

Appendix G
Traffic Study for the LAC+USC Medical Center
Master Plan Project Environmental Impact Report

Draft

August 2014



Traffic Study for the LAC+USC Medical Center Master Plan Environmental Impact Report

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**DRAFT
TRAFFIC IMPACT STUDY
FOR THE
LAC+USC MEDICAL CENTER MASTER PLAN
ENVIRONMENTAL IMPACT REPORT**

August 2014

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TABLE OF CONTENTS

I. INTRODUCTION	1
PROJECT DESCRIPTION	1
STUDY SCOPE.....	4
II. EXISTING CONDITIONS	6
EXISTING STREET SYSTEM	6
EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS	10
EXISTING PUBLIC TRANSIT SERVICE.....	18
EXISTING BICYCLE AND PEDESTRIAN FACILITIES	23
III. TRAFFIC PROJECTIONS.....	26
PROJECT TRAFFIC PROJECTIONS.....	26
EXISTING YEAR PLUS PROJECT TRAFFIC PROJECTIONS.....	39
CUMULATIVE YEAR TRAFFIC PROJECTIONS	39
CUMULATIVE BASE YEAR TRAFFIC PROJECTIONS.....	39
FUTURE BASELINE TRANSPORTATION SYSTEM IMPROVEMENTS	45
CUMULATIVE YEAR PLUS PROJECT TRAFFIC PROJECTIONS	45
IV. INTERSECTION IMPACT ANALYSIS	61
CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT	61
EXISTING YEAR PLUS PROJECT TRAFFIC IMPACT ANALYSIS.....	61
CUMULATIVE BASE INTERSECTION OPERATING CONDITIONS.....	63
INTERSECTION MITIGATION MEASURES	66
TRANSPORTATION DEMAND MANAGEMENT MEASURES	68
V. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS	69
CMP GUIDELINES	69
CMP TRANSIT IMPACT ANALYSIS	70
FREEWAY SCREENING ANALYSIS	71
VI. SUMMARY AND CONCLUSIONS.....	72

APPENDICES

APPENDIX A Turning Movement Count Sheets

APPENDIX B Intersection Level of Service Worksheets

APPENDIX C Signal Warrant Worksheets

APPENDIX D Freeway Screening Analysis

LIST OF FIGURES

Figure 1 – Study Area & Analyzed Intersections.....	2
Figure 2 – LAC+USC - Illustrative Master Plan	3
Figure 3 – Peak Hour Volumes and Lane Configurations – Existing Year (2014) Conditions.....	12
Figure 4 – Existing Bus Stops.....	19
Figure 5 – Existing Transit Lines.....	20
Figure 6 – Existing Bikeways.....	24
Figure 7 – Planned Bikeway Network.....	25
Figure 8 – Project Trip Distribution	29
Figure 9 – Peak Hour Volumes and Lane Configurations - Existing Uses for Removal or Reassignment	30
Figure 10A – Existing Year (2014) Project Trip Distribution and Lane Configurations	33
Figure 10B – Peak Hour Volumes and Lane Configurations – Existing Year (2014) Project Only.....	36
Figure 11 – Peak Hour Volumes and Lane Configurations – Existing Year (2014) plus Project Conditions..	40
Figure 12 – Peak Hour Volumes and Lane Configurations – Related Projects Only.....	46
Figure 13 – Peak Hour Volumes and Lane Configurations – Cumulative Base Year (2040) Conditions.....	49
Figure 14A – Cumulative Year (2040) Project Trip Distribution and Lane Configurations	50
Figure 14B – Peak Hour Volumes and Lane Configurations – Cumulative Year (2040) Project Only	55
Figure 15 – Peak Hour Volumes and Lane Configurations - Cumulative Year (2040) plus Project Conditions	58

LIST OF TABLES

Table 1 – Existing Surface Street Characteristics.....	7
Table 2 – Existing Trip Generation – USC Health Sciences Campus.....	11
Table 3 – Level of Service Definitions for Signalized Intersections.....	16
Table 4 – Existing Intersection Level of Service Analysis	17
Table 5 – Proposed Project Trip Generation - LAC + USC Medical Center.....	28
Table 6 – Trip Generation Estimates for Related Projects	44
Table 7 – Existing Base and Existing Year (2014) plus Project Intersection Level of Service Analysis	62
Table 8 – Cumulative Base and Cumulative Year (2040) plus Project Intersection Level of Service Analysis.....	64
Table 9 – Signal Warrant Analysis.....	65

I. INTRODUCTION

This report documents the results of a study evaluating potential traffic impacts of the proposed LAC+USC Medical Center Master Plan. The study was conducted by Fehr & Peers in support of the environmental impact report (EIR) for the Master Plan.

