522	9	2303	232	2544	5975
Apprch %	42.9	0	57.1		6.7	93.1	0.2		58.8	0.4	40.8		0.4	90.5	9.1		
Total %	0.1	0	0.1	0.1	3.2	45.2	0.1	48.6	5.1	0	3.6	8.7	0.2	38.5	3.9	42.6	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	25	259	0	284	35	0	19	54	1	217	17	235	573
07:45 AM	0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241	542
08:00 AM	0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214	522
08:15 AM	0	0	0	0	42	212	1	255	12	0	22	34	0	224	21	245	534
Total Volume	0	0	2	2	110	927	1	1038	105	1	90	196	2	851	82	935	2171
% App. Total	0	0	100		10.6	89.3	0.1		53.6	0.5	45.9		0.2	91	8.8		
PHF	.000	.000	.500	.500	.655	.895	.250	.914	.750	.250	.682	.731	.500	.950	.854	.954	.947

City of Los Angeles
N/S: Park Avenue
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File Name : 03_LAC_Park_Sunset AM
Site Code : 16619417
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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	25	259	0	284	35	0	19	54	1	217	17	235
+15 mins.	0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241
+30 mins.	0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214
+45 mins.	0	0	0	0	42	212	1	255	12	0	22	34	0	224	21	245
Total Volume	0	0	2	2	110	927	1	1038	105	1	90	196	2	851	82	935
% App. Total	0	0	100		10.6	89.3	0.1		53.6	0.5	45.9		0.2	91	8.8	
PHF	.000	.000	.500	.500	.655	.895	.250	.914	.750	.250	.682	.731	.500	.950	.854	.954

City of Los Angeles
N/S: Park Avenue
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Page No : 1

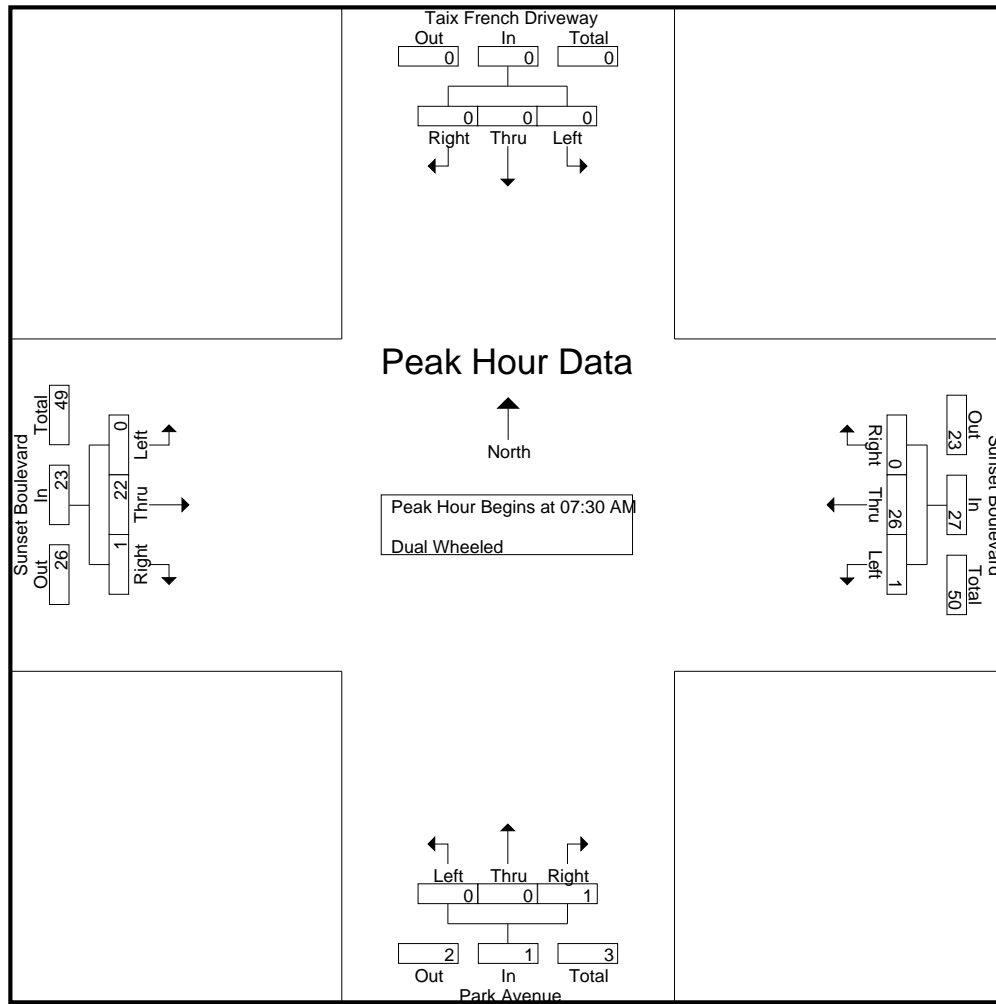
Groups Printed- Dual Wheeled

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	1	7	0	8	2	0	0	2	0	4	0	4	14
07:15 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	3	0	3	12
07:30 AM	0	0	0	0	1	7	0	8	0	0	0	0	0	7	0	7	15
07:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
Total	0	0	0	0	2	31	0	33	3	0	0	3	0	16	0	16	52
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
08:30 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	4	0	4	11
08:45 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	3	0	3	10
Total	0	0	0	0	1	21	0	22	2	0	1	3	0	20	1	21	46
09:00 AM	0	0	0	0	0	8	0	8	1	0	1	2	0	3	0	3	13
09:15 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	5	0	5	14
09:30 AM	0	0	0	0	1	9	0	10	2	0	0	2	0	3	0	3	15
09:45 AM	0	0	0	0	1	20	0	21	1	0	1	2	0	3	0	3	26
Total	0	0	0	0	2	44	0	46	6	0	2	8	0	14	0	14	68
Grand Total	0	0	0	0	5	96	0	101	11	0	3	14	0	50	1	51	166
Apprch %	0	0	0		5	95	0		78.6	0	21.4		0	98	2		
Total %	0	0	0		3	57.8	0	60.8	6.6	0	1.8	8.4	0	30.1	0.6	30.7	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	1	7	0	8	0	0	0	0	0	7	0	7	15
07:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
Total Volume	0	0	0	0	1	26	0	27	0	0	1	1	0	22	1	23	51
% App. Total	0	0	0		3.7	96.3	0		0	0	100		0	95.7	4.3		
PHF	.000	.000	.000	.000	.250	.722	.000	.750	.000	.000	.250	.250	.000	.500	.250	.523	.750

City of Los Angeles
N/S: Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 03_LAC_Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
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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	1	7	0	8	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11
Total Volume	0	0	0	0	1	26	0	27	0	0	1	1	0	22	1	23
% App. Total	0	0	0	0	3.7	96.3	0		0	0	100		0	95.7	4.3	
PHF	.000	.000	.000	.000	.250	.722	.000	.750	.000	.000	.250	.250	.000	.500	.250	.523

City of Los Angeles
N/S: Park Avenue
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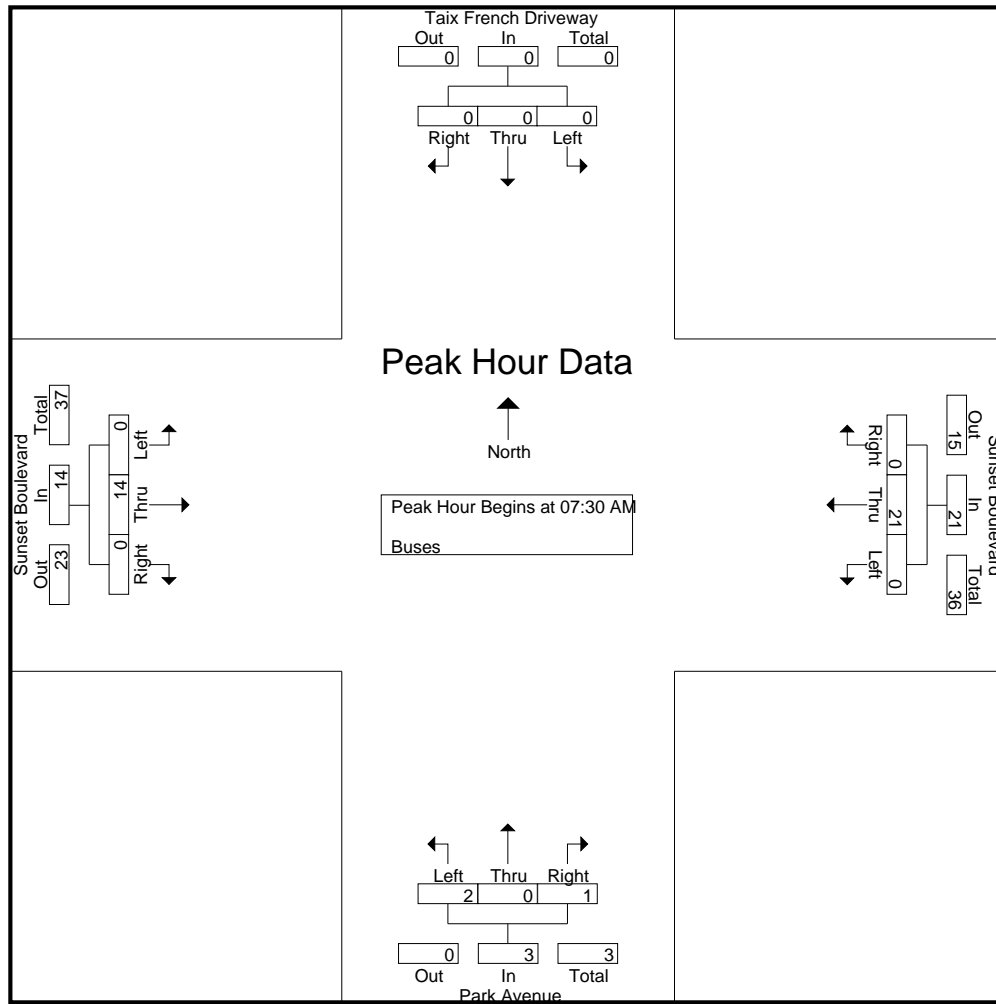
Groups Printed- Buses

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	9	0	9	0	0	0	0	0	5	0	5	14
07:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
07:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4	11
Total	0	0	0	0	0	29	0	29	2	0	1	3	0	14	0	14	46
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	21	0	21	0	0	0	0	0	14	0	14	35
09:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	27
Grand Total	0	0	0	0	0	63	0	63	2	0	1	3	0	42	0	42	108
Apprch %	0	0	0		0	100	0		66.7	0	33.3		0	100	0		
Total %	0	0	0		0	58.3	0	58.3	1.9	0	0.9	2.8	0	38.9	0	38.9	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	5	0	5	1	0	0	1	0	3	0	3	9
07:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4	11
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	21	0	21	2	0	1	3	0	14	0	14	38
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.500	.000	.250	.375	.000	.875	.000	.875	.864

City of Los Angeles
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Weather: Clear

File Name : 03_LAC_Park_Sunset AM
Site Code : 16619417
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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	5	0	5	1	0	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	21	0	21	2	0	1	3	0	14	0	14
% App. Total	0	0	0	0	0	100	0		66.7	0	33.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.500	.000	.250	.375	.000	.875	.000	.875

City of Los Angeles
N/S: Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 03_LAC_Park_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

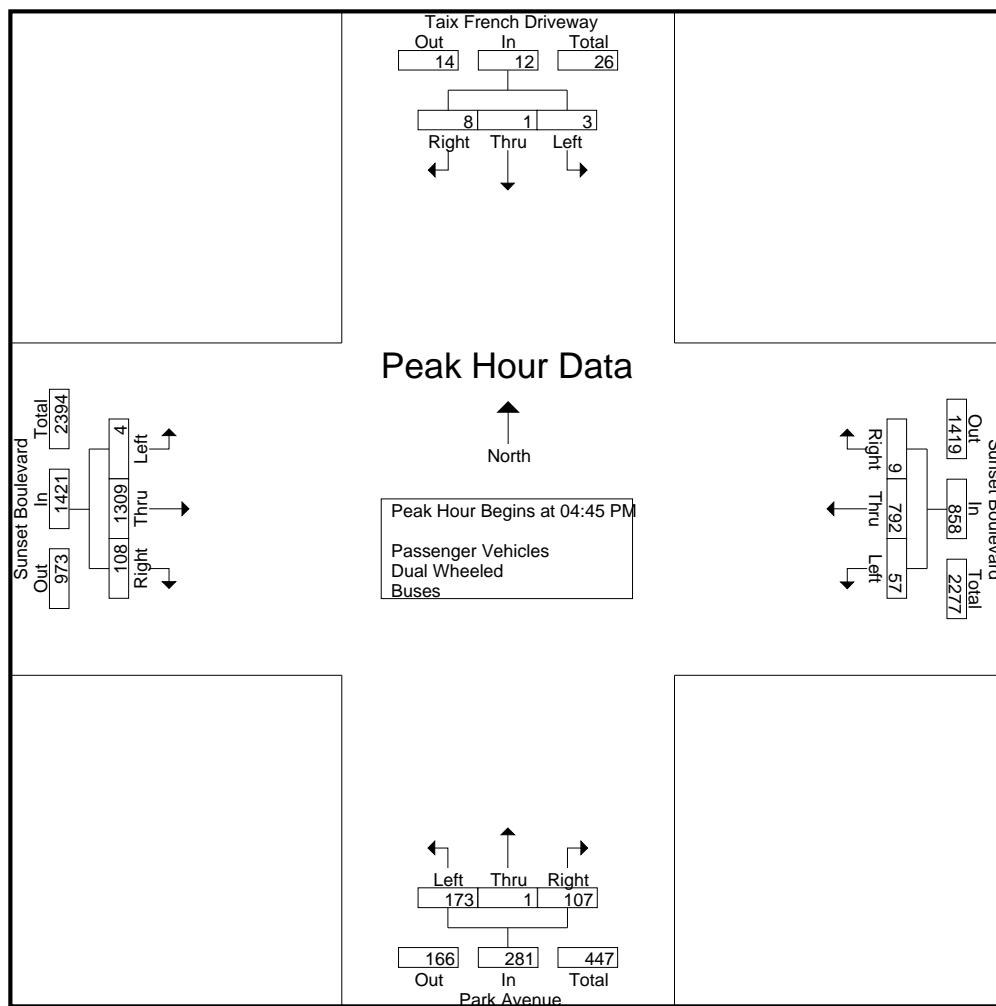
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	2	2	9	201	0	210	24	1	10	35	1	240	27	268	515
03:15 PM	0	0	2	2	19	194	0	213	32	1	28	61	0	182	20	202	478
03:30 PM	0	0	1	1	19	221	0	240	26	0	19	45	2	271	28	301	587
03:45 PM	1	0	0	1	16	232	0	248	34	0	27	61	0	268	29	297	607
Total	1	0	5	6	63	848	0	911	116	2	84	202	3	961	104	1068	2187
04:00 PM	1	0	0	1	11	205	1	217	35	0	29	64	0	285	33	318	600
04:15 PM	0	0	3	3	19	165	0	184	23	0	24	47	1	274	34	309	543
04:30 PM	0	0	1	1	13	193	0	206	24	2	32	58	0	319	28	347	612
04:45 PM	0	0	1	1	15	184	2	201	40	0	30	70	1	328	32	361	633
Total	1	0	5	6	58	747	3	808	122	2	115	239	2	1206	127	1335	2388
05:00 PM	2	1	2	5	8	226	2	236	42	1	22	65	0	334	28	362	668
05:15 PM	1	0	4	5	18	166	4	188	34	0	30	64	0	360	22	382	639
05:30 PM	0	0	1	1	16	216	1	233	57	0	25	82	3	287	26	316	632
05:45 PM	0	0	0	0	17	171	1	189	45	0	20	65	5	288	26	319	573
Total	3	1	7	11	59	779	8	846	178	1	97	276	8	1269	102	1379	2512
Grand Total	5	1	17	23	180	2374	11	2565	416	5	296	717	13	3436	333	3782	7087
Apprch %	21.7	4.3	73.9		7	92.6	0.4		58	0.7	41.3		0.3	90.9	8.8		
Total %	0.1	0	0.2	0.3	2.5	33.5	0.2	36.2	5.9	0.1	4.2	10.1	0.2	48.5	4.7	53.4	
Passenger Vehicles	5	1	17	23	179	2313	11	2503	412	5	293	710	13	3324	328	3665	6901
% Passenger Vehicles	100	100	100	100	99.4	97.4	100	97.6	99	100	99	99	100	96.7	98.5	96.9	97.4
Dual Wheeled	0	0	0	0	1	16	0	17	3	0	1	4	0	61	3	64	85
% Dual Wheeled	0	0	0	0	0.6	0.7	0	0.7	0.7	0	0.3	0.6	0	1.8	0.9	1.7	1.2
Buses	0	0	0	0	0	45	0	45	1	0	2	3	0	51	2	53	101
% Buses	0	0	0	0	0	1.9	0	1.8	0.2	0	0.7	0.4	0	1.5	0.6	1.4	1.4

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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 04:45 PM																	
04:45 PM	0	0	1	1	15	184	2	201	40	0	30	70	1	328	32	361	633
05:00 PM	2	1	2	5	8	226	2	236	42	1	22	65	0	334	28	362	668
05:15 PM	1	0	4	5	18	166	4	188	34	0	30	64	0	360	22	382	639
05:30 PM	0	0	1	1	16	216	1	233	57	0	25	82	3	287	26	316	632
Total Volume	3	1	8	12	57	792	9	858	173	1	107	281	4	1309	108	1421	2572
% App. Total	25	8.3	66.7		6.6	92.3	1		61.6	0.4	38.1		0.3	92.1	7.6		
PHF	.375	.250	.500	.600	.792	.876	.563	.909	.759	.250	.892	.857	.333	.909	.844	.930	.963

City of Los Angeles
N/S: Park Avenue
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Weather: Clear

File Name : 03_LAC_Park_Sunset PM
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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				03:15 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	1	1	19	194	0	213	40	0	30	70	0	319	28	347
+15 mins.	0	0	1	1	19	221	0	240	42	1	22	65	1	328	32	361
+30 mins.	2	1	2	5	16	232	0	248	34	0	30	64	0	334	28	362
+45 mins.	1	0	4	5	11	205	1	217	57	0	25	82	0	360	22	382
Total Volume	3	1	8	12	65	852	1	918	173	1	107	281	1	1341	110	1452
% App. Total	25	8.3	66.7		7.1	92.8	0.1		61.6	0.4	38.1		0.1	92.4	7.6	
PHF	.375	.250	.500	.600	.855	.918	.250	.925	.759	.250	.892	.857	.250	.931	.859	.950

City of Los Angeles
N/S: Park Avenue
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File Name : 03_LAC_Park_Sunset PM
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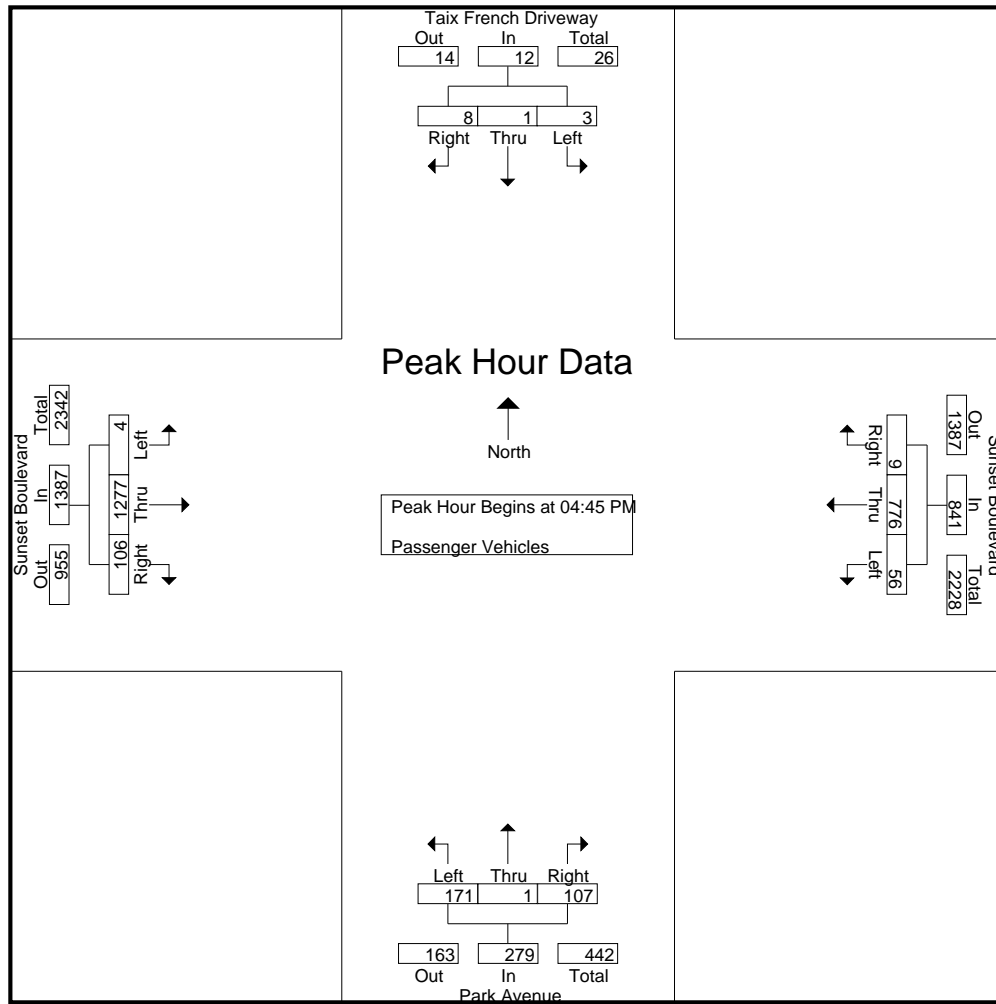
Groups Printed- Passenger Vehicles

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	2	2	9	194	0	203	24	1	10	35	1	231	27	259	499
03:15 PM	0	0	2	2	19	189	0	208	31	1	27	59	0	167	20	187	456
03:30 PM	0	0	1	1	19	211	0	230	26	0	18	44	2	261	26	289	564
03:45 PM	1	0	0	1	16	225	0	241	34	0	27	61	0	255	29	284	587
Total	1	0	5	6	63	819	0	882	115	2	82	199	3	914	102	1019	2106
04:00 PM	1	0	0	1	11	200	1	212	35	0	29	64	0	278	33	311	588
04:15 PM	0	0	3	3	19	158	0	177	23	0	23	46	1	268	34	303	529
04:30 PM	0	0	1	1	13	191	0	204	23	2	32	57	0	310	28	338	600
04:45 PM	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355	621
Total	1	0	5	6	58	727	3	788	121	2	114	237	2	1178	127	1307	2338
05:00 PM	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352	653
05:15 PM	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370	622
05:30 PM	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310	623
05:45 PM	0	0	0	0	17	169	1	187	45	0	20	65	5	277	25	307	559
Total	3	1	7	11	58	767	8	833	176	1	97	274	8	1232	99	1339	2457
Grand Total	5	1	17	23	179	2313	11	2503	412	5	293	710	13	3324	328	3665	6901
Apprch %	21.7	4.3	73.9		7.2	92.4	0.4		58	0.7	41.3		0.4	90.7	8.9		
Total %	0.1	0	0.2	0.3	2.6	33.5	0.2	36.3	6	0.1	4.2	10.3	0.2	48.2	4.8	53.1	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355	621
05:00 PM	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352	653
05:15 PM	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370	622
05:30 PM	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310	623
Total Volume	3	1	8	12	56	776	9	841	171	1	107	279	4	1277	106	1387	2519
% App. Total	25	8.3	66.7		6.7	92.3	1.1		61.3	0.4	38.4		0.3	92.1	7.6		
PHF	.375	.250	.500	.600	.824	.874	.563	.906	.750	.250	.892	.851	.333	.917	.828	.937	.964

City of Los Angeles
N/S: Park Avenue
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355
+15 mins.	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352
+30 mins.	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370
+45 mins.	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310
Total Volume	3	1	8	12	56	776	9	841	171	1	107	279	4	1277	106	1387
% App. Total	25	8.3	66.7		6.7	92.3	1.1		61.3	0.4	38.4		0.3	92.1	7.6	
PHF	.375	.250	.500	.600	.824	.874	.563	.906	.750	.250	.892	.851	.333	.917	.828	.937

City of Los Angeles
N/S: Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 03_LAC_Park_Sunset PM
Site Code : 16619417
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Page No : 1

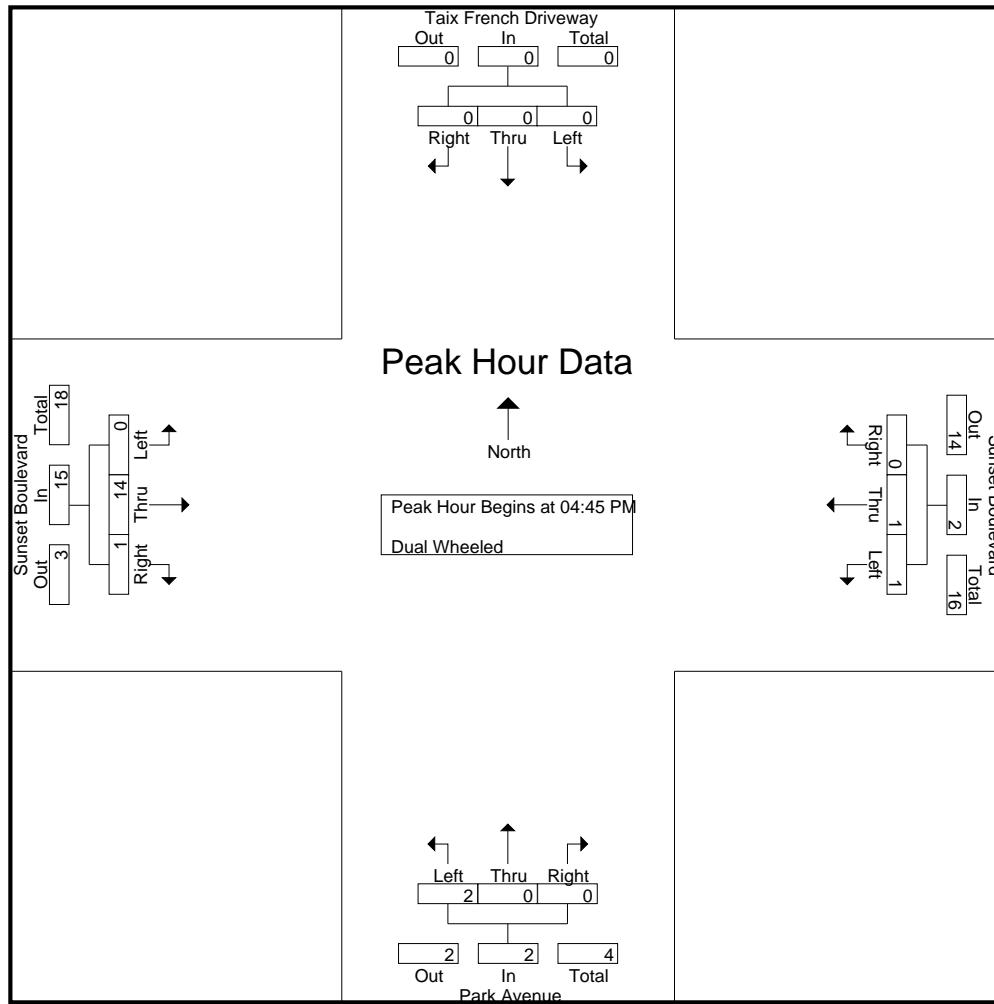
Groups Printed- Dual Wheeled

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	11	0	11	12
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	1	8	14
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	30	1	31	43
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	2	0	2	1	0	1	2	0	14	0	14	18
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	1	8	9
Total	0	0	0	0	1	2	0	3	2	0	0	2	0	17	2	19	24
Grand Total	0	0	0	0	1	16	0	17	3	0	1	4	0	61	3	64	85
Apprch %	0	0	0		5.9	94.1	0		75	0	25		0	95.3	4.7		
Total %	0	0	0		1.2	18.8	0	20	3.5	0	1.2	4.7	0	71.8	3.5	75.3	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total Volume	0	0	0	0	1	1	0	2	2	0	0	2	0	14	1	15	19
% App. Total	0	0	0		50	50	0		100	0	0		0	93.3	6.7		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.000	.000	.500	.000	.875	.250	.938	.792

City of Los Angeles
N/S: Park Avenue
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4
+30 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
Total Volume	0	0	0	0	1	1	0	2	2	0	0	2	0	14	1	15
% App. Total	0	0	0	0	50	50	0	100	100	0	0	0	0	93.3	6.7	100
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.000	.000	.500	.000	.875	.250	.938

City of Los Angeles
N/S: Park Avenue
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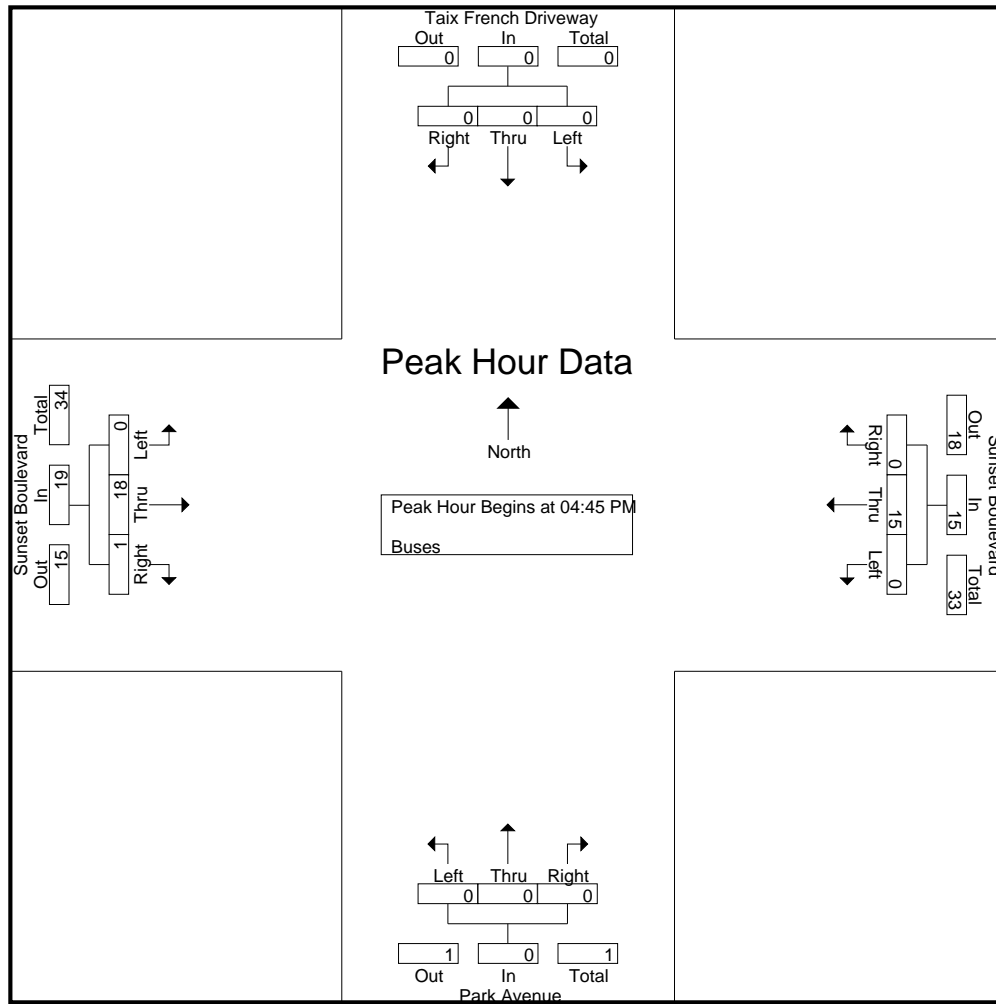
Groups Printed- Buses

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
03:15 PM	0	0	0	0	0	4	0	4	1	0	1	2	0	4	0	4	10
03:30 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	3	1	4	9
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	17	0	17	1	0	2	3	0	17	1	18	38
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	14	0	14	32
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	20	1	21	31
Grand Total	0	0	0	0	0	45	0	45	1	0	2	3	0	51	2	53	101
Apprch %	0	0	0		0	100	0		33.3	0	66.7		0	96.2	3.8		
Total %	0	0	0		0	44.6	0	44.6	1	0	2	3	0	50.5	2	52.5	

	Taix French Driveway Southbound				Sunset Boulevard Westbound				Park Avenue Northbound				Sunset 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	18	1	19	34
% App. Total	0	0	0		0	100	0		0	0	0		0	94.7	5.3		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.594	.773

City of Los Angeles
N/S: Park Avenue
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Weather: Clear

File Name : 03_LAC_Park_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	18	1	19
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	94.7	5.3	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.594



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Park Avenue

East/West Sunset Boulevard

Day: Tuesday Date: June 4, 2019 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 19340

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	18	0	115	118
BIKES	15	6	106	78
BUSES	6	0	95	108

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	69 7.45	2 9.00	259 8.15	299 7.15
PM PK 15 MIN	82 5.30	5 5.00	382 5.15	248 3.45
AM PK HOUR	200 7.15	4 8.45	972 7.30	1122 7.00
PM PK HOUR	281 4.45	12 4.30	1452 4.30	918 3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	115	0	73	188
8-9	89	1	77	167
9-10	116	1	67	184
3-4	116	2	84	202
4-5	122	2	115	239
5-6	178	1	97	276
TOTAL	736	7	513	1256

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	1	2
8-9	0	0	2	2
9-10	2	0	1	3
3-4	1	0	5	6
4-5	1	0	5	6
5-6	3	1	7	11
TOTAL	8	1	21	30

TOTAL

N-S
190
169
187
208
245
287
1286

XING S/L

Ped	Sch
23	15
36	5
40	8
61	21
60	17
59	10
279	76

XING N/L

Ped	Sch
11	18
19	13
21	9
29	32
37	27
41	18
158	117

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	800	66	868
8-9	1	865	91	957
9-10	6	730	76	812
3-4	3	961	104	1068
4-5	2	1206	127	1335
5-6	8	1269	102	1379
TOTAL	22	5831	566	6419

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	1050	2	1122
8-9	87	895	4	986
9-10	41	916	1	958
3-4	63	848	0	911
4-5	58	747	3	808
5-6	59	779	8	846
TOTAL	378	5235	18	5631

TOTAL

E-W
1990
1943
1770
1979
2143
2225
12050

XING W/L

Ped	Sch
9	7
12	2
14	2
23	12
26	14
40	4
124	41

XING E/L

Ped	Sch
4	8
7	6
9	14
18	12
14	3
11	4
63	47

BICYCLE COUNT SUMMARY

STREET:

North/South: Park Avenue

East/West: Sunset Boulevard

Day: Tuesday

Date: 6/4/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 19340

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	2
8-9	0	1	0	1	2
9-10	0	2	0	2	5
3-4	0	0	0	0	2
4-5	1	0	0	1	4
5-6	0	2	0	2	6
TOTAL	1	5	0	6	21

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	13	3	16
8-9	0	16	3	19
9-10	0	9	4	13
3-4	0	9	0	9
4-5	0	18	8	26
5-6	0	22	1	23
TOTAL	0	87	19	106

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	7	0	7	23
8-9	0	8	0	8	27
9-10	0	7	0	7	20
3-4	1	10	0	11	20
4-5	1	14	0	15	41
5-6	0	30	0	30	53
TOTAL	2	76	0	78	184

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	1	1	0	2
7	3	10	12	32
6	4	8	8	26
5	3	4	5	17

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

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Park Avenue

East/West:

Sunset Boulevard

Day:

Tuesday

Date:

June 4, 2019

Weather:

CLEAR

School Day:

YES

District:

Hollywood

I/S Code:

19340

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	4	5	0	1	10
7:15-7:30	7	4	3	4	18
7:30-7:45	10	6	4	7	27
7:45-8:00	8	23	5	4	40
8:00-8:15	8	17	3	5	33
8:15-8:30	6	8	2	4	20
8:30-8:45	9	5	1	1	16
8:45-9:00	9	11	7	4	31
9:00-9:15	8	5	3	2	18
9:15-9:30	7	12	9	5	33
9:30-9:45	9	14	7	5	35
9:45-10:00	6	17	4	4	31

Hours

7 - 8	29	38	12	16	95
8 - 9	32	41	13	14	100
9 - 10	30	48	23	16	117
TOTAL	91	127	48	46	312

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	26	38	12	12	88
3:15-3:30	8	26	6	6	46
3:30-3:45	14	28	10	10	62
3:45-4:00	13	30	8	18	69
4:00-4:15	18	52	4	22	96
4:15-4:30	15	24	8	14	61
4:30-4:45	14	26	14	8	62
4:45-5:00	17	18	2	8	45
5:00-5:15	18	22	8	24	72
5:15-5:30	5	32	8	14	59
5:30-5:45	20	38	6	18	82
5:45-6:00	16	26	0	24	66

Hours

3 - 4	61	122	36	46	265
4 - 5	64	120	28	52	264
5 - 6	59	118	22	80	279
TOTAL	184	360	86	178	808

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	0	0	0	0
9	16	0	12	37

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

Source:

LADOT 2015 CMP

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
Weather: Clear

File Name : 04_LAC_Glendale_Park AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

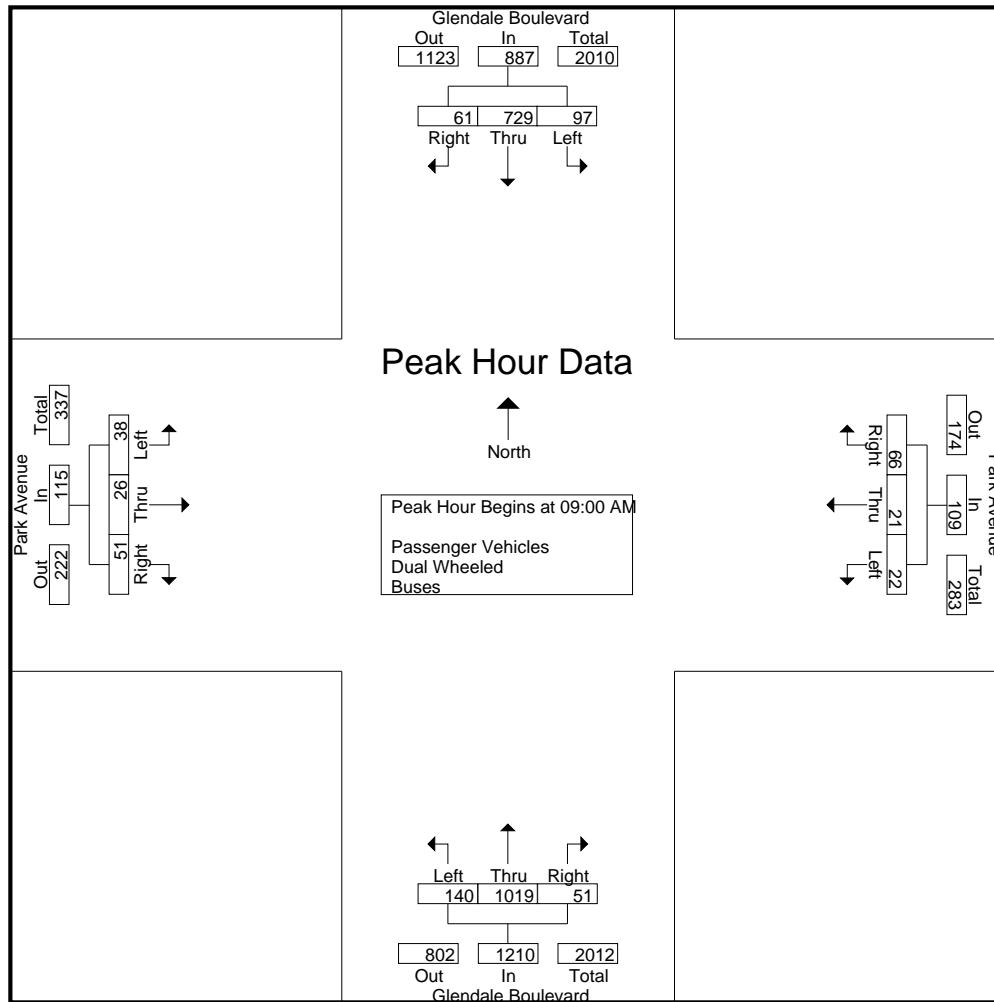
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	18	110	7	135	3	2	6	11	37	280	3	320	3	1	8	12	478
07:15 AM	22	149	6	177	2	2	18	22	47	265	11	323	3	1	6	10	532
07:30 AM	30	166	11	207	3	6	13	22	88	220	20	328	5	7	14	26	583
07:45 AM	27	196	19	242	6	6	11	23	69	197	25	291	5	3	17	25	581
Total	97	621	43	761	14	16	48	78	241	962	59	1262	16	12	45	73	2174
08:00 AM	17	147	19	183	7	11	11	29	51	180	19	250	10	8	11	29	491
08:15 AM	16	145	12	173	2	7	13	22	49	205	25	279	2	2	12	16	490
08:30 AM	16	161	12	189	3	8	14	25	48	252	20	320	4	1	12	17	551
08:45 AM	21	165	19	205	3	2	12	17	62	246	17	325	6	9	12	27	574
Total	70	618	62	750	15	28	50	93	210	883	81	1174	22	20	47	89	2106
09:00 AM	20	145	12	177	5	5	12	22	59	221	25	305	7	7	11	25	529
09:15 AM	24	218	12	254	4	6	12	22	29	260	7	296	5	5	12	22	594
09:30 AM	18	213	16	247	7	7	16	30	25	275	7	307	13	6	9	28	612
09:45 AM	35	153	21	209	6	3	26	35	27	263	12	302	13	8	19	40	586
Total	97	729	61	887	22	21	66	109	140	1019	51	1210	38	26	51	115	2321
Grand Total	264	1968	166	2398	51	65	164	280	591	2864	191	3646	76	58	143	277	6601
Apprch %	11	82.1	6.9		18.2	23.2	58.6		16.2	78.6	5.2		27.4	20.9	51.6		
Total %	4	29.8	2.5	36.3	0.8	1	2.5	4.2	9	43.4	2.9	55.2	1.2	0.9	2.2	4.2	
Passenger Vehicles	251	1867	165	2283	51	65	161	277	585	2700	190	3475	74	56	139	269	6304
% Passenger Vehicles	95.1	94.9	99.4	95.2	100	100	98.2	98.9	99	94.3	99.5	95.3	97.4	96.6	97.2	97.1	95.5
Dual Wheeled	10	87	1	98	0	0	3	3	6	144	1	151	2	2	3	7	259
% Dual Wheeled	3.8	4.4	0.6	4.1	0	0	1.8	1.1	1	5	0.5	4.1	2.6	3.4	2.1	2.5	3.9
Buses	3	14	0	17	0	0	0	0	0	20	0	20	0	0	1	1	38
% Buses	1.1	0.7	0	0.7	0	0	0	0	0	0.7	0	0.5	0	0	0.7	0.4	0.6

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	20	145	12	177	5	5	12	22	59	221	25	305	7	7	11	25	529
09:15 AM	24	218	12	254	4	6	12	22	29	260	7	296	5	5	12	22	594
09:30 AM	18	213	16	247	7	7	16	30	25	275	7	307	13	6	9	28	612
09:45 AM	35	153	21	209	6	3	26	35	27	263	12	302	13	8	19	40	586
Total Volume	97	729	61	887	22	21	66	109	140	1019	51	1210	38	26	51	115	2321
% App. Total	10.9	82.2	6.9		20.2	19.3	60.6		11.6	84.2	4.2		33	22.6	44.3		
PHF	.693	.836	.726	.873	.786	.750	.635	.779	.593	.926	.510	.985	.731	.813	.671	.719	.948

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
Weather: Clear

File Name : 04_LAC_Glendale_Park AM
Site Code : 16619417
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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				07:00 AM				09:00 AM			
+0 mins.	20	145	12	177	5	5	12	22	37	280	3	320	7	7	11	25
+15 mins.	24	218	12	254	4	6	12	22	47	265	11	323	5	5	12	22
+30 mins.	18	213	16	247	7	7	16	30	88	220	20	328	13	6	9	28
+45 mins.	35	153	21	209	6	3	26	35	69	197	25	291	13	8	19	40
Total Volume	97	729	61	887	22	21	66	109	241	962	59	1262	38	26	51	115
% App. Total	10.9	82.2	6.9		20.2	19.3	60.6		19.1	76.2	4.7		33	22.6	44.3	
PHF	.693	.836	.726	.873	.786	.750	.635	.779	.685	.859	.590	.962	.731	.813	.671	.719

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park AM
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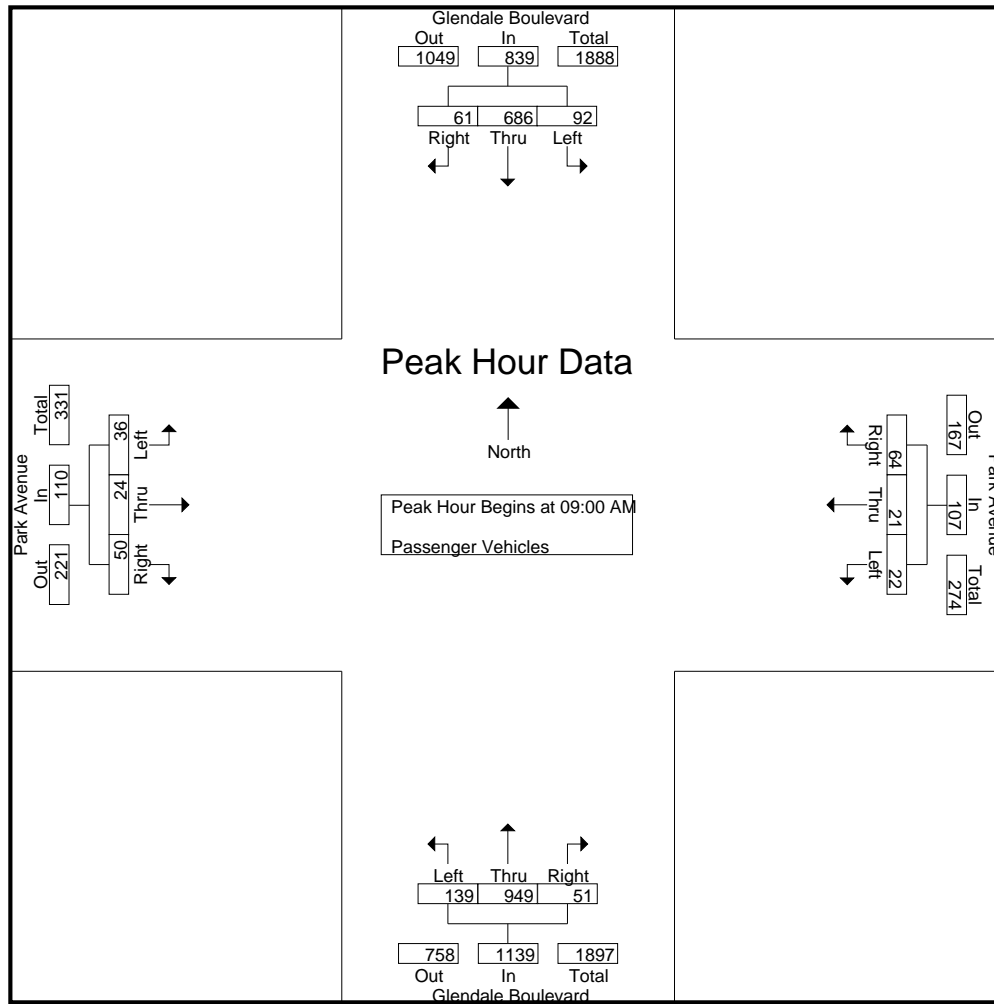
Groups Printed- Passenger Vehicles

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	16	104	7	127	3	2	6	11	35	265	3	303	3	1	8	12	453
07:15 AM	22	147	6	175	2	2	18	22	47	255	11	313	3	1	4	8	518
07:30 AM	28	161	11	200	3	6	13	22	87	214	20	321	5	7	13	25	568
07:45 AM	26	193	18	237	6	6	11	23	69	192	25	286	5	3	17	25	571
Total	92	605	42	739	14	16	48	78	238	926	59	1223	16	12	42	70	2110
08:00 AM	17	139	19	175	7	11	10	28	51	169	19	239	10	8	11	29	471
08:15 AM	16	132	12	160	2	7	13	22	49	193	24	266	2	2	12	16	464
08:30 AM	14	151	12	177	3	8	14	25	47	234	20	301	4	1	12	17	520
08:45 AM	20	154	19	193	3	2	12	17	61	229	17	307	6	9	12	27	544
Total	67	576	62	705	15	28	49	92	208	825	80	1113	22	20	47	89	1999
09:00 AM	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24	498
09:15 AM	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21	565
09:30 AM	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28	583
09:45 AM	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37	549
Total	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110	2195
Grand Total	251	1867	165	2283	51	65	161	277	585	2700	190	3475	74	56	139	269	6304
Apprch %	11	81.8	7.2		18.4	23.5	58.1		16.8	77.7	5.5		27.5	20.8	51.7		
Total %	4	29.6	2.6	36.2	0.8	1	2.6	4.4	9.3	42.8	3	55.1	1.2	0.9	2.2	4.3	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24	498
09:15 AM	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21	565
09:30 AM	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28	583
09:45 AM	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37	549
Total Volume	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110	2195
% App. Total	11	81.8	7.3		20.6	19.6	59.8		12.2	83.3	4.5		32.7	21.8	45.5		
PHF	.676	.837	.726	.881	.786	.750	.640	.787	.599	.913	.510	.975	.692	.857	.694	.743	.941

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park AM
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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.	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24
+15 mins.	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21
+30 mins.	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28
+45 mins.	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37
Total Volume	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110
% App. Total	11	81.8	7.3		20.6	19.6	59.8		12.2	83.3	4.5		32.7	21.8	45.5	
PHF	.676	.837	.726	.881	.786	.750	.640	.787	.599	.913	.510	.975	.692	.857	.694	.743

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park AM
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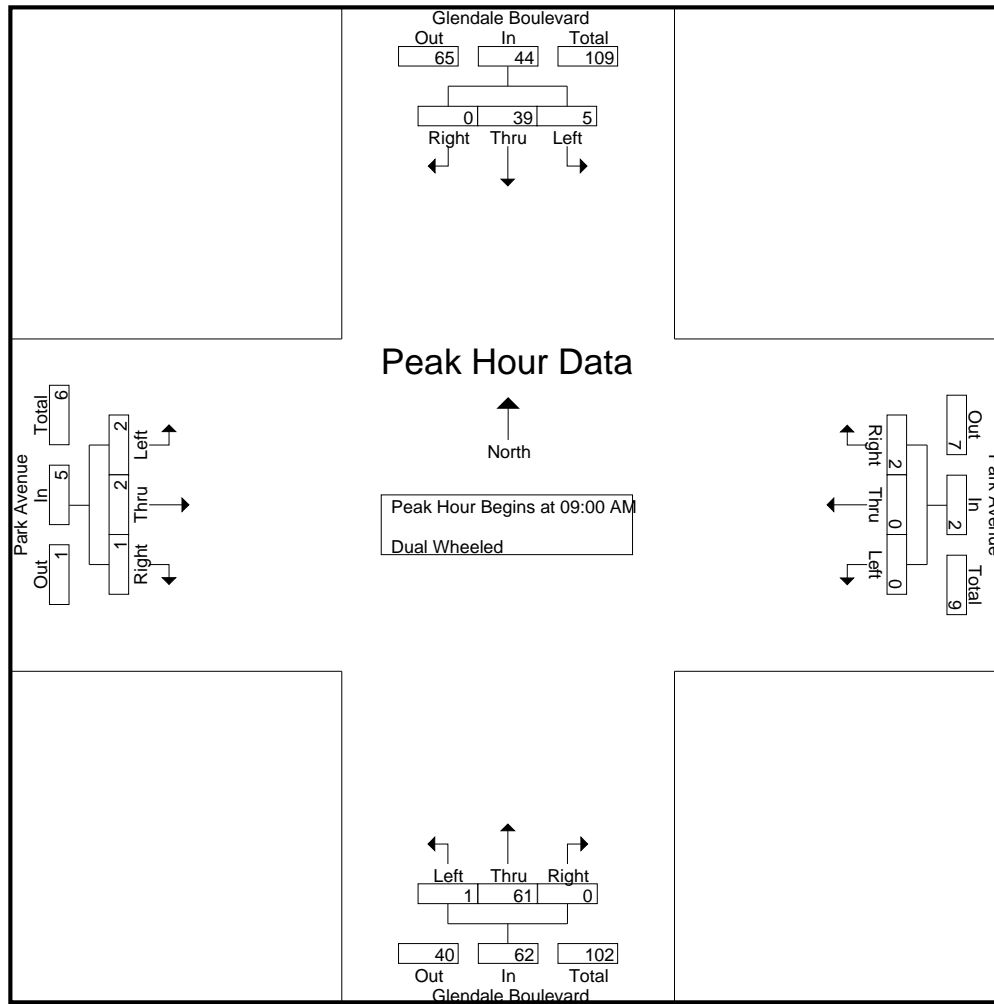
Groups Printed- Dual Wheeled

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	2	4	0	6	0	0	0	0	2	12	0	14	0	0	0	0	20
07:15 AM	0	1	0	1	0	0	0	0	0	9	0	9	0	0	1	1	11
07:30 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1	12
07:45 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Total	2	12	1	15	0	0	0	0	3	31	0	34	0	0	2	2	51
08:00 AM	0	7	0	7	0	0	1	1	0	10	0	10	0	0	0	0	18
08:15 AM	0	9	0	9	0	0	0	0	0	10	1	11	0	0	0	0	20
08:30 AM	2	10	0	12	0	0	0	0	1	17	0	18	0	0	0	0	30
08:45 AM	1	10	0	11	0	0	0	0	1	15	0	16	0	0	0	0	27
Total	3	36	0	39	0	0	1	1	2	52	1	55	0	0	0	0	95
09:00 AM	0	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1	31
09:15 AM	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
09:30 AM	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0	25
09:45 AM	1	10	0	11	0	0	1	1	0	19	0	19	1	1	1	3	34
Total	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5	113
Grand Total	10	87	1	98	0	0	3	3	6	144	1	151	2	2	3	7	259
Apprch %	10.2	88.8	1		0	0	100		4	95.4	0.7		28.6	28.6	42.9		
Total %	3.9	33.6	0.4	37.8	0	0	1.2	1.2	2.3	55.6	0.4	58.3	0.8	0.8	1.2	2.7	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1	31
09:15 AM	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
09:30 AM	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0	25
09:45 AM	1	10	0	11	0	0	1	1	0	19	0	19	1	1	1	3	34
Total Volume	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5	113
% App. Total	11.4	88.6	0		0	0	100		1.6	98.4	0		40	40	20		
PHF	.417	.886	.000	.846	.000	.000	.500	.500	.250	.726	.000	.705	.500	.500	.250	.417	.831

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park AM
Site Code : 16619417
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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	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1
+15 mins.	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1
+30 mins.	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0
+45 mins.	1	10	0	11	0	0	1	1	0	19	0	19	1	1	1	3
Total Volume	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5
% App. Total	11.4	88.6	0		0	0	100		1.6	98.4	0		40	40	20	
PHF	.417	.886	.000	.846	.000	.000	.500	.500	.250	.726	.000	.705	.500	.500	.250	.417

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
Weather: Clear

File Name : 04_LAC_Glendale_Park AM
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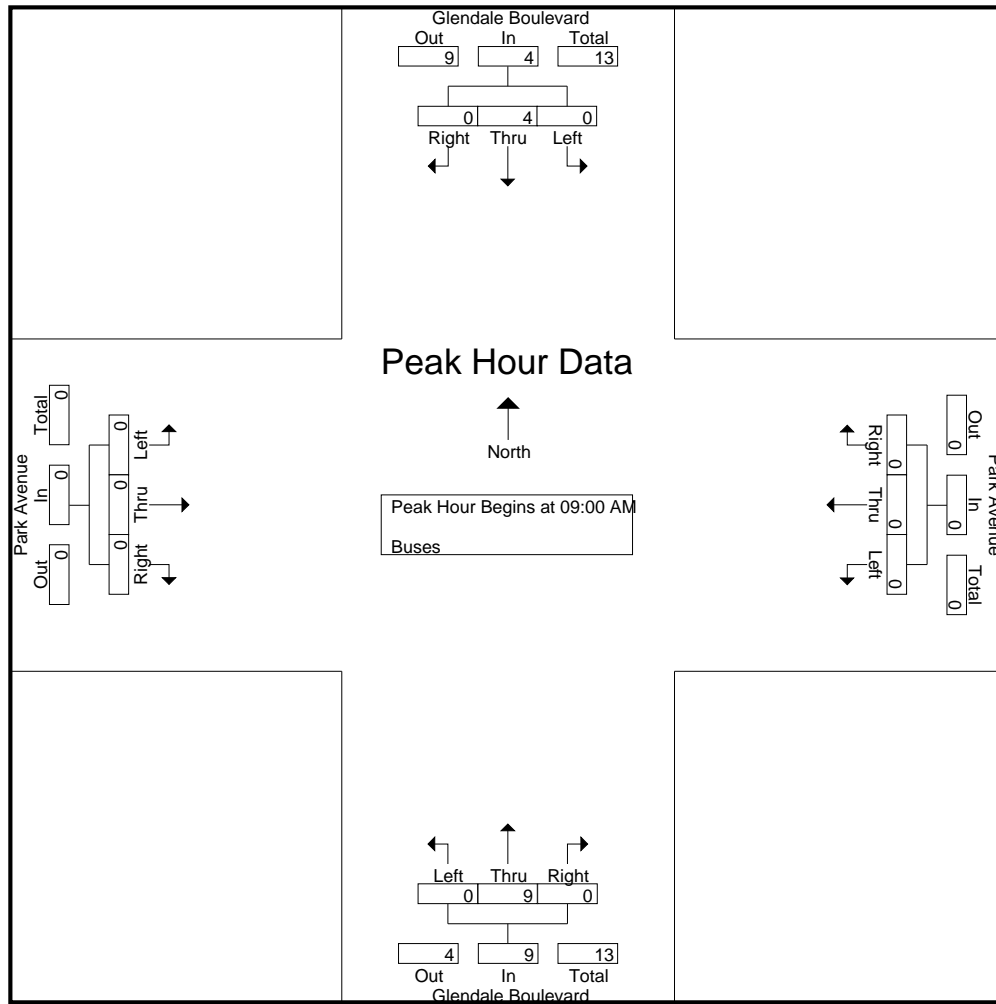
Groups Printed- Buses

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	4	0	7	0	0	0	0	0	5	0	5	0	0	1	1	13
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
09:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
Grand Total	3	14	0	17	0	0	0	0	0	20	0	20	0	0	1	1	38
Apprch %	17.6	82.4	0		0	0	0		0	100	0		0	0	100		
Total %	7.9	36.8	0	44.7	0	0	0	0	0	52.6	0	52.6	0	0	2.6	2.6	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
09:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.542

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
Weather: Clear

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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	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
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File Name : 04_LAC_Glendale_Park PM
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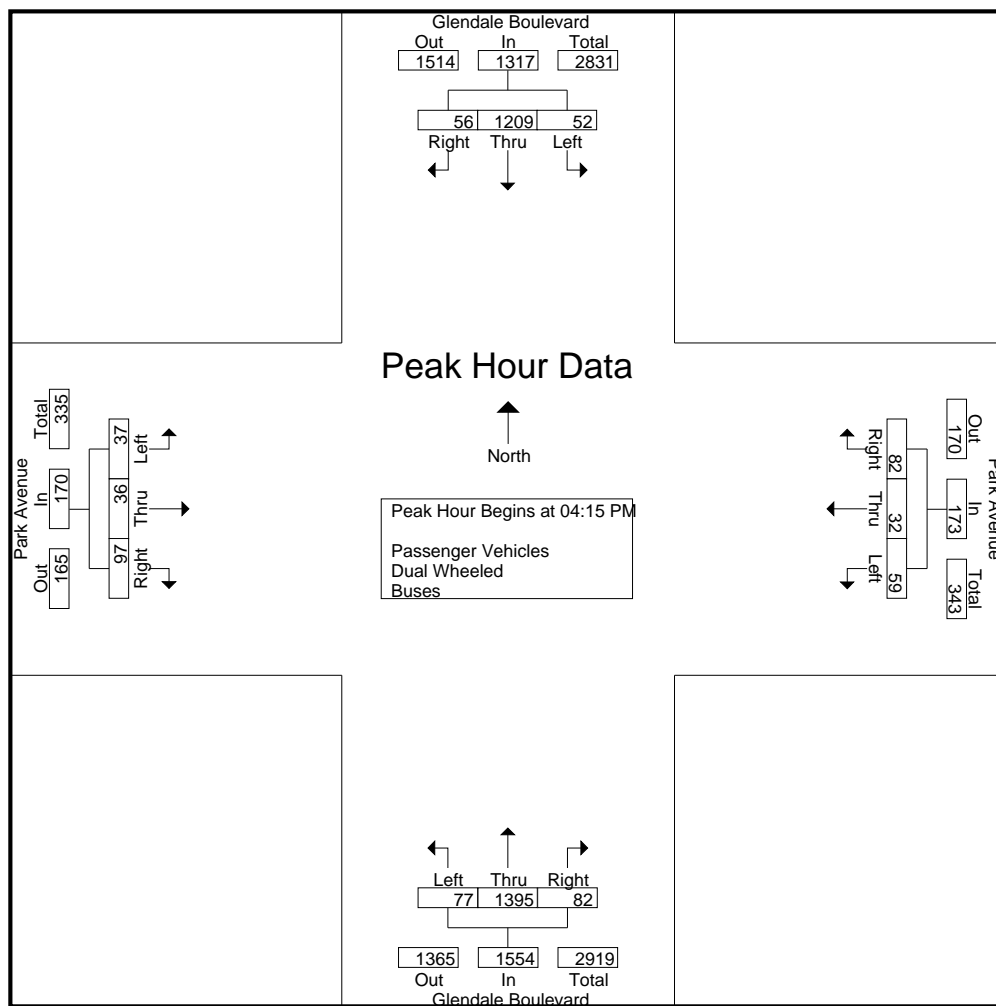
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	8	201	13	222	14	3	18	35	20	350	13	383	3	8	27	38	678
03:15 PM	15	203	10	228	13	7	9	29	26	303	25	354	10	4	26	40	651
03:30 PM	9	258	7	274	14	5	18	37	19	345	20	384	1	3	28	32	727
03:45 PM	21	271	15	307	18	9	21	48	20	316	21	357	5	8	30	43	755
Total	53	933	45	1031	59	24	66	149	85	1314	79	1478	19	23	111	153	2811
04:00 PM	13	293	10	316	21	8	10	39	25	307	16	348	9	2	34	45	748
04:15 PM	15	290	12	317	19	7	14	40	14	365	17	396	10	9	30	49	802
04:30 PM	10	275	12	297	10	8	19	37	15	378	14	407	11	9	20	40	781
04:45 PM	14	319	22	355	17	7	33	57	21	347	15	383	8	10	26	44	839
Total	52	1177	56	1285	67	30	76	173	75	1397	62	1534	38	30	110	178	3170
05:00 PM	13	325	10	348	13	10	16	39	27	305	36	368	8	8	21	37	792
05:15 PM	9	337	7	353	16	6	12	34	24	262	27	313	9	9	23	41	741
05:30 PM	14	287	12	313	19	12	9	40	29	249	18	296	10	6	25	41	690
05:45 PM	25	299	12	336	16	6	11	33	36	268	16	320	6	7	27	40	729
Total	61	1248	41	1350	64	34	48	146	116	1084	97	1297	33	30	96	159	2952
Grand Total	166	3358	142	3666	190	88	190	468	276	3795	238	4309	90	83	317	490	8933
Apprch %	4.5	91.6	3.9		40.6	18.8	40.6		6.4	88.1	5.5		18.4	16.9	64.7		
Total %	1.9	37.6	1.6	41	2.1	1	2.1	5.2	3.1	42.5	2.7	48.2	1	0.9	3.5	5.5	
Passenger Vehicles	165	3214	142	3521	188	88	187	463	272	3724	235	4231	89	83	312	484	8699
% Passenger Vehicles	99.4	95.7	100	96	98.9	100	98.4	98.9	98.6	98.1	98.7	98.2	98.9	100	98.4	98.8	97.4
Dual Wheeled	1	114	0	115	1	0	2	3	2	62	3	67	1	0	4	5	190
% Dual Wheeled	0.6	3.4	0	3.1	0.5	0	1.1	0.6	0.7	1.6	1.3	1.6	1.1	0	1.3	1	2.1
Buses	0	30	0	30	1	0	1	2	2	9	0	11	0	0	1	1	44
% Buses	0	0.9	0	0.8	0.5	0	0.5	0.4	0.7	0.2	0	0.3	0	0	0.3	0.2	0.5

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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 04:15 PM																	
04:15 PM	15	290	12	317	19	7	14	40	14	365	17	396	10	9	30	49	802
04:30 PM	10	275	12	297	10	8	19	37	15	378	14	407	11	9	20	40	781
04:45 PM	14	319	22	355	17	7	33	57	21	347	15	383	8	10	26	44	839
05:00 PM	13	325	10	348	13	10	16	39	27	305	36	368	8	8	21	37	792
Total Volume	52	1209	56	1317	59	32	82	173	77	1395	82	1554	37	36	97	170	3214
% App. Total	3.9	91.8	4.3		34.1	18.5	47.4		5	89.8	5.3		21.8	21.2	57.1		
PHF	.867	.930	.636	.927	.776	.800	.621	.759	.713	.923	.569	.955	.841	.900	.808	.867	.958

City of Los Angeles
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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				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	14	319	22	355	21	8	10	39	14	365	17	396	9	2	34	45
+15 mins.	13	325	10	348	19	7	14	40	15	378	14	407	10	9	30	49
+30 mins.	9	337	7	353	10	8	19	37	21	347	15	383	11	9	20	40
+45 mins.	14	287	12	313	17	7	33	57	27	305	36	368	8	10	26	44
Total Volume	50	1268	51	1369	67	30	76	173	77	1395	82	1554	38	30	110	178
% App. Total	3.7	92.6	3.7		38.7	17.3	43.9		5	89.8	5.3		21.3	16.9	61.8	
PHF	.893	.941	.580	.964	.798	.938	.576	.759	.713	.923	.569	.955	.864	.750	.809	.908

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
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File Name : 04_LAC_Glendale_Park PM
Site Code : 16619417
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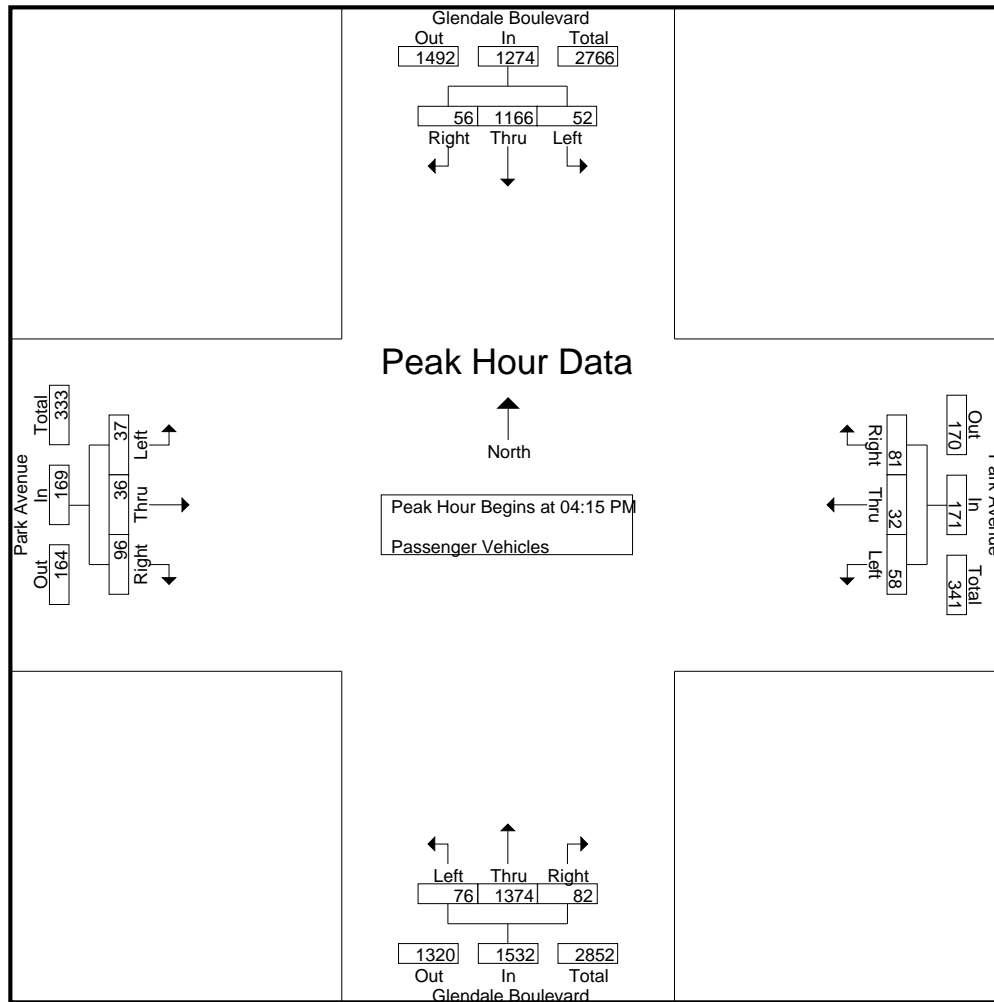
Groups Printed- Passenger Vehicles

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	8	189	13	210	14	3	18	35	20	342	13	375	3	8	27	38	658
03:15 PM	15	184	10	209	13	7	9	29	25	299	25	349	10	4	26	40	627
03:30 PM	9	226	7	242	14	5	17	36	18	336	20	374	1	3	26	30	682
03:45 PM	20	256	15	291	17	9	20	46	20	301	20	341	5	8	30	43	721
Total	52	855	45	952	58	24	64	146	83	1278	78	1439	19	23	109	151	2688
04:00 PM	13	281	10	304	21	8	10	39	25	298	16	339	9	2	34	45	727
04:15 PM	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49	782
04:30 PM	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40	770
04:45 PM	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44	822
Total	52	1133	56	1241	67	30	76	173	75	1372	62	1509	38	30	110	178	3101
05:00 PM	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36	772
05:15 PM	9	331	7	347	16	6	12	34	23	260	26	309	9	9	22	40	730
05:30 PM	14	285	12	311	19	12	9	40	29	248	18	295	10	6	24	40	686
05:45 PM	25	296	12	333	16	6	11	33	36	266	15	317	5	7	27	39	722
Total	61	1226	41	1328	63	34	47	144	114	1074	95	1283	32	30	93	155	2910
Grand Total	165	3214	142	3521	188	88	187	463	272	3724	235	4231	89	83	312	484	8699
Apprch %	4.7	91.3	4		40.6	19	40.4		6.4	88	5.6		18.4	17.1	64.5		
Total %	1.9	36.9	1.6	40.5	2.2	1	2.1	5.3	3.1	42.8	2.7	48.6	1	1	3.6	5.6	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49	782
04:30 PM	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40	770
04:45 PM	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44	822
05:00 PM	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36	772
Total Volume	52	1166	56	1274	58	32	81	171	76	1374	82	1532	37	36	96	169	3146
% App. Total	4.1	91.5	4.4		33.9	18.7	47.4		5	89.7	5.4		21.9	21.3	56.8		
PHF	.867	.928	.636	.926	.763	.800	.614	.750	.731	.918	.569	.950	.841	.900	.800	.862	.957

City of Los Angeles
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49
+15 mins.	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40
+30 mins.	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44
+45 mins.	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36
Total Volume	52	1166	56	1274	58	32	81	171	76	1374	82	1532	37	36	96	169
% App. Total	4.1	91.5	4.4		33.9	18.7	47.4		5	89.7	5.4		21.9	21.3	56.8	
PHF	.867	.928	.636	.926	.763	.800	.614	.750	.731	.918	.569	.950	.841	.900	.800	.862

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park PM
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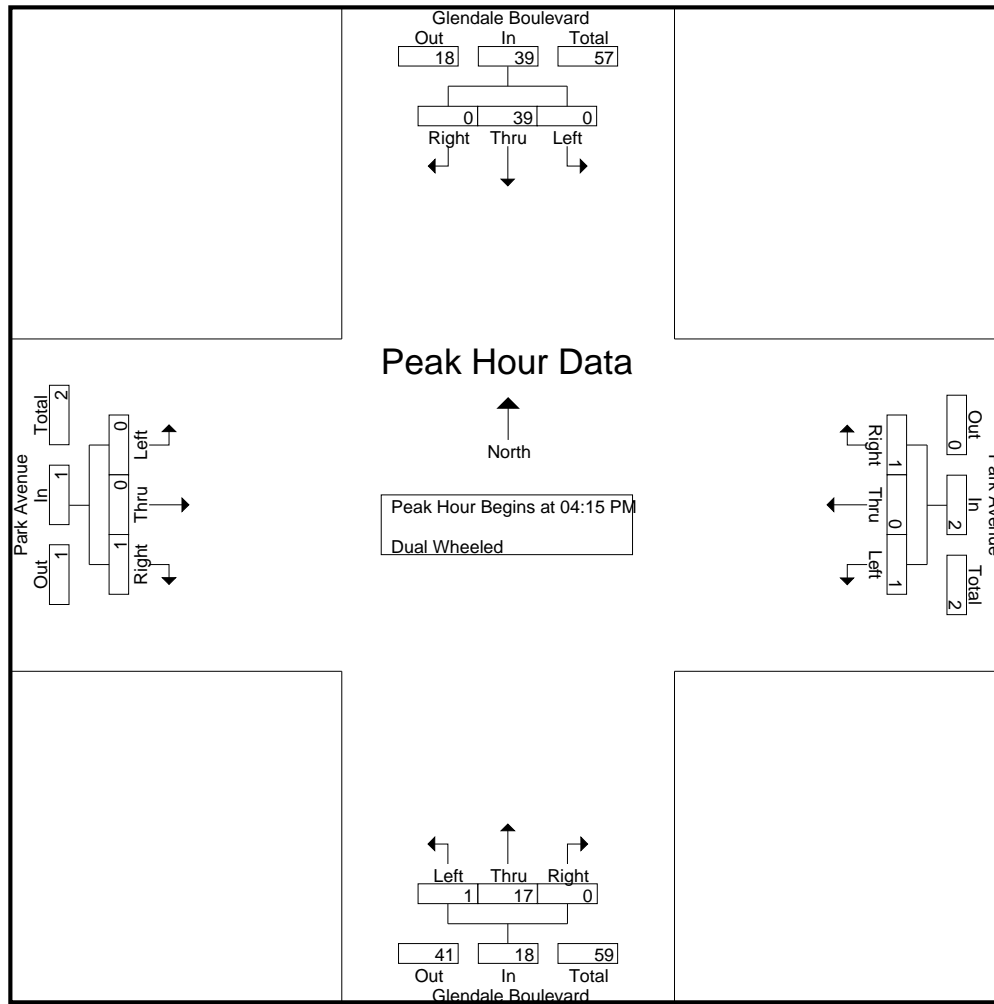
Groups Printed- Dual Wheeled

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
03:15 PM	0	12	0	12	0	0	0	0	0	2	0	2	0	0	0	0	14
03:30 PM	0	21	0	21	0	0	1	1	0	9	0	9	0	0	1	1	32
03:45 PM	1	13	0	14	0	0	0	0	0	14	1	15	0	0	0	0	29
Total	1	56	0	57	0	0	1	1	0	33	1	34	0	0	1	1	93
04:00 PM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0	18
04:15 PM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
04:30 PM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
04:45 PM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Total	0	38	0	38	0	0	0	0	0	23	0	23	0	0	0	0	61
05:00 PM	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1	17
05:15 PM	0	6	0	6	0	0	0	0	1	2	1	4	0	0	1	1	11
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
Total	0	20	0	20	1	0	1	2	2	6	2	10	1	0	3	4	36
Grand Total	1	114	0	115	1	0	2	3	2	62	3	67	1	0	4	5	190
Apprch %	0.9	99.1	0		33.3	0	66.7		3	92.5	4.5		20	0	80		
Total %	0.5	60	0	60.5	0.5	0	1.1	1.6	1.1	32.6	1.6	35.3	0.5	0	2.1	2.6	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
04:30 PM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
04:45 PM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
05:00 PM	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1	17
Total Volume	0	39	0	39	1	0	1	2	1	17	0	18	0	0	1	1	60
% App. Total	0	100	0		50	0	50		5.6	94.4	0		0	0	100		
PHF	.000	.813	.000	.813	.250	.000	.250	.250	.250	.850	.000	.900	.000	.000	.250	.250	.882

City of Los Angeles
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1
Total Volume	0	39	0	39	1	0	1	2	1	17	0	18	0	0	1	1
% App. Total	0	100	0		50	0	50		5.6	94.4	0		0	0	100	
PHF	.000	.813	.000	.813	.250	.000	.250	.250	.250	.850	.000	.900	.000	.000	.250	.250

City of Los Angeles
N/S: Glendale Boulevard
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File Name : 04_LAC_Glendale_Park PM
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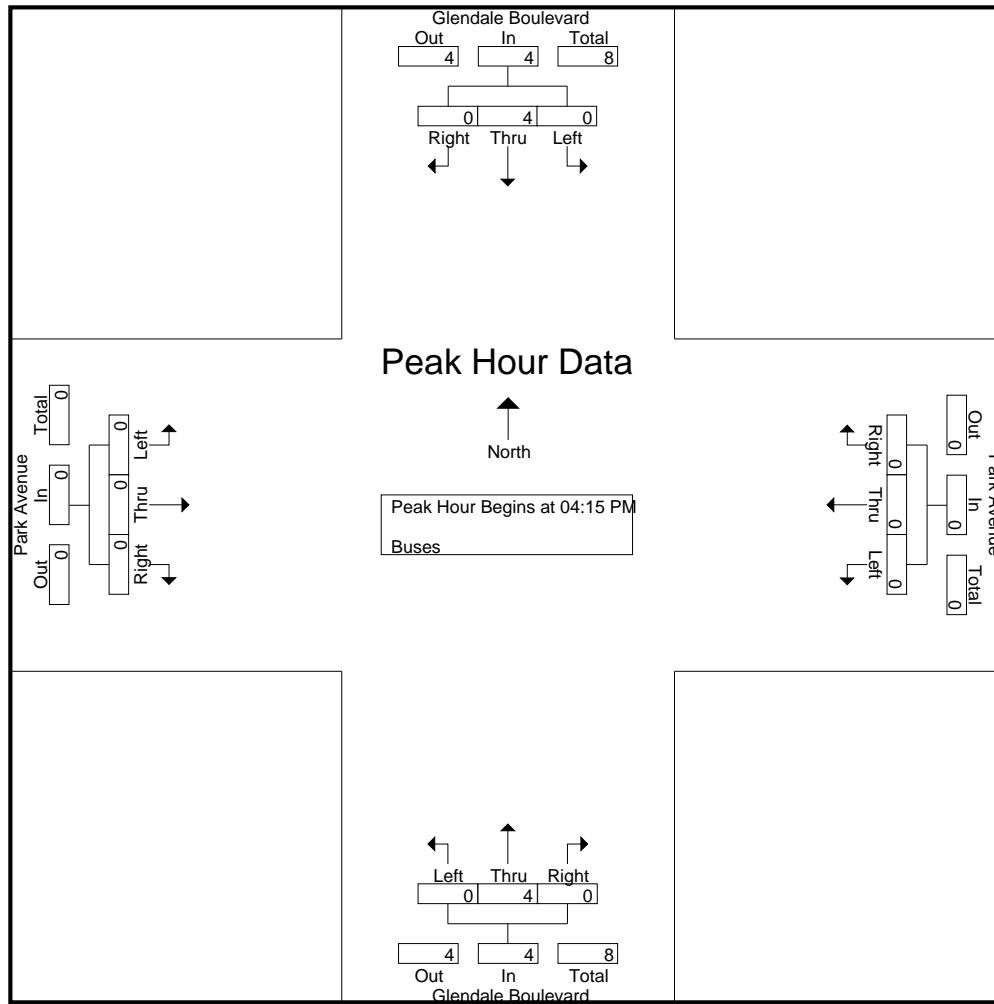
Groups Printed- Buses

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	7	0	7	0	0	0	0	1	2	0	3	0	0	0	0	10
03:30 PM	0	11	0	11	0	0	0	0	1	0	0	1	0	0	1	1	13
03:45 PM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
Total	0	22	0	22	1	0	1	2	2	3	0	5	0	0	1	1	30
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Grand Total	0	30	0	30	1	0	1	2	2	9	0	11	0	0	1	1	44
Apprch %	0	100	0		50	0	50		18.2	81.8	0		0	0	100		
Total %	0	68.2	0	68.2	2.3	0	2.3	4.5	4.5	20.5	0	25	0	0	2.3	2.3	

	Glendale Boulevard Southbound				Park Avenue Westbound				Glendale Boulevard Northbound				Park Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.667

City of Los Angeles
N/S: Glendale Boulevard
E/W: Park Avenue
Weather: Clear

File Name : 04_LAC_Glendale_Park PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Glendale Boulevard

East/West Park Avenue

Day: Tuesday Date: June 4, 2019 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 51130

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	218	213	12	6
BIKES	13	16	21	12
BUSES	31	47	2	2

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	328 7.30	254 9.15	40 9.45	35 9.45
PM PK 15 MIN	407 4.30	355 4.45	49 4.15	57 4.45
AM PK HOUR	1262 7.00	887 9.00	115 9.00	109 9.00
PM PK HOUR	1554 4.15	1369 4.45	178 4.00	173 4.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	241	962	59	1262
8-9	210	883	81	1174
9-10	140	1019	51	1210
3-4	85	1314	79	1478
4-5	75	1397	62	1534
5-6	116	1084	97	1297
TOTAL	867	6659	429	7955

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	97	621	43	761
8-9	70	618	62	750
9-10	97	729	61	887
3-4	53	933	45	1031
4-5	52	1177	56	1285
5-6	61	1248	41	1350
TOTAL	430	5326	308	6064

TOTAL

N-S
2023
1924
2097
2509
2819
2647
14019

XING S/L

Ped	Sch
5	0
17	0
16	2
31	10
43	1
65	3
177	16

XING N/L

Ped	Sch
20	1
36	1
21	1
25	3
18	0
17	1
137	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	12	45	73
8-9	22	20	47	89
9-10	38	26	51	115
3-4	19	23	111	153
4-5	38	30	110	178
5-6	33	30	96	159
TOTAL	166	141	460	767

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	16	48	78
8-9	15	28	50	93
9-10	22	21	66	109
3-4	59	24	66	149
4-5	67	30	76	173
5-6	64	34	48	146
TOTAL	241	153	354	748

TOTAL

E-W
151
182
224
302
351
305
1515

XING W/L

Ped	Sch
6	0
12	0
10	2
7	1
8	3
22	0
65	6

XING E/L

Ped	Sch
5	0
5	0
8	0
12	4
22	1
21	2
73	7

BICYCLE COUNT SUMMARY

STREET:

North/South: Glendale Boulevard

East/West: Park Avenue

Day: Tuesday

Date: 6/4/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 51130

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	1	0	0	1
3-4	1	0	1	2
4-5	0	5	0	5
5-6	0	3	1	4
TOTAL	2	9	2	13

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	1
8-9	0	0	2	2	2
9-10	0	2	2	4	5
3-4	0	0	0	0	2
4-5	0	8	1	9	14
5-6	0	1	0	1	5
TOTAL	0	11	5	16	29

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	1	0	1	11
8-9	0	3	0	3	3
9-10	0	1	2	3	4
3-4	0	2	0	2	4
4-5	0	1	0	1	6
5-6	2	0	0	2	5
TOTAL	2	8	2	12	33

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
1	3	0	0	4
10	12	19	7	48
3	4	3	2	12
5	0	0	2	7

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

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Glendale Boulevard

East/West:

Park Avenue

Day:

Tuesday

Date:

June 4, 2019

Weather:

CLEAR

School Day:

YES

District:

Hollywood

I/S Code:

51130

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	6	1	1	0	8
7:15-7:30	3	2	0	2	7
7:30-7:45	5	0	0	1	6
7:45-8:00	7	2	4	3	16
8:00-8:15	13	6	2	4	25
8:15-8:30	5	3	2	1	11
8:30-8:45	11	0	0	1	12
8:45-9:00	8	8	1	6	23
9:00-9:15	2	6	2	0	10
9:15-9:30	8	5	4	3	20
9:30-9:45	8	5	2	7	22
9:45-10:00	4	2	0	2	8

Hours

7 - 8	21	5	5	6	37
8 - 9	37	17	5	12	71
9 - 10	22	18	8	12	60
TOTAL	80	40	18	30	168

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	3	12	8	0	23
3:15-3:30	4	22	6	6	38
3:30-3:45	3	12	2	4	21
3:45-4:00	18	16	8	4	46
4:00-4:15	8	20	6	6	40
4:15-4:30	2	30	12	6	50
4:30-4:45	6	14	16	2	38
4:45-5:00	2	22	10	2	36
5:00-5:15	2	28	4	20	54
5:15-5:30	5	38	12	12	67
5:30-5:45	5	36	16	10	67
5:45-6:00	6	28	10	2	46

Hours

3 - 4	28	62	24	14	128
4 - 5	18	86	44	16	164
5 - 6	18	130	42	44	234
TOTAL	64	278	110	74	526

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	1	0	0	1
4	1	1	3	9

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

Source:

LADOT 2015 CMP

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

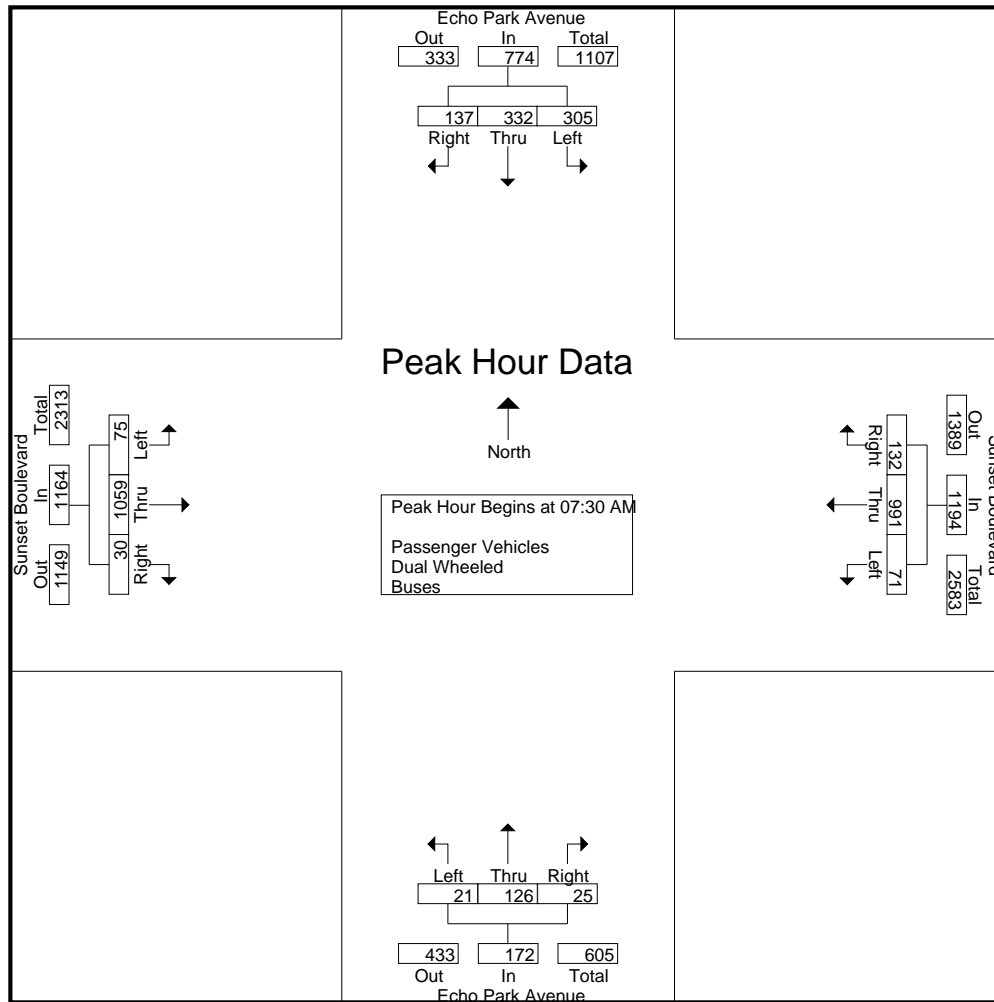
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	59	48	31	138	19	249	23	291	4	18	5	27	8	144	7	159	615
07:15 AM	55	52	29	136	19	277	47	343	4	18	4	26	11	201	8	220	725
07:30 AM	71	66	35	172	14	271	33	318	4	34	5	43	17	224	5	246	779
07:45 AM	62	78	33	173	23	290	45	358	4	36	6	46	20	284	8	312	889
Total	247	244	128	619	75	1087	148	1310	16	106	20	142	56	853	28	937	3008
08:00 AM	88	117	36	241	16	213	29	258	10	34	8	52	16	239	11	266	817
08:15 AM	84	71	33	188	18	217	25	260	3	22	6	31	22	312	6	340	819
08:30 AM	101	95	39	235	14	206	25	245	11	20	12	43	20	214	3	237	760
08:45 AM	71	55	38	164	20	226	36	282	8	13	14	35	27	240	10	277	758
Total	344	338	146	828	68	862	115	1045	32	89	40	161	85	1005	30	1120	3154
09:00 AM	83	62	30	175	16	184	26	226	5	18	10	33	11	186	6	203	637
09:15 AM	79	49	47	175	28	255	23	306	1	19	11	31	15	261	7	283	795
09:30 AM	50	65	39	154	20	206	24	250	9	14	11	34	18	191	12	221	659
09:45 AM	37	56	40	133	24	247	22	293	6	12	13	31	23	186	7	216	673
Total	249	232	156	637	88	892	95	1075	21	63	45	129	67	824	32	923	2764
Grand Total	840	814	430	2084	231	2841	358	3430	69	258	105	432	208	2682	90	2980	8926
Apprch %	40.3	39.1	20.6		6.7	82.8	10.4		16	59.7	24.3		7	90	3		
Total %	9.4	9.1	4.8	23.3	2.6	31.8	4	38.4	0.8	2.9	1.2	4.8	2.3	30	1	33.4	
Passenger Vehicles	823	792	392	2007	227	2696	348	3271	66	239	103	408	199	2580	90	2869	8555
% Passenger Vehicles	98	97.3	91.2	96.3	98.3	94.9	97.2	95.4	95.7	92.6	98.1	94.4	95.7	96.2	100	96.3	95.8
Dual Wheeled	11	9	9	29	4	96	7	107	3	4	2	9	7	57	0	64	209
% Dual Wheeled	1.3	1.1	2.1	1.4	1.7	3.4	2	3.1	4.3	1.6	1.9	2.1	3.4	2.1	0	2.1	2.3
Buses	6	13	29	48	0	49	3	52	0	15	0	15	2	45	0	47	162
% Buses	0.7	1.6	6.7	2.3	0	1.7	0.8	1.5	0	5.8	0	3.5	1	1.7	0	1.6	1.8

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	71	66	35	172	14	271	33	318	4	34	5	43	17	224	5	246	779
07:45 AM	62	78	33	173	23	290	45	358	4	36	6	46	20	284	8	312	889
08:00 AM	88	117	36	241	16	213	29	258	10	34	8	52	16	239	11	266	817
08:15 AM	84	71	33	188	18	217	25	260	3	22	6	31	22	312	6	340	819
Total Volume	305	332	137	774	71	991	132	1194	21	126	25	172	75	1059	30	1164	3304
% App. Total	39.4	42.9	17.7		5.9	83	11.1		12.2	73.3	14.5		6.4	91	2.6		
PHF	.866	.709	.951	.803	.772	.854	.733	.834	.525	.875	.781	.827	.852	.849	.682	.856	.929

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
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:

	07:45 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	62	78	33	173	19	249	23	291	4	34	5	43	17	224	5	246
+15 mins.	88	117	36	241	19	277	47	343	4	36	6	46	20	284	8	312
+30 mins.	84	71	33	188	14	271	33	318	10	34	8	52	16	239	11	266
+45 mins.	101	95	39	235	23	290	45	358	3	22	6	31	22	312	6	340
Total Volume	335	361	141	837	75	1087	148	1310	21	126	25	172	75	1059	30	1164
% App. Total	40	43.1	16.8		5.7	83	11.3		12.2	73.3	14.5		6.4	91	2.6	
PHF	.829	.771	.904	.868	.815	.937	.787	.915	.525	.875	.781	.827	.852	.849	.682	.856

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
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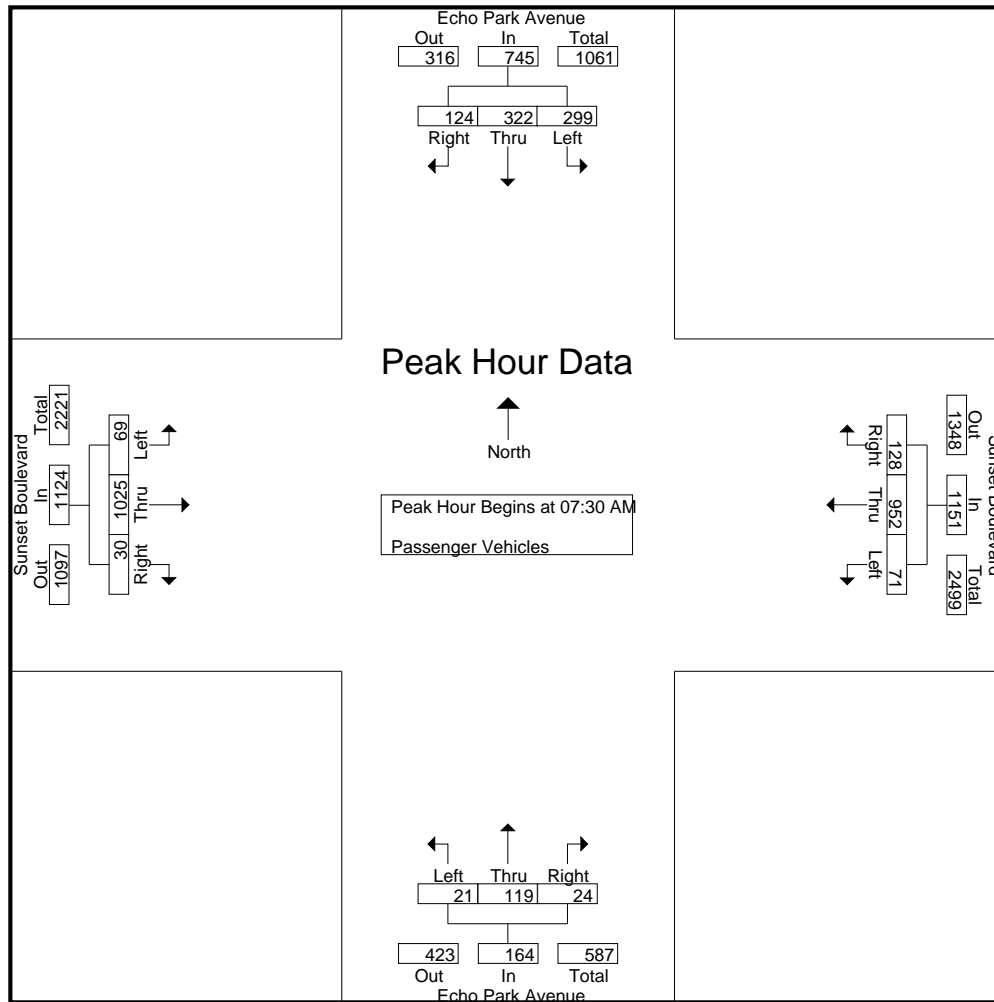
Groups Printed- Passenger Vehicles

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	58	47	26	131	17	238	23	278	2	15	5	22	8	133	7	148	579
07:15 AM	54	51	25	130	19	260	46	325	4	17	4	25	10	196	8	214	694
07:30 AM	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235	755
07:45 AM	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302	851
Total	244	238	114	596	73	1033	145	1251	14	100	19	133	51	820	28	899	2879
08:00 AM	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263	793
08:15 AM	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324	785
08:30 AM	99	90	36	225	14	195	24	233	11	18	12	41	20	207	3	230	729
08:45 AM	70	54	37	161	20	212	34	266	8	11	14	33	27	232	10	269	729
Total	336	326	134	796	68	824	110	1002	32	80	40	152	83	973	30	1086	3036
09:00 AM	81	61	27	169	16	176	26	218	4	17	10	31	11	172	6	189	607
09:15 AM	75	48	45	168	27	245	22	294	1	18	11	30	14	254	7	275	767
09:30 AM	50	64	35	149	19	192	24	235	9	13	10	32	17	185	12	214	630
09:45 AM	37	55	37	129	24	226	21	271	6	11	13	30	23	176	7	206	636
Total	243	228	144	615	86	839	93	1018	20	59	44	123	65	787	32	884	2640
Grand Total	823	792	392	2007	227	2696	348	3271	66	239	103	408	199	2580	90	2869	8555
Apprch %	41	39.5	19.5		6.9	82.4	10.6		16.2	58.6	25.2		6.9	89.9	3.1		
Total %	9.6	9.3	4.6	23.5	2.7	31.5	4.1	38.2	0.8	2.8	1.2	4.8	2.3	30.2	1.1	33.5	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235	755
07:45 AM	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302	851
08:00 AM	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263	793
08:15 AM	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324	785
Total Volume	299	322	124	745	71	952	128	1151	21	119	24	164	69	1025	30	1124	3184
% App. Total	40.1	43.2	16.6		6.2	82.7	11.1		12.8	72.6	14.6		6.1	91.2	2.7		
PHF	.879	.700	.939	.803	.772	.875	.744	.851	.525	.826	.750	.854	.821	.863	.682	.867	.935

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset AM
Site Code : 16619417
Start Date : 6/4/2019
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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.	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235
+15 mins.	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302
+30 mins.	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263
+45 mins.	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324
Total Volume	299	322	124	745	71	952	128	1151	21	119	24	164	69	1025	30	1124
% App. Total	40.1	43.2	16.6		6.2	82.7	11.1		12.8	72.6	14.6		6.1	91.2	2.7	
PHF	.879	.700	.939	.803	.772	.875	.744	.851	.525	.826	.750	.854	.821	.863	.682	.867

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

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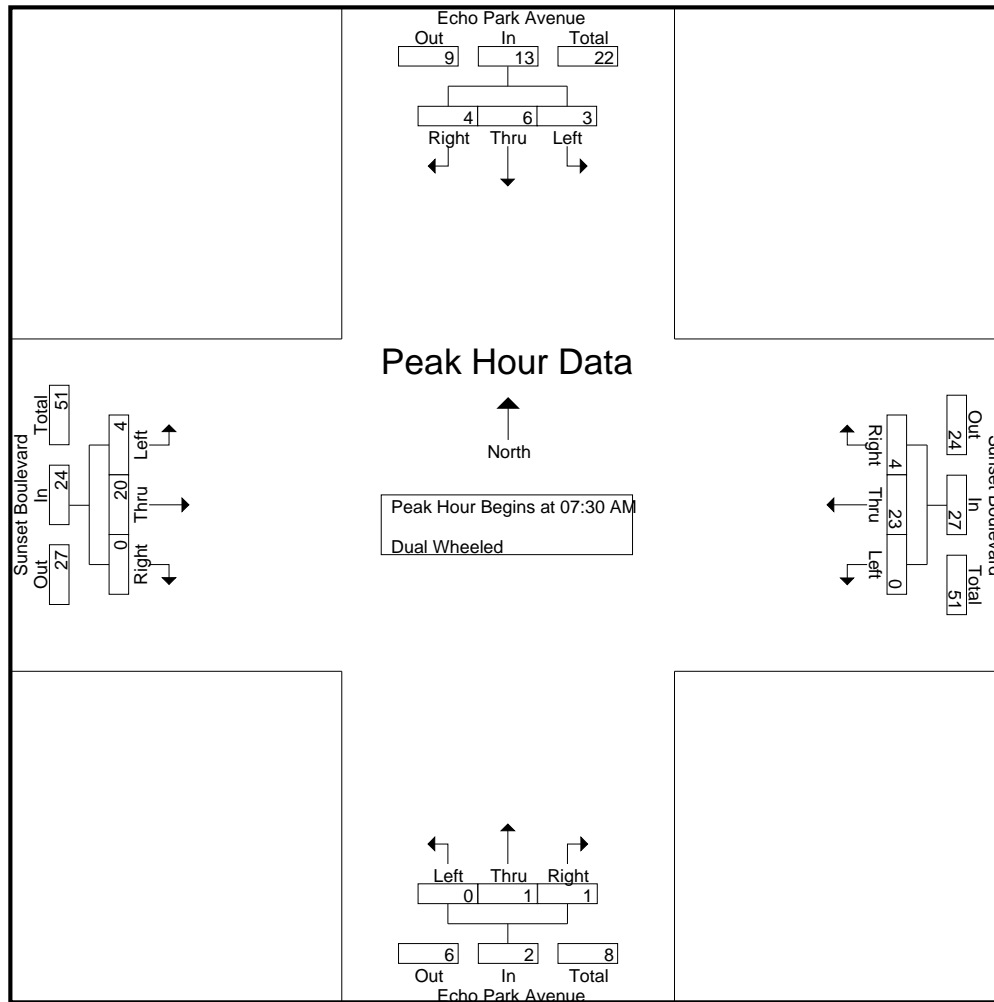
Groups Printed- Dual Wheeled

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	2	7	0	9	2	2	0	4	0	5	0	5	18
07:15 AM	1	0	0	1	0	8	0	8	0	0	0	0	1	3	0	4	13
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	3	5	0	8	15
07:45 AM	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4	21
Total	2	2	2	6	2	31	2	35	2	2	1	5	5	16	0	21	67
08:00 AM	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1	10
08:15 AM	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11	20
08:30 AM	1	2	1	4	0	7	1	8	0	1	0	1	0	5	0	5	18
08:45 AM	1	0	0	1	0	8	1	9	0	0	0	0	0	3	0	3	13
Total	4	6	3	13	0	22	4	26	0	2	0	2	0	20	0	20	61
09:00 AM	1	0	0	1	0	6	0	6	1	0	0	1	0	8	0	8	16
09:15 AM	4	0	1	5	1	6	1	8	0	0	0	0	1	4	0	5	18
09:30 AM	0	0	2	2	1	12	0	13	0	0	1	1	1	4	0	5	21
09:45 AM	0	1	1	2	0	19	0	19	0	0	0	0	0	5	0	5	26
Total	5	1	4	10	2	43	1	46	1	0	1	2	2	21	0	23	81
Grand Total	11	9	9	29	4	96	7	107	3	4	2	9	7	57	0	64	209
Apprch %	37.9	31	31		3.7	89.7	6.5		33.3	44.4	22.2		10.9	89.1	0		
Total %	5.3	4.3	4.3	13.9	1.9	45.9	3.3	51.2	1.4	1.9	1	4.3	3.3	27.3	0	30.6	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	1	1	0	6	0	6	0	0	0	0	3	5	0	8	15
07:45 AM	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4	21
08:00 AM	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1	10
08:15 AM	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11	20
Total Volume	3	6	4	13	0	23	4	27	0	1	1	2	4	20	0	24	66
% App. Total	23.1	46.2	30.8		0	85.2	14.8		0	50	50		16.7	83.3	0		
PHF	.750	.500	1.00	.650	.000	.575	.500	.563	.000	.250	.250	.500	.333	.455	.000	.545	.786

City of Los Angeles
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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	1	1	0	6	0	6	0	0	0	0	3	5	0	8
+15 mins.	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4
+30 mins.	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1
+45 mins.	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11
Total Volume	3	6	4	13	0	23	4	27	0	1	1	2	4	20	0	24
% App. Total	23.1	46.2	30.8		0	85.2	14.8		0	50	50		16.7	83.3	0	
PHF	.750	.500	1.000	.650	.000	.575	.500	.563	.000	.250	.250	.500	.333	.455	.000	.545

City of Los Angeles
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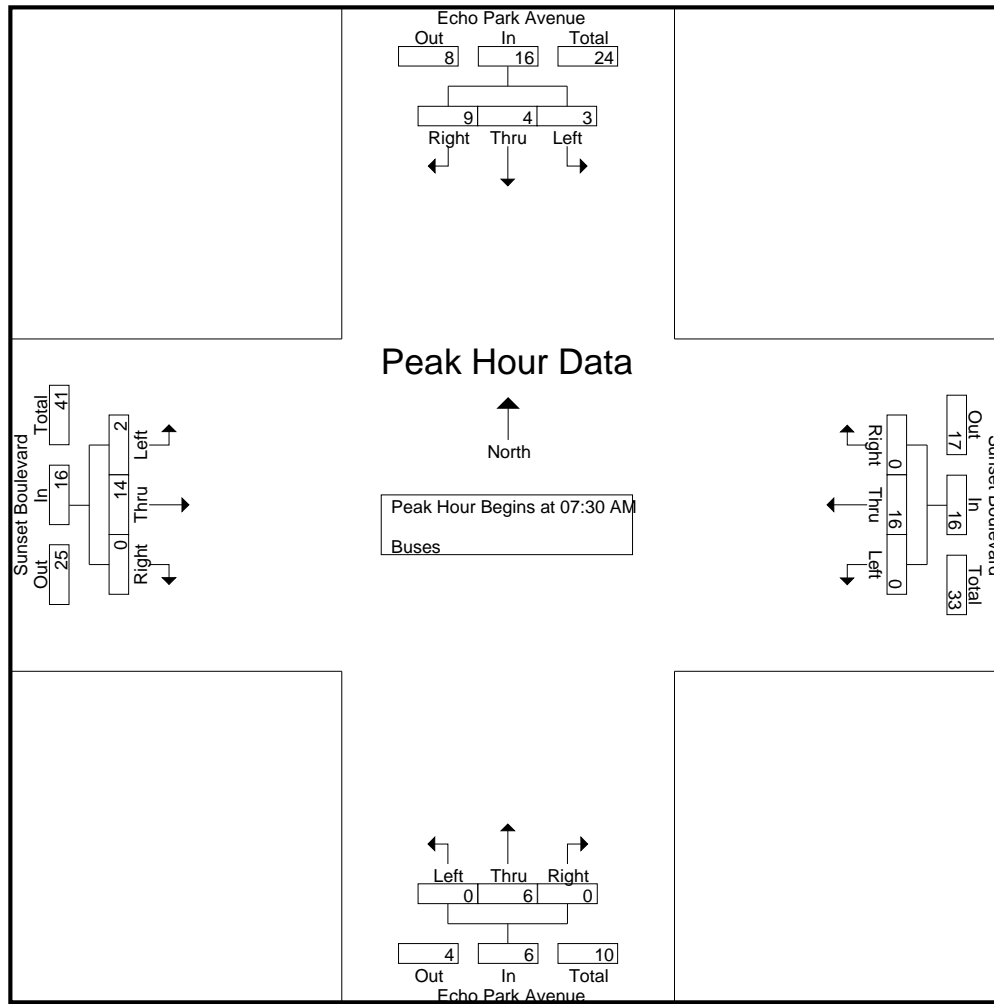
Groups Printed- Buses

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	1	5	7	0	4	0	4	0	1	0	1	0	6	0	6	18
07:15 AM	0	1	4	5	0	9	1	10	0	1	0	1	0	2	0	2	18
07:30 AM	0	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3	9
07:45 AM	0	1	2	3	0	8	0	8	0	0	0	0	0	6	0	6	17
Total	1	4	12	17	0	23	1	24	0	4	0	4	0	17	0	17	62
08:00 AM	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2	14
08:15 AM	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5	14
08:30 AM	1	3	2	6	0	4	0	4	0	1	0	1	0	2	0	2	13
08:45 AM	0	1	1	2	0	6	1	7	0	2	0	2	0	5	0	5	16
Total	4	6	9	19	0	16	1	17	0	7	0	7	2	12	0	14	57
09:00 AM	1	1	3	5	0	2	0	2	0	1	0	1	0	6	0	6	14
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	0	3	0	3	10
09:30 AM	0	1	2	3	0	2	0	2	0	1	0	1	0	2	0	2	8
09:45 AM	0	0	2	2	0	2	1	3	0	1	0	1	0	5	0	5	11
Total	1	3	8	12	0	10	1	11	0	4	0	4	0	16	0	16	43
Grand Total	6	13	29	48	0	49	3	52	0	15	0	15	2	45	0	47	162
Apprch %	12.5	27.1	60.4		0	94.2	5.8		0	100	0		4.3	95.7	0		
Total %	3.7	8	17.9	29.6	0	30.2	1.9	32.1	0	9.3	0	9.3	1.2	27.8	0	29	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3	9
07:45 AM	0	1	2	3	0	8	0	8	0	0	0	0	0	6	0	6	17
08:00 AM	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2	14
08:15 AM	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5	14
Total Volume	3	4	9	16	0	16	0	16	0	6	0	6	2	14	0	16	54
% App. Total	18.8	25	56.2		0	100	0		0	100	0		12.5	87.5	0		
PHF	.375	1.00	.750	.667	.000	.500	.000	.500	.000	.500	.000	.500	.500	.583	.000	.667	.794

City of Los Angeles
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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	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3
+15 mins.	0	1	2	3	0	8	0	8	0	0	0	0	0	6	0	6
+30 mins.	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2
+45 mins.	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5
Total Volume	3	4	9	16	0	16	0	16	0	6	0	6	2	14	0	16
% App. Total	18.8	25	56.2		0	100	0		0	100	0		12.5	87.5	0	
PHF	.375	1.000	.750	.667	.000	.500	.000	.500	.000	.500	.000	.500	.500	.583	.000	.667

City of Los Angeles
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Weather: Clear

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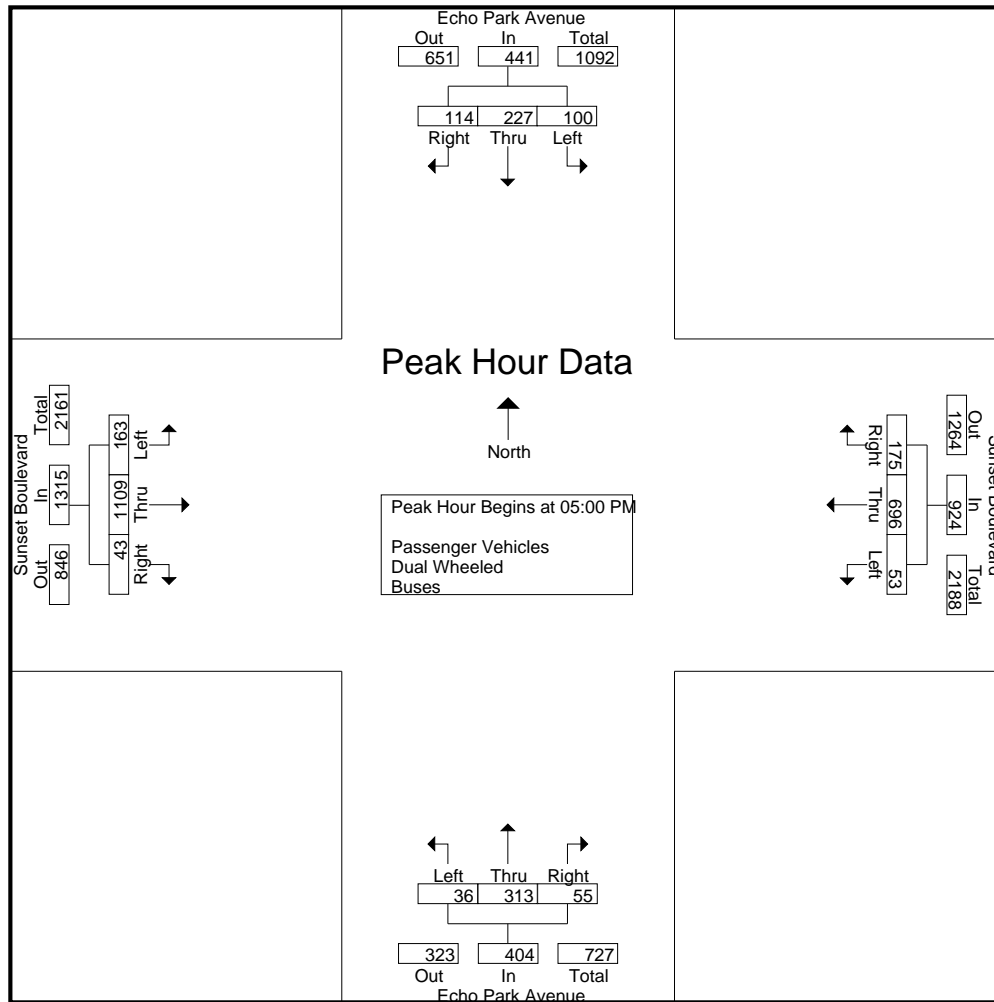
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	34	33	34	101	20	214	43	277	7	33	17	57	27	186	17	230	665
03:15 PM	27	42	36	105	17	210	49	276	9	43	11	63	28	150	12	190	634
03:30 PM	36	49	38	123	8	202	38	248	14	54	3	71	25	221	10	256	698
03:45 PM	33	43	45	121	12	236	46	294	10	45	9	64	33	280	16	329	808
Total	130	167	153	450	57	862	176	1095	40	175	40	255	113	837	55	1005	2805
04:00 PM	36	55	37	128	9	178	43	230	9	50	19	78	32	247	10	289	725
04:15 PM	33	40	19	92	17	180	44	241	9	61	10	80	28	250	11	289	702
04:30 PM	27	56	38	121	9	180	31	220	12	69	9	90	30	265	10	305	736
04:45 PM	24	36	30	90	5	177	54	236	17	62	15	94	29	288	9	326	746
Total	120	187	124	431	40	715	172	927	47	242	53	342	119	1050	40	1209	2909
05:00 PM	18	61	26	105	19	167	36	222	6	80	14	100	43	267	13	323	750
05:15 PM	26	55	22	103	11	173	51	235	8	73	15	96	49	314	14	377	811
05:30 PM	25	55	43	123	12	174	50	236	13	87	10	110	44	250	9	303	772
05:45 PM	31	56	23	110	11	182	38	231	9	73	16	98	27	278	7	312	751
Total	100	227	114	441	53	696	175	924	36	313	55	404	163	1109	43	1315	3084
Grand Total	350	581	391	1322	150	2273	523	2946	123	730	148	1001	395	2996	138	3529	8798
Apprch %	26.5	43.9	29.6		5.1	77.2	17.8		12.3	72.9	14.8		11.2	84.9	3.9		
Total %	4	6.6	4.4	15	1.7	25.8	5.9	33.5	1.4	8.3	1.7	11.4	4.5	34.1	1.6	40.1	
Passenger Vehicles	339	558	357	1254	146	2215	521	2882	121	707	146	974	391	2865	136	3392	8502
% Passenger Vehicles	96.9	96	91.3	94.9	97.3	97.4	99.6	97.8	98.4	96.8	98.6	97.3	99	95.6	98.6	96.1	96.6
Dual Wheeled	6	4	2	12	3	22	1	26	2	7	1	10	4	80	1	85	133
% Dual Wheeled	1.7	0.7	0.5	0.9	2	1	0.2	0.9	1.6	1	0.7	1	1	2.7	0.7	2.4	1.5
Buses	5	19	32	56	1	36	1	38	0	16	1	17	0	51	1	52	163
% Buses	1.4	3.3	8.2	4.2	0.7	1.6	0.2	1.3	0	2.2	0.7	1.7	0	1.7	0.7	1.5	1.9

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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 05:00 PM																	
05:00 PM	18	61	26	105	19	167	36	222	6	80	14	100	43	267	13	323	750
05:15 PM	26	55	22	103	11	173	51	235	8	73	15	96	49	314	14	377	811
05:30 PM	25	55	43	123	12	174	50	236	13	87	10	110	44	250	9	303	772
05:45 PM	31	56	23	110	11	182	38	231	9	73	16	98	27	278	7	312	751
Total Volume	100	227	114	441	53	696	175	924	36	313	55	404	163	1109	43	1315	3084
% App. Total	22.7	51.5	25.9		5.7	75.3	18.9		8.9	77.5	13.6		12.4	84.3	3.3		
PHF	.806	.930	.663	.896	.697	.956	.858	.979	.692	.899	.859	.918	.832	.883	.768	.872	.951

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

	03:15 PM				03:00 PM				05:00 PM				04:30 PM			
+0 mins.	27	42	36	105	20	214	43	277	6	80	14	100	30	265	10	305
+15 mins.	36	49	38	123	17	210	49	276	8	73	15	96	29	288	9	326
+30 mins.	33	43	45	121	8	202	38	248	13	87	10	110	43	267	13	323
+45 mins.	36	55	37	128	12	236	46	294	9	73	16	98	49	314	14	377
Total Volume	132	189	156	477	57	862	176	1095	36	313	55	404	151	1134	46	1331
% App. Total	27.7	39.6	32.7		5.2	78.7	16.1		8.9	77.5	13.6		11.3	85.2	3.5	
PHF	.917	.859	.867	.932	.713	.913	.898	.931	.692	.899	.859	.918	.770	.903	.821	.883

City of Los Angeles
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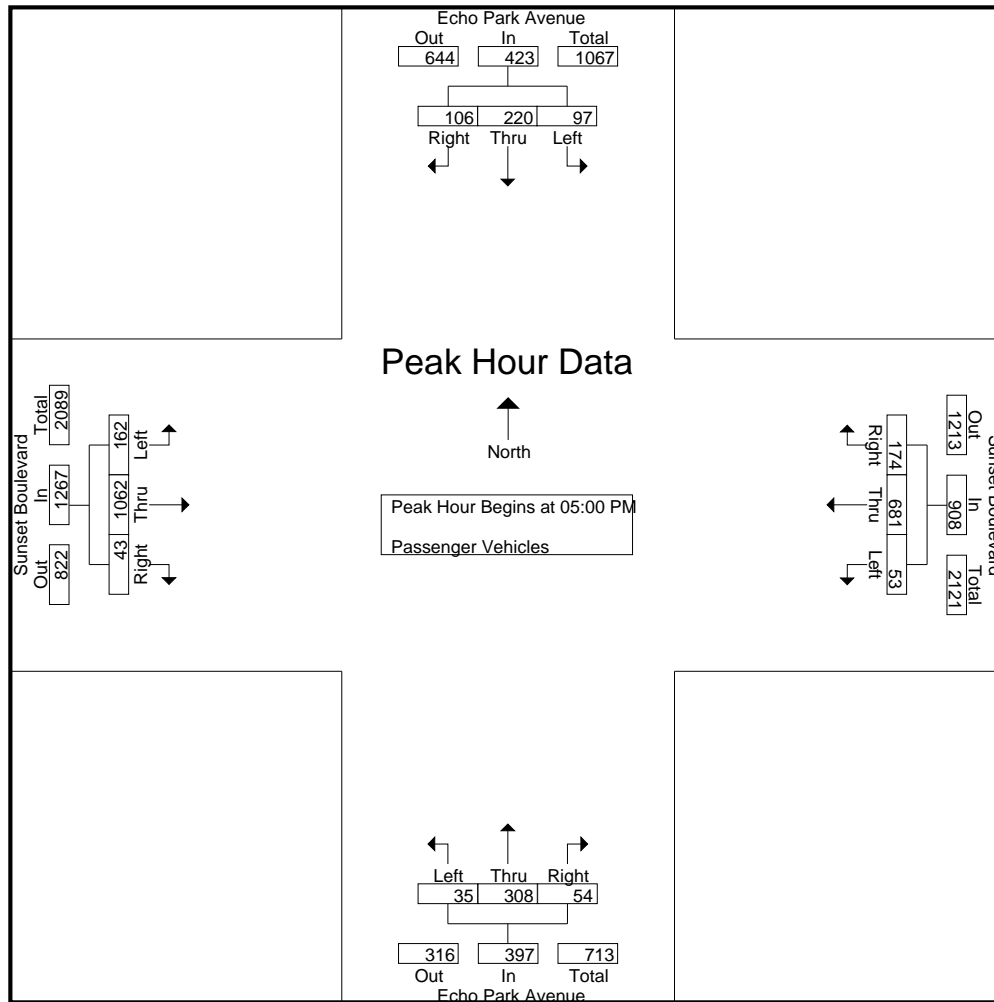
Groups Printed- Passenger Vehicles

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	33	30	30	93	18	208	43	269	7	29	17	53	27	177	16	220	635
03:15 PM	26	41	35	102	16	204	49	269	8	43	11	62	27	134	12	173	606
03:30 PM	34	46	34	114	8	194	38	240	14	52	3	69	25	212	10	247	670
03:45 PM	32	42	42	116	12	227	45	284	10	42	8	60	33	263	16	312	772
Total	125	159	141	425	54	833	175	1062	39	166	39	244	112	786	54	952	2683
04:00 PM	34	53	33	120	9	174	43	226	9	47	19	75	32	238	10	280	701
04:15 PM	32	37	15	84	17	176	44	237	9	59	10	78	28	244	11	283	682
04:30 PM	27	54	35	116	8	179	31	218	12	68	9	89	29	257	9	295	718
04:45 PM	24	35	27	86	5	172	54	231	17	59	15	91	28	278	9	315	723
Total	117	179	110	406	39	701	172	912	47	233	53	333	117	1017	39	1173	2824
05:00 PM	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312	727
05:15 PM	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366	787
05:30 PM	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295	756
05:45 PM	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294	725
Total	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267	2995
Grand Total	339	558	357	1254	146	2215	521	2882	121	707	146	974	391	2865	136	3392	8502
Apprch %	27	44.5	28.5		5.1	76.9	18.1		12.4	72.6	15		11.5	84.5	4		
Total %	4	6.6	4.2	14.7	1.7	26.1	6.1	33.9	1.4	8.3	1.7	11.5	4.6	33.7	1.6	39.9	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312	727
05:15 PM	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366	787
05:30 PM	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295	756
05:45 PM	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294	725
Total Volume	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267	2995
% App. Total	22.9	52	25.1		5.8	75	19.2		8.8	77.6	13.6		12.8	83.8	3.4		
PHF	.782	.932	.663	.896	.697	.962	.870	.970	.673	.895	.844	.911	.844	.873	.768	.865	.951

City of Los Angeles
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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.	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312
+15 mins.	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366
+30 mins.	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295
+45 mins.	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294
Total Volume	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267
% App. Total	22.9	52	25.1		5.8	75	19.2		8.8	77.6	13.6		12.8	83.8	3.4	
PHF	.782	.932	.663	.896	.697	.962	.870	.970	.673	.895	.844	.911	.844	.873	.768	.865

City of Los Angeles
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Start Date : 6/4/2019
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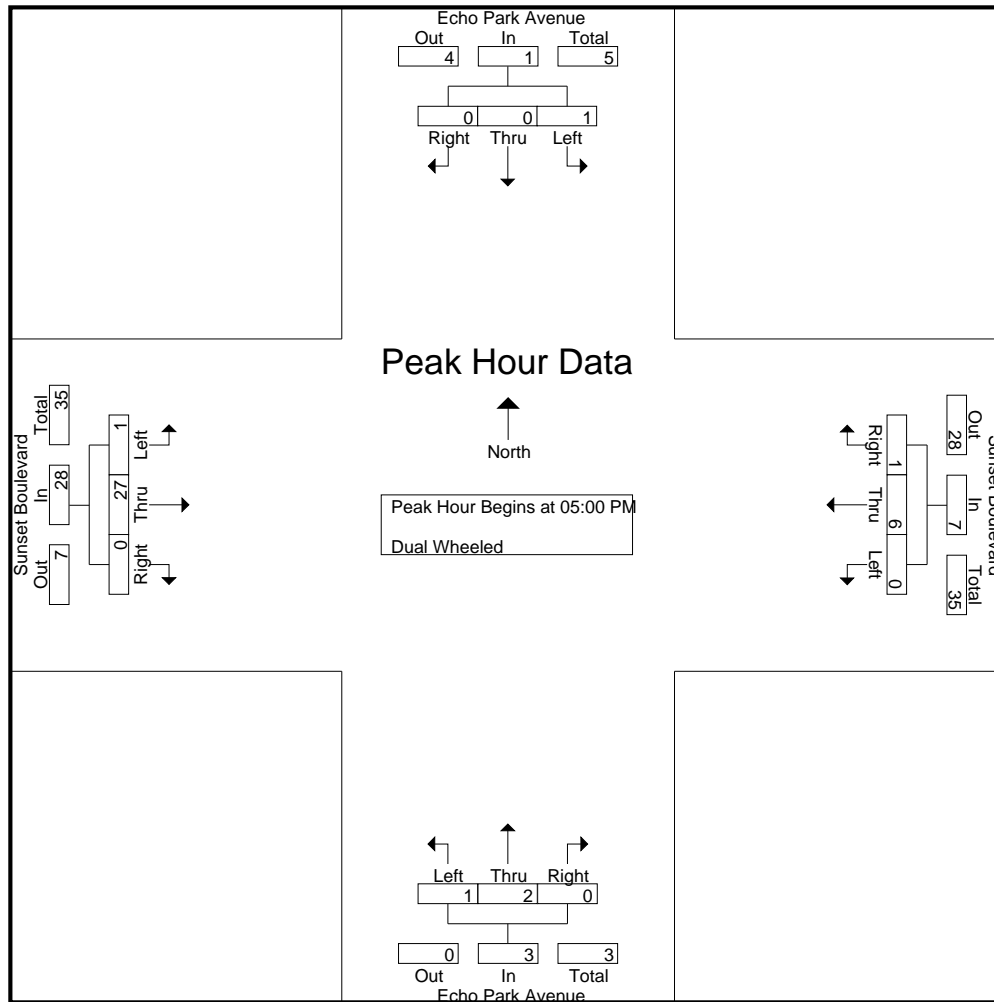
Groups Printed- Dual Wheeled

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	1	0	0	1	2	2	0	4	0	2	0	2	0	5	1	6	13
03:15 PM	1	0	0	1	0	2	0	2	1	0	0	1	1	12	0	13	17
03:30 PM	1	2	0	3	0	6	0	6	0	0	0	0	0	6	0	6	15
03:45 PM	1	0	1	2	0	6	0	6	0	1	1	2	0	11	0	11	21
Total	4	2	1	7	2	16	0	18	1	3	1	5	1	34	1	36	66
04:00 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	5	0	5	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:30 PM	0	0	1	1	1	0	0	1	0	1	0	1	1	3	0	4	7
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	5	0	6	7
Total	1	2	1	4	1	0	0	1	0	2	0	2	2	19	0	21	28
05:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	6	0	6	8
05:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	4	0	4	6
05:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12	16
Total	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28	39
Grand Total	6	4	2	12	3	22	1	26	2	7	1	10	4	80	1	85	133
Apprch %	50	33.3	16.7		11.5	84.6	3.8		20	70	10		4.7	94.1	1.2		
Total %	4.5	3	1.5	9	2.3	16.5	0.8	19.5	1.5	5.3	0.8	7.5	3	60.2	0.8	63.9	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	6	0	6	8
05:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	4	0	4	6
05:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12	16
Total Volume	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28	39
% App. Total	100	0	0		0	85.7	14.3		33.3	66.7	0		3.6	96.4	0		
PHF	.250	.000	.000	.250	.000	.500	.250	.583	.250	.500	.000	.750	.250	.563	.000	.583	.609

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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.	1	0	0	1	0	0	0	0	1	0	0	0	1	0	6	0
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	1	5	0
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	4	0
+45 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12
Total Volume	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28
% App. Total	100	0	0	0	0	85.7	14.3		33.3	66.7	0		3.6	96.4	0	
PHF	.250	.000	.000	.250	.000	.500	.250	.583	.250	.500	.000	.750	.250	.563	.000	.583

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
Page No : 1

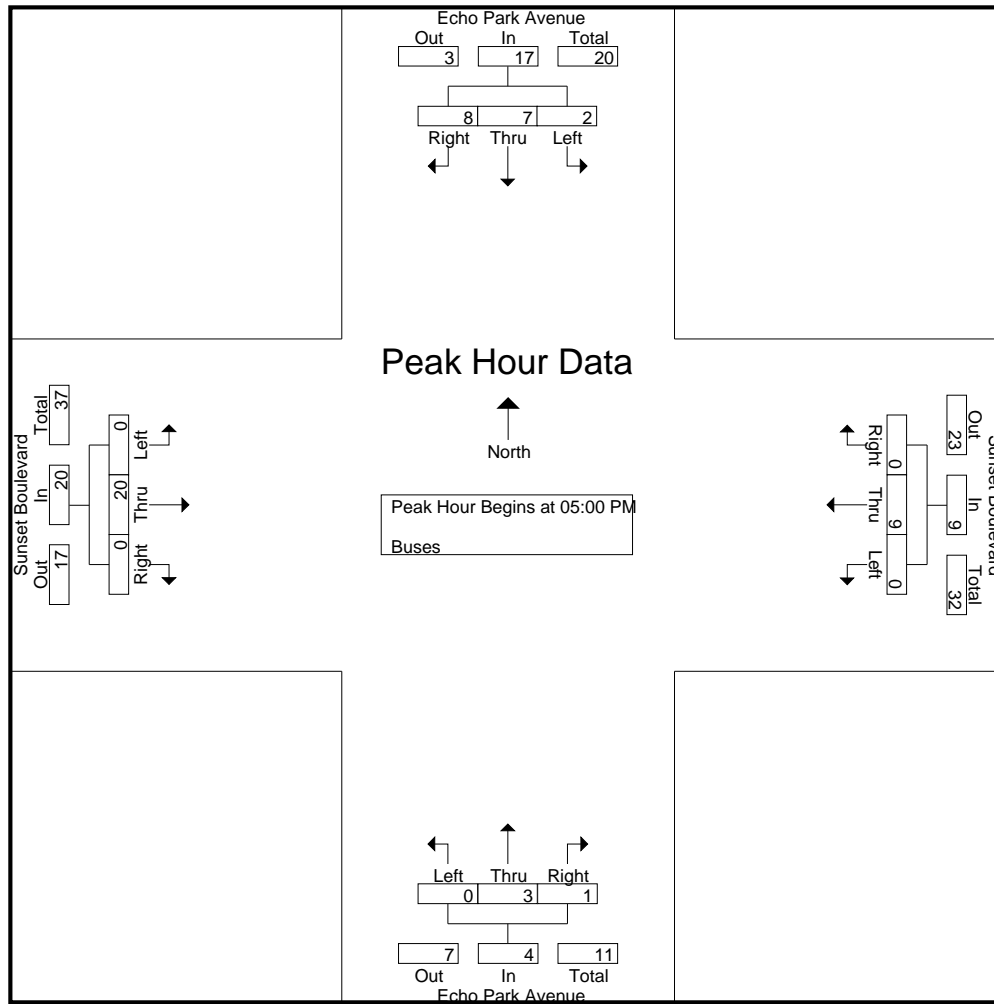
Groups Printed- Buses

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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	4	7	0	4	0	4	0	2	0	2	0	4	0	4	17
03:15 PM	0	1	1	2	1	4	0	5	0	0	0	0	0	4	0	4	11
03:30 PM	1	1	4	6	0	2	0	2	0	2	0	2	0	3	0	3	13
03:45 PM	0	1	2	3	0	3	1	4	0	2	0	2	0	6	0	6	15
Total	1	6	11	18	1	13	1	15	0	6	0	6	0	17	0	17	56
04:00 PM	1	1	4	6	0	4	0	4	0	2	0	2	0	4	0	4	16
04:15 PM	1	3	4	8	0	4	0	4	0	2	0	2	0	0	0	0	14
04:30 PM	0	2	2	4	0	1	0	1	0	0	0	0	0	5	1	6	11
04:45 PM	0	0	3	3	0	5	0	5	0	3	0	3	0	5	0	5	16
Total	2	6	13	21	0	14	0	14	0	7	0	7	0	14	1	15	57
05:00 PM	0	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5	15
05:15 PM	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5	15
05:30 PM	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4	10
05:45 PM	0	1	1	2	0	2	0	2	0	0	0	0	0	6	0	6	10
Total	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20	50
Grand Total	5	19	32	56	1	36	1	38	0	16	1	17	0	51	1	52	163
Apprch %	8.9	33.9	57.1		2.6	94.7	2.6		0	94.1	5.9		0	98.1	1.9		
Total %	3.1	11.7	19.6	34.4	0.6	22.1	0.6	23.3	0	9.8	0.6	10.4	0	31.3	0.6	31.9	

	Echo Park Avenue Southbound				Sunset Boulevard Westbound				Echo Park Avenue Northbound				Sunset 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 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	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5	15
05:15 PM	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5	15
05:30 PM	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4	10
05:45 PM	0	1	1	2	0	2	0	2	0	0	0	0	0	6	0	6	10
Total Volume	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20	50
% App. Total	11.8	41.2	47.1		0	100	0		0	75	25		0	100	0		
PHF	.250	.875	.667	.850	.000	.750	.000	.750	.000	.375	.250	.500	.000	.833	.000	.833	.833

City of Los Angeles
N/S: Echo Park Avenue
E/W: Sunset Boulevard
Weather: Clear

File Name : 05_LAC_Echo Park_Sunset PM
Site Code : 16619417
Start Date : 6/4/2019
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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	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5
+15 mins.	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5
+30 mins.	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	1	1	2	0	2	0	2	0	0	0	0	0	6	0	6
Total Volume	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20
% App. Total	11.8	41.2	47.1		0	100	0		0	75	25		0	100	0	
PHF	.250	.875	.667	.850	.000	.750	.000	.750	.000	.375	.250	.500	.000	.833	.000	.833



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Echo Park Avenue

East/West Sunset Boulevard

Day: Tuesday Date: June 4, 2019 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 19350

	N/B	S/B	E/B	W/B
DUAL-WHEELED	19	41	149	133
BIKES	12	15	70	25
BUSES	32	104	99	90

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	52 8.00	241 8.00	340 8.15	358 7.45
PM PK 15 MIN	110 5.30	128 4.00	377 5.15	294 3.45
AM PK HOUR	172 7.30	837 7.45	1164 7.30	1310 7.00
PM PK HOUR	404 5.00	477 3.15	1331 4.30	1095 3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	106	20	142
8-9	32	89	40	161
9-10	21	63	45	129
3-4	40	175	40	255
4-5	47	242	53	342
5-6	36	313	55	404
TOTAL	192	988	253	1433

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	247	244	128	619
8-9	344	338	146	828
9-10	249	232	156	637
3-4	130	167	153	450
4-5	120	187	124	431
5-6	100	227	114	441
TOTAL	1190	1395	821	3406

TOTAL

N-S
761
989
766
705
773
845
4839

XING S/L

Ped	Sch
62	46
77	13
100	16
148	44
195	53
197	51
779	223

XING N/L

Ped	Sch
28	40
30	17
46	34
58	45
93	46
92	43
347	225

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	853	28	937
8-9	85	1005	30	1120
9-10	67	824	32	923
3-4	113	837	55	1005
4-5	119	1050	40	1209
5-6	163	1109	43	1315
TOTAL	603	5678	228	6509

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	1087	148	1310
8-9	68	862	115	1045
9-10	88	892	95	1075
3-4	57	862	176	1095
4-5	40	715	172	927
5-6	53	696	175	924
TOTAL	381	5114	881	6376

TOTAL

E-W
2247
2165
1998
2100
2136
2239
12885

XING W/L

Ped	Sch
73	57
69	16
70	14
84	44
134	36
130	37
560	204

XING E/L

Ped	Sch
9	6
15	7
39	12
71	24
74	18
80	41
288	108

BICYCLE COUNT SUMMARY

STREET:

North/South: Echo Park Avenue

East/West: Sunset Boulevard

Day: Tuesday

Date: 6/4/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 19350

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	1	1
9-10	0	1	0	1
3-4	1	2	1	4
4-5	0	1	0	1
5-6	5	0	0	5
TOTAL	6	4	2	12

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	4	0	4	4
8-9	0	3	1	4	5
9-10	1	0	0	1	2
3-4	1	1	1	3	7
4-5	1	0	0	1	2
5-6	0	2	0	2	7
TOTAL	3	10	2	15	27

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	13	0	14
8-9	2	12	0	14
9-10	2	7	0	9
3-4	2	5	1	8
4-5	0	9	0	9
5-6	2	13	1	16
TOTAL	9	59	2	70

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	2	1	3	17
8-9	0	4	0	4	18
9-10	0	1	0	1	10
3-4	0	3	1	4	12
4-5	0	5	0	5	14
5-6	2	6	0	8	24
TOTAL	2	21	2	25	95

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
1	1	5	1	8
5	7	32	13	57
2	6	7	6	21
4	1	3	6	14

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

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Echo Park Avenue

East/West: Sunset Boulevard

Day: Tuesday

Date: June 4, 2019

Weather: CLEAR

School Day: YES

District: Hollywood

I/S Code: 19350

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	6	20	3	32	61
7:15-7:30	12	25	6	16	59
7:30-7:45	36	23	6	45	110
7:45-8:00	14	40	0	37	91
8:00-8:15	16	15	12	19	62
8:15-8:30	13	13	2	17	45
8:30-8:45	1	27	4	24	56
8:45-9:00	17	35	4	25	81
9:00-9:15	22	22	10	26	80
9:15-9:30	20	38	16	13	87
9:30-9:45	12	18	16	21	67
9:45-10:00	26	38	9	24	97

Hours

7 - 8	68	108	15	130	321
8 - 9	47	90	22	85	244
9 - 10	80	116	51	84	331

TOTAL	195	314	88	299	896
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PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	30	88	40	34	192
3:15-3:30	28	76	36	46	186
3:30-3:45	20	52	28	54	154
3:45-4:00	25	80	38	34	177
4:00-4:15	39	94	44	66	243
4:15-4:30	37	102	34	72	245
4:30-4:45	28	104	46	76	254
4:45-5:00	35	90	24	54	203
5:00-5:15	35	96	36	82	249
5:15-5:30	27	120	38	58	243
5:30-5:45	31	84	42	54	211
5:45-6:00	42	94	44	66	246

Hours

3 - 4	103	296	142	168	709
4 - 5	139	390	148	268	945
5 - 6	135	394	160	260	949

TOTAL	377	1080	450	696	2603
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REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	16	3	5	25
2	9	3	7	21

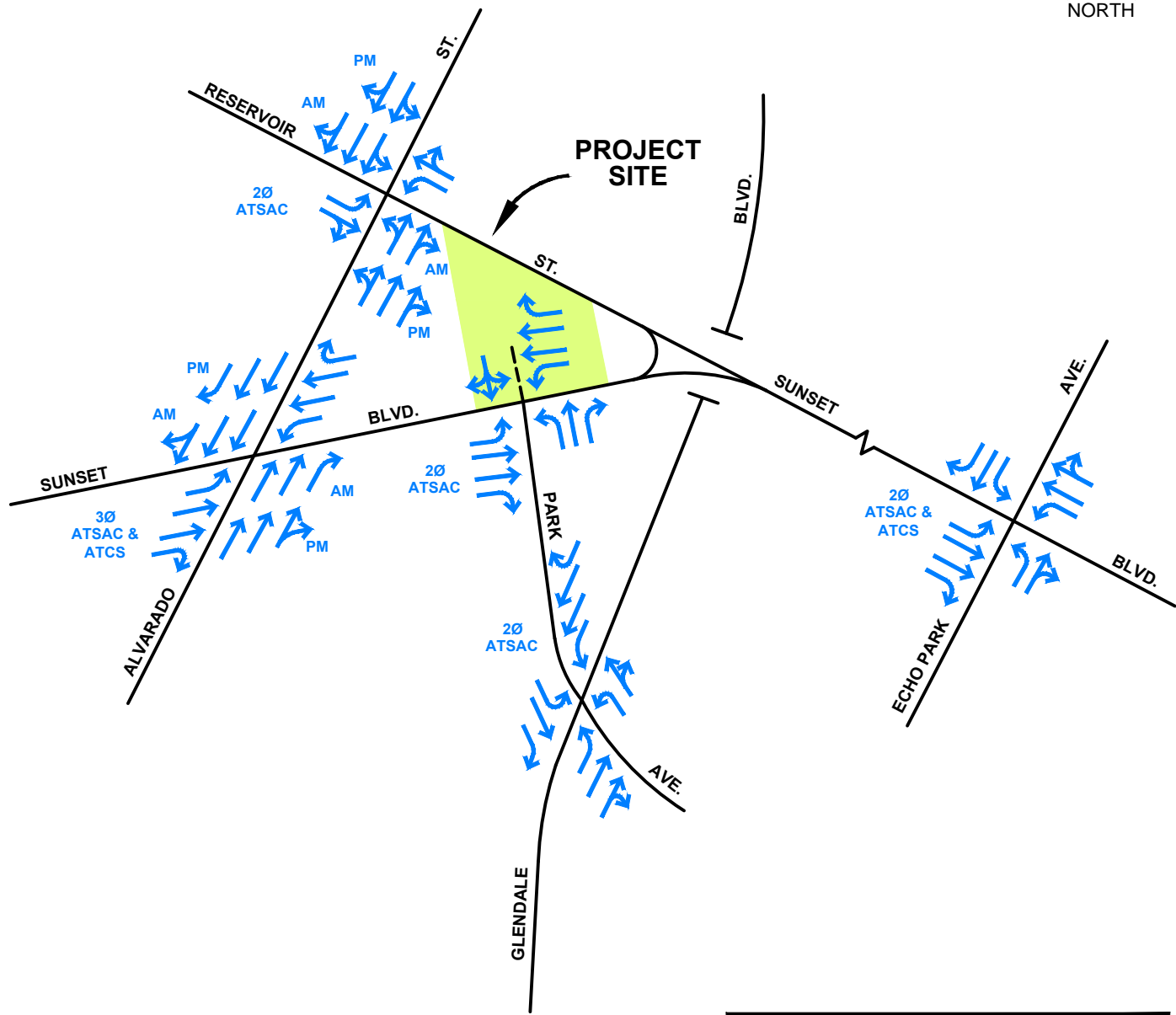
N: North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source:

LADOT 2015 CMP

APPENDIX B

**STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS**



LEGEND

- Ø : NUMBER OF SIGNAL PHASES
- ATSAC : AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL
- ATCS : ADAPTIVE TRAFFIC CONTROL SYSTEM
- AM : AM PEAK HOUR LANE CONFIGURATIONS
- PM : PM PEAK HOUR LANE CONFIGURATIONS
- BLUE : EXISTING & FUTURE CONDITIONS

APPENDIX B

8/7/2019

Sunset(1911)MixedUse\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS



CA 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 C
CMA LOS CALCULATION WORKSHEETS

I/S #:	North-South Street:		ALVARADO STREET			Year of Count: 2019			Ambient Growth: (%):			1		Conducted by:		DH		Date:		8/6/2019	
	1	East-West Street:		RESERVOIR STREET			Projection Year: 2023			Peak Hour:			AM		Reviewed by:		RK		Project:		1911 Sunset Mixed-Use
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2		2		2		2		2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1		1		1		1		1	
Override Capacity			0			0			0			0		0		0		0		0	
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	18		18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19		
	Left-Through		1							1			1				1				
	Through	812		476	3	815	478	27	872	0	511	3	875	0	512	0	875	0	512		
	Through-Right		1							1			1				1				
	Right	32		476	0	32	478	2	35	0	511	0	35	0	512	0	35	0	512		
	Left-Through-Right									0				0			0				
	Left-Right																				
SOUTHBOUND	Left	6		6	2	8	8	1	7	0	7	2	9	0	9	0	9	0	9		
	Left-Through		1							1			1				1				
	Through	1526		522	0	1526	524	23	1611	1	552	0	1611	1	554	0	1611	1	554		
	Through-Right		1							1			1				1				
	Right	15		522	0	15	524	0	16	0	552	0	16	0	554	0	16	0	554		
	Left-Through-Right									0				0			0				
	Left-Right																				
EASTBOUND	Left	54		54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56		
	Left-Through		1							0			0				0				
	Through	17		37	0	17	37	0	18	0	39	0	18	0	39	0	18	0	39		
	Through-Right		1							1			1				1				
	Right	20		0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0		
	Left-Through-Right									0				0			0				
	Left-Right																				
WESTBOUND	Left	66		66	0	66	66	2	71	1	71	0	71	1	71	0	71	1	71		
	Left-Through		1							0			0				0				
	Through	34		65	0	34	65	0	35	0	74	0	35	0	74	0	35	0	74		
	Through-Right		1							1			1				1				
	Right	31		0	0	31	0	7	39	0	0	0	39	0	0	0	39	0	0		
	Left-Through-Right									0				0			0				
	Left-Right																				
CRITICAL VOLUMES			North-South: 540 East-West: 119 SUM: 659			North-South: 542 East-West: 119 SUM: 661			North-South: 571 East-West: 130 SUM: 701				North-South: 573 East-West: 130 SUM: 703				North-South: 573 East-West: 130 SUM: 703				
VOLUME/CAPACITY (V/C) RATIO:			0.439			0.441			0.467				0.469				0.469				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.369			0.371			0.397				0.399				0.399				
LEVEL OF SERVICE (LOS):			A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: ALVARADO STREET			Year of Count: 2019			Ambient Growth: (%): 1				Conducted by:		DH		Date: 8/6/2019			
1		East-West Street: RESERVOIR STREET			Projection Year: 2023			Peak Hour: PM				Reviewed by:		RK		Project: 1911 Sunset Mixed-Use			
No. of Phases		2			2			2				2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0		EB-- 0 WB-- 0					
Override Capacity		1			1			1				1		1					
		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	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		1							1			1				1		
	Through	1141	1	418	1	1142	419	27	1214	1	446	1	1215	1	447	0	1215	1	447
	Through-Right		1							1			1				1		
	Right	38	0	418	0	38	419	5	45	0	446	0	45	0	447	0	45	0	447
	Left-Through-Right		0							0			0				0		
	Left-Right																		
SOUTHBOUND	Left	10	0	10	4	14	14	2	12	0	12	4	16	0	16	0	16	0	16
	Left-Through		1							1			1				1		
	Through	845	0	460	0	845	472	26	905	0	497	0	905	0	509	0	905	0	509
	Through-Right		1							1			1				1		
	Right	15	0	460	0	15	472	0	16	0	497	0	16	0	509	0	16	0	509
	Left-Through-Right		0							0			0				0		
	Left-Right																		
EASTBOUND	Left	89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0			0				0		
	Through	66	0	88	0	66	88	0	69	0	92	0	69	0	92	0	69	0	92
	Through-Right		1							1			1				1		
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right																		
WESTBOUND	Left	48	1	48	0	48	48	1	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0			0				0		
	Through	61	0	96	0	61	96	0	63	0	105	0	63	0	105	0	63	0	105
	Through-Right		1							1			1				1		
	Right	35	0	0	0	35	0	6	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right																		
CRITICAL VOLUMES		North-South: 479 East-West: 185 SUM: 664			North-South: 491 East-West: 185 SUM: 676			North-South: 517 East-West: 198 SUM: 715				North-South: 529 East-West: 198 SUM: 727				North-South: 529 East-West: 198 SUM: 727			
VOLUME/CAPACITY (V/C) RATIO:		0.443			0.451			0.477				0.485				0.485			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.373			0.381			0.407				0.415				0.415			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Result_20190806

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: ALVARADO STREET			Year of Count: 2019			Ambient Growth: (%): 1				Conducted by:		DH		Date: 8/6/2019			
2		East-West Street: SUNSET BOULEVARD			Projection Year: 2023			Peak Hour: PM				Reviewed by:		RK		Project: 1911 Sunset Mixed-Use			
No. of Phases		3			3			3				3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity		2			2			2				2		2		2			
		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		1							1				1				1	
	Through	1025	1	446	0	1025	449	16	1083	1	475	0	1083	1	478	0	1083	1	478
	Through-Right		1							1				1				1	
	Right	300	0	446	9	309	449	18	330	0	475	9	339	0	478	0	339	0	478
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		1							1				1				1	
	Through	625	1	316	0	625	316	11	661	1	334	0	661	1	334	0	661	1	334
	Through-Right		0							0				0				0	
	Right	102	1	44	0	102	44	17	123	1	55	0	123	1	55	0	123	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	117	1	117	0	117	117	15	137	1	137	0	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	1050	2	525	5	1055	528	29	1122	2	561	5	1127	2	564	0	1127	2	564
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	13	70	1	70	0	70	1	70	0	70	1	70
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	103	1	103	3	106	106	8	115	1	115	3	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	712	2	356	2	714	357	39	780	2	390	2	782	2	391	0	782	2	391
	Through-Right		0							0				0				0	
	Right	55	1	55	1	56	56	1	58	1	58	1	59	1	59	0	59	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South: 447 East-West: 628 SUM: 1075			North-South: 450 East-West: 634 SUM: 1084			North-South: 476 East-West: 676 SUM: 1152				North-South: 479 East-West: 682 SUM: 1161				North-South: 479 East-West: 682 SUM: 1161			
VOLUME/CAPACITY (V/C) RATIO:		0.754			0.761			0.808				0.815				0.815			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.654			0.661			0.708				0.715				0.715			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS: Northbound and southbound lane configurations modified to account for illegal left-turn movements.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:	PARK AVENUE			Year of Count: 2019			Ambient Growth: (%)			1	Conducted by:	DH	Date:	8/6/2019				
	3	East-West Street:	SUNSET BOULEVARD			Projection Year: 2023			Peak Hour:			AM	Reviewed by:	RK	Project:	1911 Sunset Mixed-Use			
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	0 0	SB-- 0 WB-- 0		0 0	NB-- 0 EB-- 0		0 0	SB-- 0 WB-- 0		0 0	NB-- 0 EB-- 0		0 0	SB-- 0 WB-- 0	
		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	107	1	107	0	107	107	7	118	1	118	0	118	1	118	0	118	1	118
	Left-Through									0				0				0	
	Through	1	1	1	3	4	4	0	1	1	1	3	4	1	4	0	4	1	4
	Through-Right									0				0				0	
	Right	92	1	37	0	92	37	5	101	1	42	0	101	1	42	0	101	1	42
	Left-Through-Right									0				0				0	
	Left-Right																		
SOUTHBOUND	Left	0		0	7	7	7	0	0	0	0	7	7	0	7	0	7	0	7
	Left-Through									0				0				0	
	Through	0		2	19	19	41	0	0	0	2	19	19	0	41	0	19	0	41
	Through-Right									0				0				0	
	Right	2		0	13	15	0	0	2	0	0	13	15	0	0	0	15	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right																		
EASTBOUND	Left	2	1	2	6	8	8	0	2	1	2	6	8	1	8	0	8	1	8
	Left-Through									0				0				0	
	Through	887	2	444	-1	886	443	34	957	2	479	-1	956	2	478	0	956	2	478
	Through-Right									0				0				0	
	Right	83	1	30	0	83	30	10	96	1	37	0	96	1	37	0	96	1	37
	Left-Through-Right									0				0				0	
	Left-Right																		
WESTBOUND	Left	111	1	111	0	111	111	2	118	1	118	0	118	1	118	0	118	1	118
	Left-Through									0				0				0	
	Through	974	2	487	-1	973	487	29	1043	2	522	-1	1042	2	521	0	1042	2	521
	Through-Right									0				0				0	
	Right	1	1	1	7	8	8	0	1	1	1	7	8	1	8	0	8	1	8
	Left-Through-Right									0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South: East-West: SUM:		109 555 664	North-South: East-West: SUM:		148 554 702	North-South: East-West: SUM:		120 597 717	North-South: East-West: SUM:		159 596 755	North-South: East-West: SUM:		159 596 755			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):				0.443 0.373 A			0.468 0.398 A			0.478 0.408 A			0.503 0.433 A			0.503 0.433 A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.025	Δ v/c after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: PARK AVENUE			Year of Count: 2019			Ambient Growth: (%): 1				Conducted by: DH		Date: 8/6/2019					
3		East-West Street: SUNSET BOULEVARD			Projection Year: 2023			Peak Hour: PM				Reviewed by: RK		Project: 1911 Sunset Mixed-Use					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2			2				2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0							
Override Capacity					1			1				1							
					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	173	1	173	-1	172	172	14	194	1	194	-1	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	1	1	1	10	11	11	0	1	1	1	10	11	1	11	0	11	1	11
	Through-Right		0							0				0				0	
	Right	107	1	79	0	107	79	4	115	1	85	0	115	1	85	0	115	1	85
Left-Through-Right			0							0				0				0	
Left-Right																			
SOUTHBOUND	Left	3	0	3	7	10	10	0	3	0	3	7	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	1	0	12	14	15	42	0	1	0	12	14	15	0	42	0	15	0	42
	Through-Right		0							0				0				0	
	Right	8	0	0	9	17	0	0	8	0	0	9	17	0	0	0	17	0	0
Left-Through-Right			1							1				1				1	
Left-Right																			
EASTBOUND	Left	4	1	4	20	24	24	0	4	1	4	20	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	1309	2	655	-6	1303	652	38	1400	2	700	-6	1394	2	697	0	1394	2	697
	Through-Right		0							0				0				0	
	Right	108	1	22	0	108	22	10	122	1	25	0	122	1	26	0	122	1	26
Left-Through-Right			0							0				0				0	
Left-Right																			
WESTBOUND	Left	57	1	57	0	57	57	2	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	792	2	396	-3	789	395	35	859	2	430	-3	856	2	428	0	856	2	428
	Through-Right		0							0				0				0	
	Right	9	1	9	12	21	21	0	9	1	9	12	21	1	21	0	21	1	21
Left-Through-Right			0							0				0				0	
Left-Right																			
CRITICAL VOLUMES		North-South: 185			North-South: 214			North-South: 206				North-South: 235				North-South: 235			
		East-West: 712			East-West: 709			East-West: 761				East-West: 758				East-West: 758			
		SUM: 897			SUM: 923			SUM: 967				SUM: 993				SUM: 993			
VOLUME/CAPACITY (V/C) RATIO:		0.598			0.615			0.645				0.662				0.662			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.528			0.545			0.575				0.592				0.592			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.017	Δv/c after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:			GLENDALE BOULEVARD			Year of Count: 2019			Ambient Growth: (%):			1		Conducted by:		DH		Date:		8/6/2019	
4		East-West Street:			PARK AVENUE			Projection Year: 2023			Peak Hour:			AM		Reviewed by:		RK		Project:		1911 Sunset Mixed-Use	
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2		2		2		2		2	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0	
		ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1		1		1		1		1	
		Override Capacity			0			0			0			0		0		0		0		0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	140	1	140	1	141	141	9	155	1	155	1	156	1	156	0	156	1	156				
	Left-Through									0				0				0					
	Through	1019	1	535	0	1019	535	5	1065	1	559	0	1065	1	559	0	1065	1	559				
	Through-Right		1							1				1				1					
	Right	51		51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53				
SOUTHBOUND	Left	97	1	97	0	97	97	0	101	1	101	0	101	1	101	0	101	1	101				
	Left-Through									0				0				0					
	Through	729	2	365	0	729	365	7	766	2	383	0	766	2	383	0	766	2	383				
	Through-Right									0				0				0					
	Right	61	1	42	2	63	41	2	65	1	45	2	67	1	44	0	67	1	44				
EASTBOUND	Left	38	1	38	6	44	44	1	41	1	41	6	47	1	47	0	47	1	47				
	Left-Through									0				0				0					
	Through	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27				
	Through-Right									0				0				0					
	Right	51	1	0	13	64	0	11	64	1	0	13	77	1	0	0	77	1	0				
WESTBOUND	Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23				
	Left-Through									0				0				0					
	Through	21		87	0	21	87	0	22	0	91	0	22	0	91	0	22	0	91				
	Through-Right		1							1				1				1					
	Right	66		0	0	66	0	0	69	0	0	0	69	0	0	0	69	0	0				
CRITICAL VOLUMES		North-South: 632 East-West: 125 SUM: 757			North-South: 632 East-West: 131 SUM: 763			North-South: 660 East-West: 132 SUM: 792				North-South: 660 East-West: 138 SUM: 798				North-South: 660 East-West: 138 SUM: 798							
VOLUME/CAPACITY (V/C) RATIO:		0.505			0.509			0.528				0.532				0.532							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.435			0.439			0.458				0.462				0.462							
LEVEL OF SERVICE (LOS):		A			A			A				A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			GLENDALE BOULEVARD			Year of Count: 2019			Ambient Growth: (%): 1			Conducted by:		DH		Date: 8/6/2019				
4		East-West Street:			PARK AVENUE			Projection Year: 2023			Peak Hour: PM			Reviewed by:		RK		Project: 1911 Sunset Mixed-Use				
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?					0			0			0			0			0					
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	77	1	77	5	82	82	16	96	1	96	5	101	1	101	0	101	1	101			
	Left-Through		0							0				0				0				
	Through	1395	1	739	0	1395	739	6	1458	1	772	0	1458	1	772	0	1458	1	772			
	Through-Right		1							1				1				1				
	Right	82	0	82	0	82	82	0	85	0	85	0	85	0	85	0	85	0	85			
	Left-Through-Right		0							0				0				0				
SOUTHBOUND	Left	52	1	52	0	52	52	0	54	1	54	0	54	1	54	0	54	1	54			
	Left-Through		0							0				0				0				
	Through	1209	2	605	0	1209	605	6	1264	2	632	0	1264	2	632	0	1264	2	632			
	Through-Right		0							0				0				0				
	Right	56	1	38	4	60	40	2	60	1	40	4	64	1	42	0	64	1	42			
	Left-Through-Right		0							0				0				0				
EASTBOUND	Left	37	1	37	4	41	41	1	40	1	40	4	44	1	44	0	44	1	44			
	Left-Through		0							0				0				0				
	Through	36	1	36	0	36	36	0	37	1	37	0	37	1	37	0	37	1	37			
	Through-Right		0							0				0				0				
	Right	97	1	59	9	106	65	11	112	1	64	9	121	1	71	0	121	1	71			
	Left-Through-Right		0							0				0				0				
WESTBOUND	Left	59	1	59	0	59	59	0	61	1	61	0	61	1	61	0	61	1	61			
	Left-Through		0							0				0				0				
	Through	32	0	114	0	32	114	0	33	0	118	0	33	0	118	0	33	0	118			
	Through-Right		1							1				1				1				
	Right	82	0	0	0	82	0	0	85	0	0	0	85	0	0	0	85	0	0			
	Left-Through-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 791		North-South: 791		North-South: 826				North-South: 826		North-South: 826								
				East-West: 151		East-West: 155		East-West: 158				East-West: 162		East-West: 162								
				SUM: 942		SUM: 946		SUM: 984				SUM: 988		SUM: 988								
VOLUME/CAPACITY (V/C) RATIO:				0.628		0.631		0.656				0.659		0.659								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.558		0.561		0.586				0.589		0.589								
LEVEL OF SERVICE (LOS):				A		A		A				A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		ECHO PARK AVENUE			Year of Count: 2019			Ambient Growth: (%):			1		Conducted by:		DH		Date:		8/6/2019	
	5	East-West Street:		SUNSET BOULEVARD			Projection Year: 2023			Peak Hour:			AM		Reviewed by:		RK		Project:		1911 Sunset Mixed-Use
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2				2			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0			
		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	21	1	21	2	23	23	3	25	1	25	2	27	1	27	0	27	1	27		
	Left-Through									0				0				0			
	Through	126		151	0	126	151	1	132	0	160	0	132	0	160	0	132	0	160		
	Through-Right		1							1				1				1			
	Right	25		0	0	25	0	2	28	0	0	0	28	0	0	0	28	0	0		
	Left-Through-Right									0				0				0			
	Left-Right																				
SOUTHBOUND	Left	305	1	305	0	305	305	9	326	1	326	0	326	1	326	0	326	1	326		
	Left-Through									0				0				0			
	Through	332	1	332	0	332	332	0	345	1	345	0	345	1	345	0	345	1	345		
	Through-Right									0				0				0			
	Right	137	1	100	0	137	100	1	144	1	105	0	144	1	105	0	144	1	105		
	Left-Through-Right									0				0				0			
	Left-Right																				
EASTBOUND	Left	75	1	75	0	75	75	1	79	1	79	0	79	1	79	0	79	1	79		
	Left-Through									0				0				0			
	Through	1059	2	530	6	1065	533	38	1140	2	570	6	1146	2	573	0	1146	2	573		
	Through-Right									0				0				0			
	Right	30	1	20	0	30	19	0	31	1	19	0	31	1	18	0	31	1	18		
	Left-Through-Right									0				0				0			
	Left-Right																				
WESTBOUND	Left	71	1	71	0	71	71	3	77	1	77	0	77	1	77	0	77	1	77		
	Left-Through									0				0				0			
	Through	991	1	562	1	992	562	30	1061	1	602	1	1062	1	602	0	1062	1	602		
	Through-Right		1							1				1				1			
	Right	132		132	0	132	132	5	142	0	142	0	142	0	142	0	142	0	142		
	Left-Through-Right									0				0				0			
	Left-Right																				
CRITICAL VOLUMES		North-South: 456 East-West: 637 SUM: 1093		North-South: 456 East-West: 637 SUM: 1093		North-South: 456 East-West: 637 SUM: 1093		North-South: 486 East-West: 681 SUM: 1167		North-South: 486 East-West: 681 SUM: 1167		North-South: 486 East-West: 681 SUM: 1167		North-South: 486 East-West: 681 SUM: 1167		North-South: 486 East-West: 681 SUM: 1167		North-South: 486 East-West: 681 SUM: 1167			
VOLUME/CAPACITY (V/C) RATIO:				0.729		0.729				0.778				0.778				0.778			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629		0.629				0.678				0.678				0.678			
LEVEL OF SERVICE (LOS):				B		B				B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:	ECHO PARK AVENUE			Year of Count: 2019		Ambient Growth: (%):		1	Conducted by:	DH	Date:	8/6/2019						
	5	East-West Street:	SUNSET BOULEVARD			Projection Year: 2023		Peak Hour:		PM	Reviewed by:	RK	Project:	1911 Sunset Mixed-Use					
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- 0 WB-- 0	NB-- 0 EB-- 0	0 0	SB-- 0 WB-- 0	NB-- 0 EB-- 0	0 0	NB-- 0 EB-- 0	0 0	NB-- 0 EB-- 0	0 0	0 0					
		ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2					
		Override Capacity		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	36	4	40	40	8	45	1	45	4	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	313	0	368	0	313	368	1	327	0	386	0	327	0	386	0	327	0	386
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	2	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	100	1	100	0	100	100	10	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	227	1	227	0	227	227	0	236	1	236	0	236	1	236	0	236	1	236
	Through-Right		0							0				0				0	
	Right	114	1	33	0	114	33	2	121	1	36	0	121	1	36	0	121	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	163	1	163	0	163	163	1	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	1109	2	555	2	1111	556	41	1195	2	598	2	1197	2	599	0	1197	2	599
	Through-Right		0							0				0				0	
	Right	43	1	25	0	43	23	0	45	1	23	0	45	1	21	0	45	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	53	1	53	0	53	53	3	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	696	1	436	2	698	437	32	756	1	471	2	758	1	472	0	758	1	472
	Through-Right		1							1				1				1	
	Right	175	0	175	0	175	175	4	186	0	186	0	186	0	186	0	186	0	186
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South: East-West: SUM:		468 608 1076	North-South: East-West: SUM:		468 609 1077	North-South: East-West: SUM:		500 656 1156	North-South: East-West: SUM:		500 657 1157	North-South: East-West: SUM:		500 657 1157			
VOLUME/CAPACITY (V/C) RATIO:				0.717			0.718			0.771			0.771			0.771			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.618			0.671			0.671			0.671			
LEVEL OF SERVICE (LOS):				B			B			B			B			B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.000

$\Delta v/c$ after mitigation: 0.000

Significant impacted? **NO**

Fully mitigated?	N/A
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APPENDIX D

**TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING
(DATED MAY 28, 2019 AND SIGNED ON JULY 3, 2019)**



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: 1911 Sunset Boulevard Mixed-Use Project

Project Address: 1911-1935 Sunset Boulevard, Los Angeles, CA 90026

Project Description: The proposed project consists of the construction of a six-story mid-rise residential mixed-use building, with up to 170 residential dwelling units and 13,000 square feet of ground-floor commercial uses,

and the removal of all existing active on-site uses (approximately 18,000 square feet of quality restaurant and 4,000 square feet of medical office building uses). Primary access for the proposed residential and commercial uses will remain the same as for the existing uses: via a full-access driveway intersecting the north side of Sunset Boulevard, opposite Park Avenue, under traffic signal control. Project parking would be provided on two subterranean levels.

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

II. TRIP GENERATION

Geographic Distribution (Residential): N 33.00% S 23.00% E 23.00% W 21.00%

Geographic Distribution: N 20.00 % S 30.00 % E 15.00 % W 35.00 %
(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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>

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	<u>3</u>	<u>.5</u>	<u>38</u>
PM Trips	<u>-28</u>	<u>-10</u>	<u>-38</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 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 INFORMATIONCONSULTANT

Name: Crain & Associates
Address: 300 Corporate Pointe, Suite 470, Culver City, CA 90230
Phone Number: (310) 473-6508
E-Mail: rkelly@crainandassociates.com

DEVELOPER

Holland Partner Group
5000 E. Spring Street, Suite 500, Long Beach, CA 90815
rguthrie@hollandpartnergroup.com

Approved by:  Ryan J. Kelly
Digitally signed by Ryan J. Kelly
DN: cn=Ryan J. Kelly, o=Crain & Associates,
ou=Senior Transportation Engineer,
email=kelly@crainandassociates.com, c=US
Date: 2019.05.28 17:10:36 -0700
Consultant's Representative

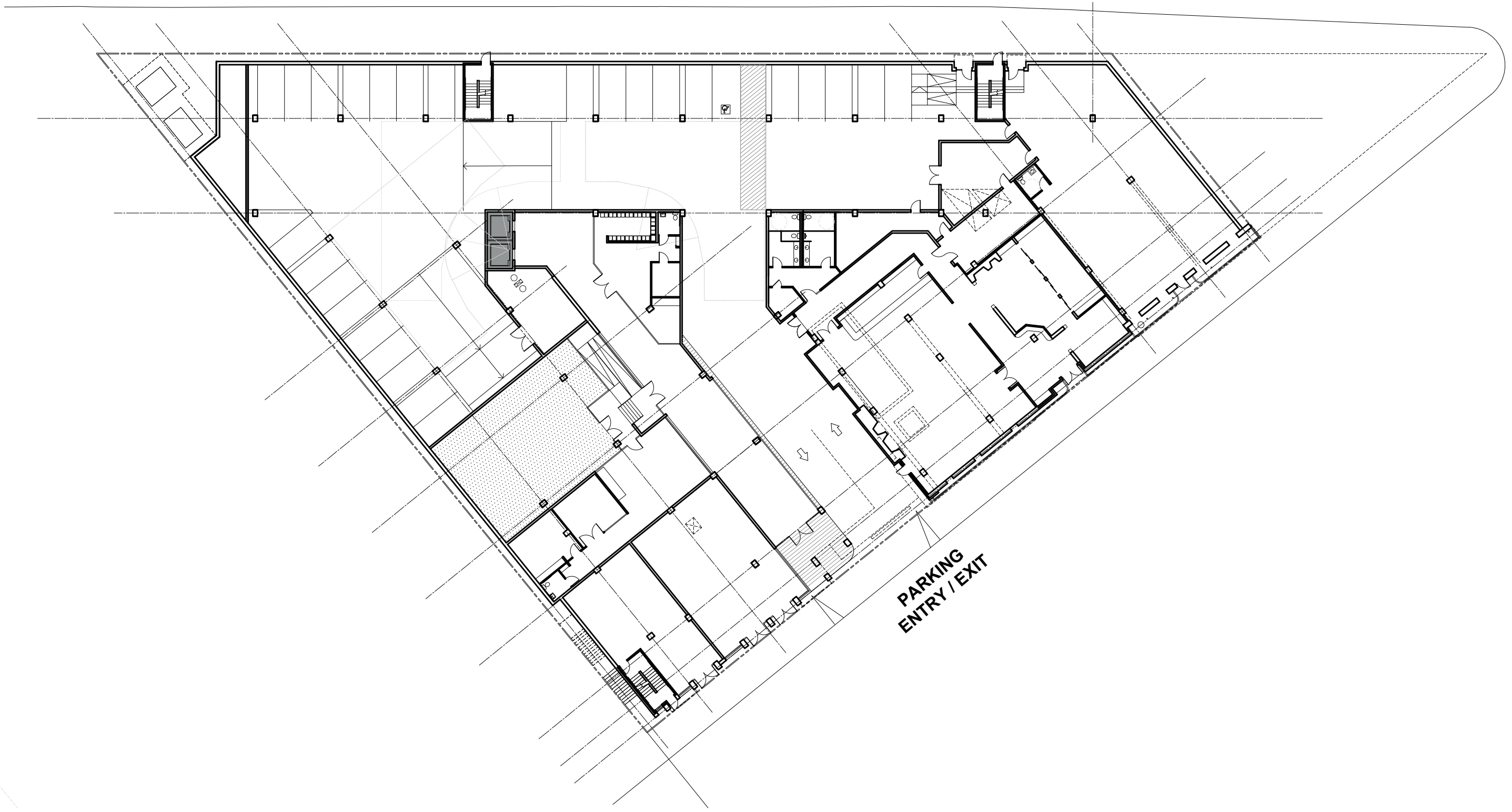
5/28/19
Date

x 
LADOT Representative

7/3/19
Date

ATTACHMENT 1

CONCEPTUAL PROJECT SITE PLAN

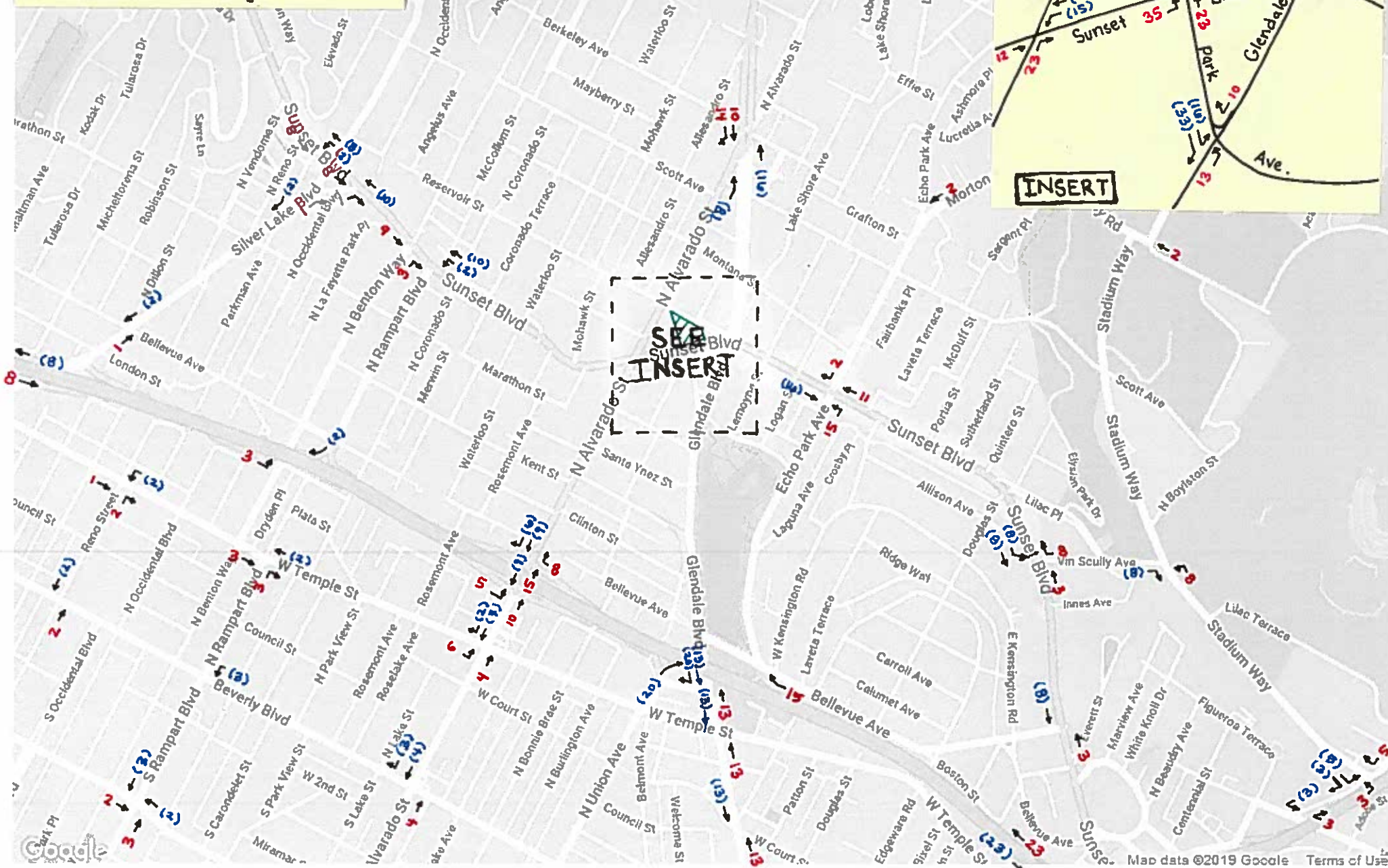


ATTACHMENT 2

PROJECT TRIP DISTRIBUTION PERCENTAGES

(Residential and Commercial Land Use Trip Distribution Percentages)

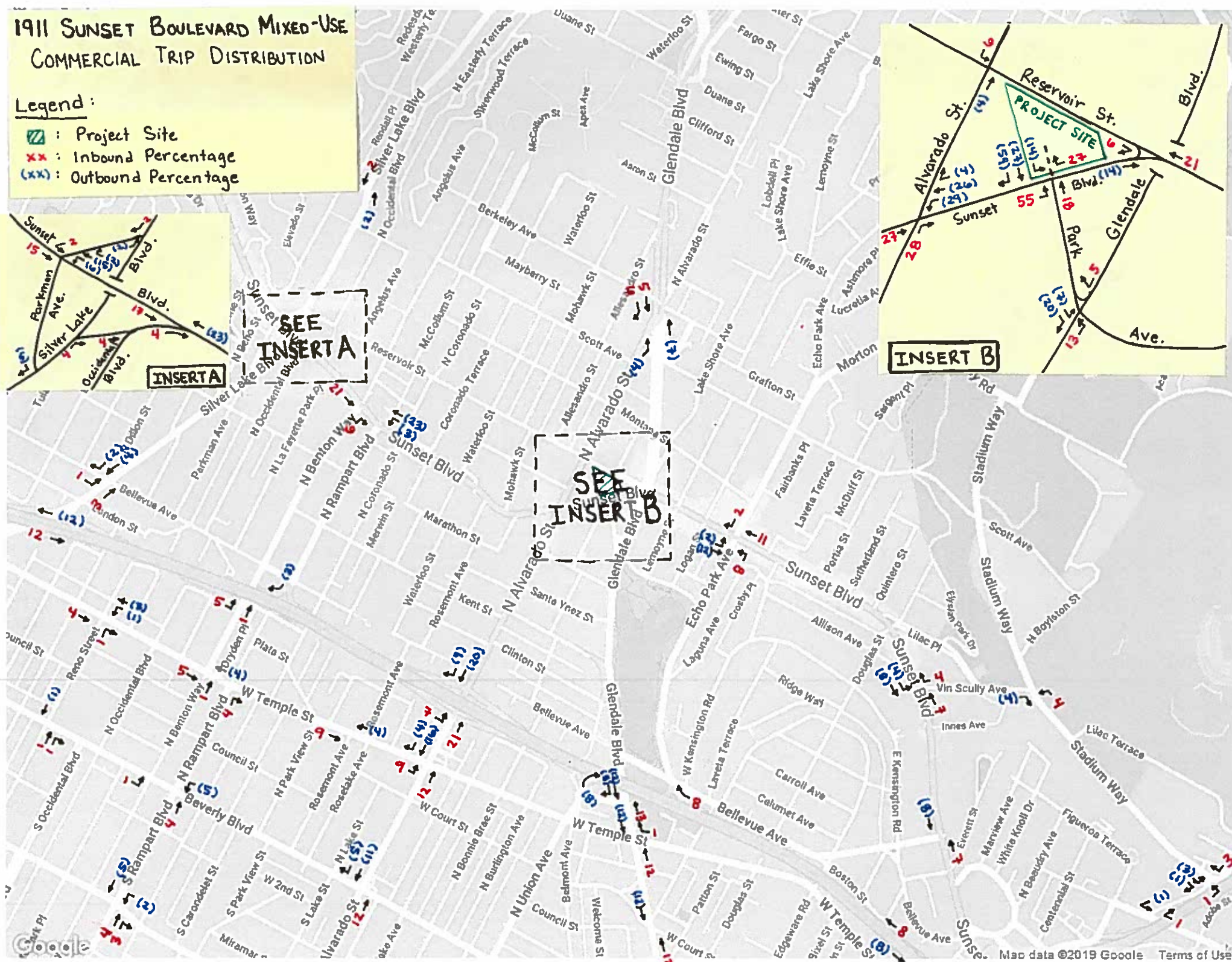
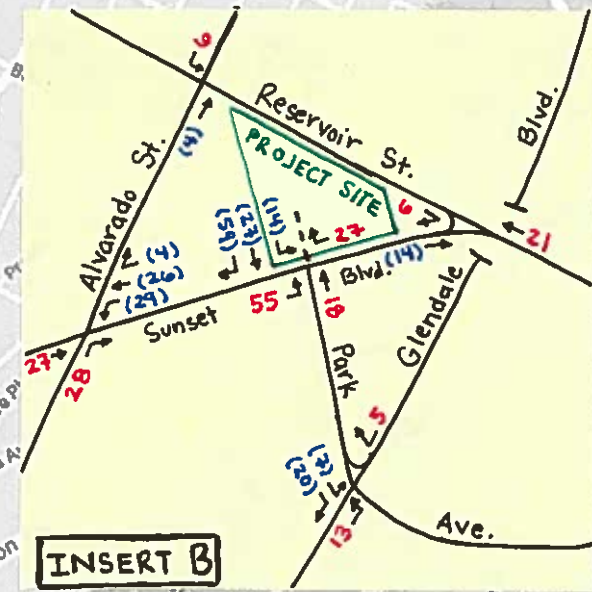
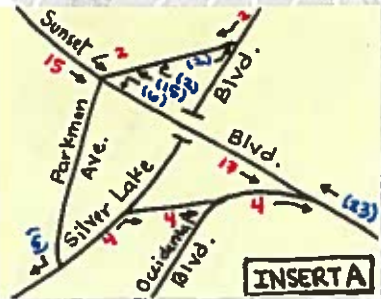
(xx): Outbound Percentage



Legend :

xx : Inbound Percentage

(xx): Outbound Percentage



ATTACHMENT 3

PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

ATTACHMENT 3

**1911 SUNSET BOULEVARD MIXED-USE PROJECT
WEEKDAY TRIP GENERATION RATES AND SUMMARY¹**

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 (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Medical-Dental Office Building	720	1 ksf	34.80	78%	22%	2.78	28%	72%	3.46
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Quality Restaurant ³	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
Trip Generation Summary									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
PROPOSED USES									
Residential									
Multifamily Housing	170 du	925	16	45	61	46	29	75	
10% Internal Capture Adjustment ⁴		(49)	0	(1)	(1)	(3)	(2)	(5)	
Multifamily Housing With Internal Capture Adjustment Subtotal		876	16	44	60	43	27	70	
15% Transit/Walk Adjustment ⁵		(131)	(2)	(7)	(9)	(6)	(4)	(10)	
Multifamily Housing Total		745	14	37	51	37	23	60	
Commercial									
Shopping Center	13,000 ksf	491	7	5	12	24	26	50	
10% Internal Capture Adjustment ⁴		(49)	(1)	0	(1)	(2)	(3)	(5)	
Shopping Center With Internal Capture Adjustment Subtotal		442	6	5	11	22	23	45	
15% Transit/Walk Adjustment ⁵		(66)	(1)	(1)	(2)	(3)	(4)	(7)	
Shopping Center With Transit/Walk Adjustment Subtotal		376	5	4	9	19	19	38	
50% Pass-By Adjustment ⁶		(188)	(2)	(2)	(4)	(10)	(9)	(19)	
Shopping Center Total		188	3	2	5	9	10	19	
Proposed Project Driveway Trips (including Pass-By Trips)		1,121	19	41	60	56	42	98	
Proposed Project Trips		933	17	39	56	46	33	79	
EXISTING USES									
Commercial									
Quality Restaurant	18,000 ksf	1,509	10	3	13	94	46	140	
10% Internal Capture Adjustment ⁴		(14)	0	(1)	(1)	(1)	0	(1)	
Quality Restaurant With Internal Capture Adjustment Subtotal		1,495	10	2	12	93	46	139	
15% Transit/Walk Adjustment ⁵		(226)	(2)	0	(2)	(14)	(7)	(21)	
Quality Restaurant With Transit/Walk Adjustment Subtotal		1,269	8	2	10	79	39	118	
10% Pass-By Adjustment ⁶		(127)	(1)	0	(1)	(8)	(4)	(12)	
Quality Restaurant Total		1,142	7	2	9	71	35	106	
Medical Office Building	4,000 ksf	139	9	2	11	4	10	14	
10% Internal Capture Adjustment ⁴		(14)	(1)	0	(1)	0	(1)	(1)	
Medical Office Building with Internal Capture Adjustment Subtotal		125	8	2	10	4	9	13	
15% Transit/Walk Adjustment ⁵		(19)	(1)	0	(1)	(1)	(1)	(2)	
Medical Office Building Total		106	7	2	9	3	8	11	
Existing Project Driveway Trips (including Pass-By Trips)		1,375	15	4	19	82	47	129	
Existing Project Trips		1,248	14	4	18	74	43	117	
Net Project Driveway Trips (including Pass-By Trips)		-254	4	37	41	-26	-5	-31	
Net Project Trips		-315	3	35	38	-28	-10	-38	

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]), 720 (Medical-Dental Office Building), 820 (Shopping Center), and 931 (Quality Restaurant). Trip generation rates for the General Urban/Suburban setting were utilized due to the robust number of studies the trip rates are based on (versus limited data for the Dense Multi-Use Urban setting trip rates).
- 2) du = Dwelling units; ksf = Thousands of square feet of gross floor area.
- 3) Land Use Code 931 does not contain directional distribution percentages (inbound/outbound) for the AM peak hour of adjacent street traffic. Therefore, the directional distribution percentages for the AM peak hour of the generator have been assumed.
- 4) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower trip-generating component of the uses sharing trips with each other. For the proposed land uses, the shopping center is the lower-generating use; therefore, the internally captured trips are based on the baseline shopping center trip estimates and then balanced with the higher trip-generating residential use. For the existing land uses, the medical office building is the lower-generating use; thus, the internally captured trips are based on the baseline medical office building trip estimates and then balanced with the higher trip-generating quality restaurant use.
- 5) Consistent with current LADOT *Transportation Impact Study Guidelines*, a 15 percent transit/walk adjustment has been assumed for the proposed and existing land uses (given that the Project is located within an approximate 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).
- 6) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines*, appropriate pass-by trip adjustments have been applied for the proposed commercial retail (Shopping Center) and existing quality restaurant land use categories.

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

1911 SUNSET BOULEVARD MIXED-USE PROJECT FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation (“Caltrans”) freeway impact analysis screening has been performed for the 1911 Sunset Boulevard mixed-use 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 for the residential and commercial land use components 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 in either direction at any of the three freeway 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 any of the three freeway off-ramp locations. Therefore, a freeway off-ramp impact analysis is not required.

TABLES

Table 1

1911 Sunset Boulevard Mixed-Use Project
Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

PROJECT TRIP GENERATION

<u>Direction</u>	<u>Residential</u>		<u>Commercial</u>	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
Inbound	14	37	-11	-65
Outbound	37	23	-2	-33

FREEWAY MAINLINE VOLUME CALCULATIONS

<u>Mainline Segment Location</u>	<u>Direction</u>	<u>Proj. Trip Direction</u>	<u>Residential</u>			<u>Commercial</u>			<u>Project Total</u>	
			<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
US-101 Fwy, w/o Benton Way	Eastbound	Inbound	8%	1.1	3.0	12%	-1.3	-7.8	-0.2	-4.8
	Westbound	Outbound	8%	3.0	1.8	12%	-0.2	-4.0	2.7	-2.1
US-101 Fwy, e/o Echo Park Ave	Westbound	Inbound	23%	3.2	8.5	8%	-0.9	-5.2	2.3	3.3
	Eastbound	Outbound	23%	8.5	5.3	8%	-0.2	-2.6	8.4	2.7
SR-2 Fwy, n/o Glendale Blvd	Southbound	Inbound	15%	2.1	5.6	9%	-1.0	-5.9	1.1	-0.3
	Northbound	Outbound	15%	5.6	3.5	9%	-0.2	-3.0	5.4	0.5

FREEWAY OFF-RAMP VOLUME CALCULATIONS

<u>Off-Ramp Location</u>										
US-101 Fwy EB Off-Ramp to Alvarado St	Eastbound	Inbound	5%	0.7	1.9	7%	-0.8	-4.6	-0.1	-2.7
US-101 Fwy WB Off-Ramp to Echo Park Ave	Westbound	Inbound	15%	2.1	5.6	8%	-0.9	-5.2	1.2	0.4
SR-2 Fwy SB Off-Ramp to Glendale Blvd	Southbound	Inbound	15%	2.1	5.6	9%	-1.0	-5.9	1.1	-0.3

Table 2

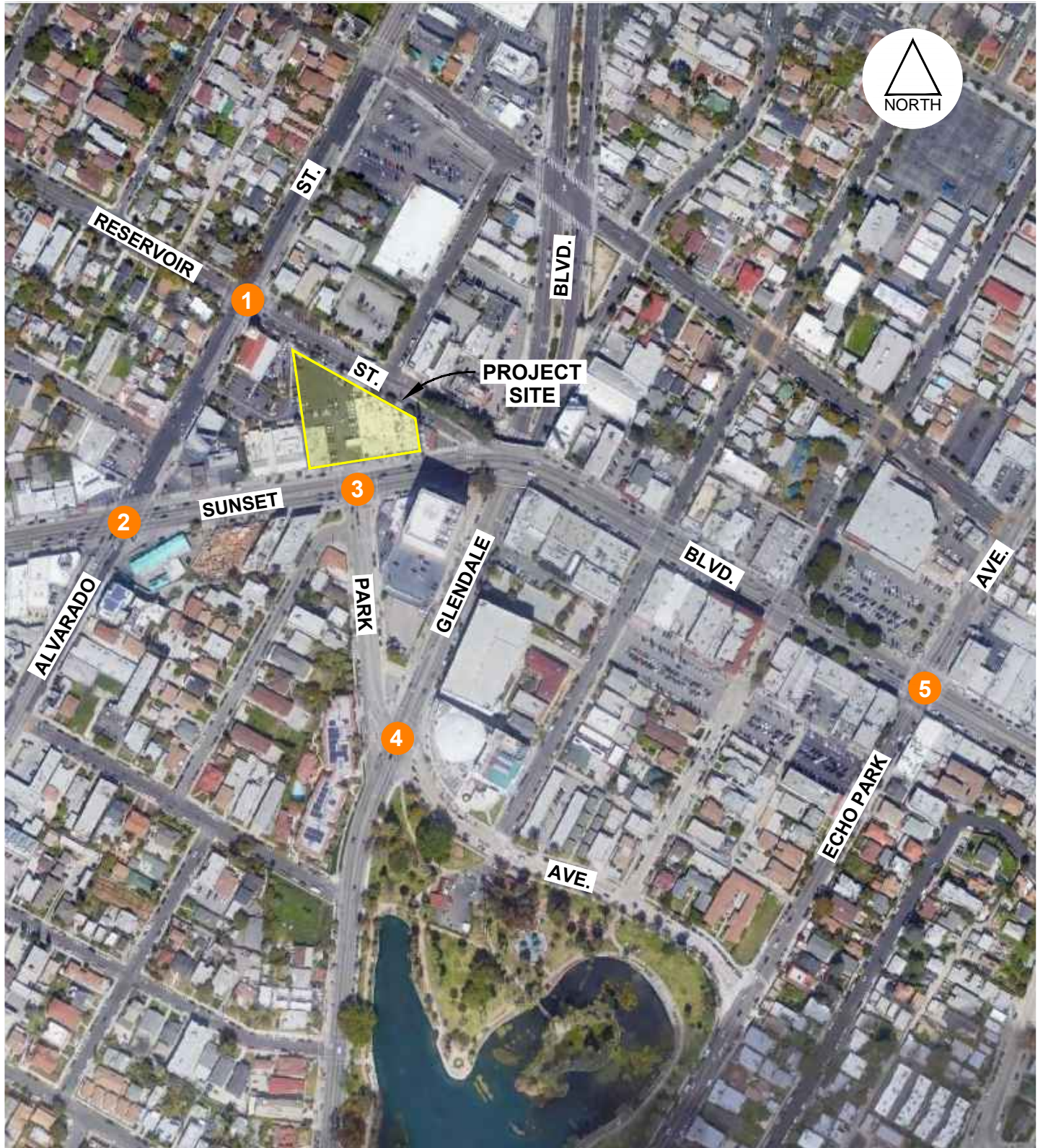
**1911 Sunset Boulevard Mixed-Use Project
State Freeway Mainline and Off-Ramp Facilities Screening Analysis**

										Exceeds	Exceeds
										Threshold	Threshold
										Percentage	Percentage
										at LOS E/F?	at LOS E/F?
										(AM Peak)	(PM Peak)

* 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

5/28/2019

FN: Sunset(1911)MixedUse\STUDY-INTS

PROPOSED STUDY INTERSECTIONS



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 E

VMT CALCULATOR REPORT OUTPUTS
(WITHOUT AND WITH MITIGATION)

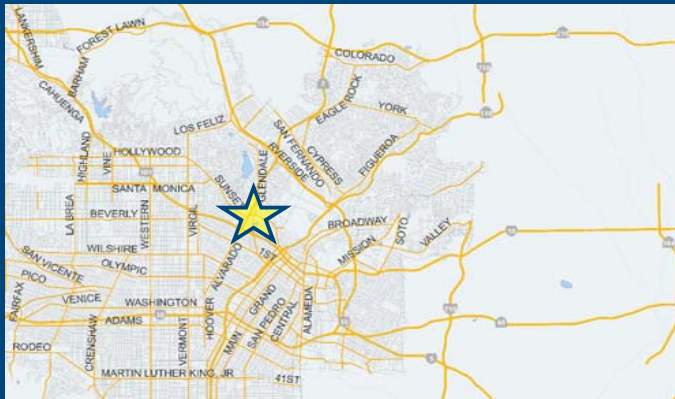
PROJECT VMT ANALYSIS (WITHOUT MITIGATION)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1



Project Information

Project: 1911 Sunset Boulevard Mixed-Use
Scenario: With Project (without mitigation) [www](#)
Address: 1911 W SUNSET BLVD, 90026 [Q](#)



Land Use Type	Value	Unit	
Retail General Retail	13.000	ksf	+
Housing Multi-Family	170	DU	
Retail General Retail	13	ksf	

[+](#) Click here to add a single custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A

Parking

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj
 ☐ Mitigation

Include Bike Parking Per LAMC

Select Proposed Prj or Mitigation to include this strategy

☒ Proposed Prj
 ☐ Mitigation

Include Secure Bike Parking and Showers

Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj
 ☐ Mitigation

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,126 Daily Vehicle Trips	1,126 Daily Vehicle Trips
6,472 Daily VMT	6,472 Daily VMT
8.8 Household VMT per Capita	8.8 Household VMT per Capita
7.3 Work VMT per Employee	7.3 Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 7.2 15% Below APC	Household: Yes Threshold = 7.2 15% Below APC
Work: No Threshold = 12.7 15% Below APC	Work: No Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	170	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
<i>Affordable Housing</i>	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	13.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
<i>Office</i>	General Office	0	ksf
	Medical Office	0.000	ksf
<i>Industrial</i>	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
<i>School</i>	University	0	Students
	High School	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Analysis Results			
Total Employees: 26			
Total Population: 383			
Proposed Project		With Mitigation	
1,126	Daily Vehicle Trips	1,126	Daily Vehicle Trips
6,472	Daily VMT	6,472	Daily VMT
8.8	Household VMT per Capita	8.8	Household VMT per Capita
7.3	Work VMT per Employee	7.3	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	Yes	Household > 7.2	Yes
Work > 12.7	No	Work > 12.7	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	0	0
	Reduce parking supply Actual parking provision (spaces)	0	0
	Unbundle parking Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out Employees eligible (%)	0%	0%
	Price workplace parking Daily parking charge (\$)	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits Cost of annual permit (\$)	\$0	\$0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways		
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle		
	Degree of implementation (low, medium, high)	0	0
Education & Encouragement	Employees and residents eligible (%)	0%	0%
	Transit subsidies		
	Employees and residents eligible (%)	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program		
	Employees and residents participating (%)	0%	0%
Education & Encouragement	Promotions and marketing		
	Employees and residents participating (%)	0%	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (without mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Parking sections 1 - 6
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (without mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Bicycle Infrastructure sections 1 - 3
	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - (1-[a]) * (1-[b]))$$

where: X%=

	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	230	-24.4%	174	7.6	1,743	1,320
Home Based Other Production	616	-33.4%	411	5.1	3,123	2,082
Non-Home Based Other Production	120	-10.7%	108	6.7	804	717
Home-Based Work Attraction	38	-43.8%	21	8.9	336	191
Home-Based Other Attraction	388	-33.9%	256	4.3	1,670	1,105
Non-Home Based Other Attraction	182	-10.5%	163	6.7	1,225	1,096

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	173	1,311	-0.6%	173	1,311
Home Based Other Production	-0.6%	408	2,069	-0.6%	408	2,069
Non-Home Based Other Production	-0.6%	107	713	-0.6%	107	713
Home-Based Work Attraction	-0.6%	21	190	-0.6%	21	190
Home-Based Other Attraction	-0.6%	255	1,098	-0.6%	255	1,098
Non-Home Based Other Attraction	-0.6%	162	1,090	-0.6%	162	1,090

MXD VMT Methodology Per Capita & Per Employee

Total Population: 383

Total Employees: 26

APC: East Los Angeles

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	3,380	3,380
Total Home Based Work Attraction VMT	190	190
Total Home Based VMT Per Capita	8.8	8.8
Total Work Based VMT Per Employee	7.3	7.3

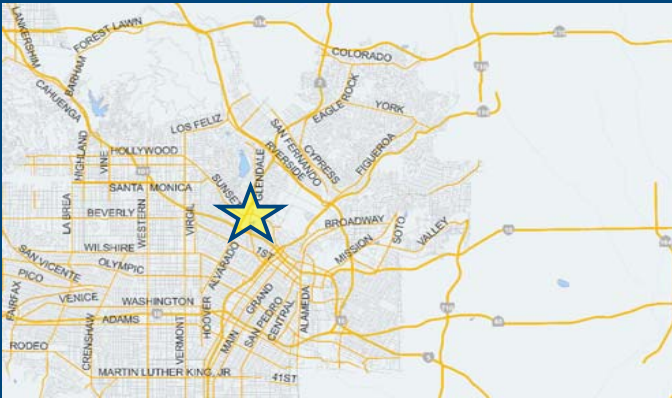
PROJECT VMT ANALYSIS (WITH MITIGATION)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1



Project Information

Project: 1911 Sunset Boulevard Mixed-Use
 Scenario: With Project (with mitigation) [www](#)
 Address: 1911 W SUNSET BLVD, 90026 [Q](#)



Land Use Type	Value	Unit
Retail General Retail	13.000	ksf
Housing Multi-Family	170	D
Retail General Retail	13	ks

[Click here to add a single custom land use type \(will be included in the above list\)](#)

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A
Parking

☐ Proposed Prj ☒ Mitigation

Reduce Parking Supply
 city code parking provision for the project site
 actual parking provision for the project site

Unbundle Parking
 ☐ Proposed Prj ☒ Mitigation
 monthly parking cost (dollar) for the project site

Parking Cash-Out
 ☐ Proposed Prj ☐ Mitigation
 percent of employees eligible

Price Workplace Parking
 ☐ Proposed Prj ☐ Mitigation
 daily parking charge (dollar)
 percent of employees subject to priced parking

Residential Area Parking Permits
 ☐ Proposed Prj ☐ Mitigation
 cost (dollar) of annual permit

B
Transit

C
Education & Encouragement

D
Commute Trip Reductions

E
Shared Mobility

F
Bicycle Infrastructure

G
Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,126 Daily Vehicle Trips	894 Daily Vehicle Trips
6,472 Daily VMT	5,130 Daily VMT
8.8 Household VMT per Capita	6.3 Household VMT per Capita
7.3 Work VMT per Employee	6.4 Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: No Threshold = 12.7 15% Below APC	Work: No Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	170	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	13.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Analysis Results			
Total Employees: 26			
Total Population: 383			
Proposed Project		With Mitigation	
1,126	Daily Vehicle Trips	894	Daily Vehicle Trips
6,472	Daily VMT	5,130	Daily VMT
8.8	Household VMT per Capita	6.3	Household VMT per Capita
7.3	Work VMT per Employee	6.4	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	Yes	Household > 7.2	No
Work > 12.7	No	Work > 12.7	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	300
		Actual parking provision (spaces)	0	220
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Implement neighborhood shuttle		
	Employees and residents eligible (%)	0%	0%
Transit subsidies	Employees and residents eligible (%)	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (with mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	Appendix B, Parking sections 1 - 6
	Unbundle parking	0%	18%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (with mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Bicycle Infrastructure sections 1 - 3
	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%
MAX. TDM EFFECT		1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%

$$= \text{Minimum}(X\%, 1 - (1-[a]) * (1-[b]))$$

where: X%=

	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	230	-24.4%	174	7.6	1,743	1,320
Home Based Other Production	616	-33.4%	411	5.1	3,123	2,082
Non-Home Based Other Production	120	-10.7%	108	6.7	804	717
Home-Based Work Attraction	38	-43.8%	21	8.9	336	191
Home-Based Other Attraction	388	-33.9%	256	4.3	1,670	1,105
Non-Home Based Other Attraction	182	-10.5%	163	6.7	1,225	1,096

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	173	1,311	-28.7%	124	941
Home Based Other Production	-0.6%	408	2,069	-28.7%	293	1,485
Non-Home Based Other Production	-0.6%	107	713	-13.0%	93	624
Home-Based Work Attraction	-0.6%	21	190	-13.0%	18	167
Home-Based Other Attraction	-0.6%	255	1,098	-13.0%	223	961
Non-Home Based Other Attraction	-0.6%	162	1,090	-13.0%	142	953

MXD VMT Methodology Per Capita & Per Employee

Total Population: 383

Total Employees: 26

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,380	2,425
<i>Total Home Based Work Attraction VMT</i>	190	167
<i>Total Home Based VMT Per Capita</i>	8.8	6.3
<i>Total Work Based VMT Per Employee</i>	7.3	6.4