PROJECT DESCRIPTION

The LAC+USC Medical Center is located at 2051 Marengo Street and 1200 North State Street on a number of parcels of land owned by Los Angeles County (County), wholly surrounded by communities of Boyle Heights and Lincoln Heights within the City of Los Angeles (City). The main portion of the medical center campus is bounded by Zonal Street, Mission Road, Marengo Street, and Chicago Street. The campus also includes parcels on the northeast, northwest and southwest corners of Mission Road & Zonal Avenue/Griffin Avenue. The site is located east of the I-5 (Golden State) Freeway and north of the I-10 (San Bernardino) Freeway. Figure 1 shows the location of the project site in the context of the surrounding street system.

The proposed Master Plan envisions a series of improvements to the campus' medical facilities, including new or renovated buildings and facilities for in-patient and out-patient care, 450 new hospital beds, medical offices, laboratories and other supporting functions. The master plan also anticipates the development of community-oriented and wellness-related facilities, educational uses, and retail opportunities and enhanced outdoor space. The western area of the master plan allows for the development of bio-tech research and development facilities. Supporting parking facilities would be located throughout the campus. No specific project is proposed for development at this time. With a planning horizon of 2040, the master plan provides a framework within which the site can develop in the coming decades.

A majority of the parking within the LAC+USC campus is currently provided in three large parking structures (Structure 9 south of Marengo Street, Structure 10 east of Mission Road and Structure 12 south of Zonal Avenue) as well as numerous parking lots throughout the site and metered and unmetered parking on the surrounding streets. Driveways are located on each of the streets bounding the campus and on State Street, which runs through the campus. The proposed Master Plan allows for the removal of Structures 10 and 12 and construction of new parking structures on the west side of State Street, on Zonal Avenue, and on Sichel Street. Access would continue to be located on the perimeter streets and on State Street.

An illustrative rendering of full buildout of the proposed master plan is presented in Figure 2. Further project description data is presented as appropriate in the discussions of trip generation and parking impacts later in this report.





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Figure 1
Study Area and Analyzed Intersections



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Figure 2
LAC+USC Illustrative Master Plan

STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles Department of Transportation (LADOT). The study analyzed the potential project-generated traffic impacts on the street and highway system surrounding and serving the LAC+USC medical center campus. The following traffic scenarios were analyzed in the study:

- Existing Year (2014) Conditions – The analysis of existing traffic conditions provided a basis for the remainder of the study. The existing conditions analysis included an assessment of streets, traffic volumes, operating conditions, transit services, and on-campus parking conditions.
- Existing Year (2014) plus Project Conditions – This traffic scenario provides forecasts of traffic volumes and an assessment of operating conditions under baseline conditions with the addition of project generated traffic. The impacts of the proposed Project on baseline traffic operating conditions were then identified.
- Cumulative Base Year (2040) Conditions – Future traffic projections without the proposed Project were developed for the year 2040. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the Project Site by the year 2040.
- Cumulative Year (2040) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed Project on future traffic operating conditions were then identified.

The potential for project impacts is evaluated in the study for weekday AM and PM peak hours of traffic at 21 intersections in the City of Los Angeles near the LAC+USC Medical Center. The analysis locations are illustrated in Figure 1 and are listed below. The streets in the study area are under the jurisdiction of the City of Los Angeles. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

1. Daly Street & Main Street
2. I-5 Southbound Ramps/1-10 On-Ramp & Mission Road
3. Daly Street/Marengo Street & Mission Road
4. Workman Street& Mission Road
5. Sichel Street & Mission Road
6. Griffin Avenue/Zonal Avenue & Mission Road
7. Mission Road & Valley Boulevard
8. Mission Road & Main Street
9. State Street & Cesar E. Chavez Avenue
10. State Street & I-10 Eastbound Ramps
11. State Street & I-10 Westbound Off-Ramp



12. State Street & Pomeroy Avenue
13. State Street & Marengo Street
14. I-5 Northbound Off-Ramp & Cesar E. Chavez Avenue
15. Britannia Street & Marengo Street
16. Chicago Street & Marengo Street
17. San Pablo Street & Valley Boulevard
18. Soto Street & I-10 Eastbound Off-Ramp/Wabash Avenue
19. Soto Street & Marengo Street
20. Soto Street & Charlotte Street/I-10 Westbound Ramps
21. Soto Street & Alcazar Street

In addition, the unsignalized intersection of State Street & Zonal Avenue was selected for traffic signal warrant analysis. Per *Traffic Study Policies and Procedures* (LADOT, June 2013), a significant impact analysis was not conducted.

Finally, the study includes an analysis of potential project impacts on the regional highway and transit systems in accordance with requirements of the Los Angeles County Congestion Management Program (CMP).

ORGANIZATION OF REPORT

This report is divided into six chapters. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions in the study area. The methodologies used to forecast cumulative and project traffic volumes, and the resultant forecasts, are described in Chapter III. Chapter IV presents an assessment of potential traffic impacts and identifies potential traffic mitigation measures. Chapter V presents the results of the Congestion Management Program regional transportation system impact analysis. Finally, conclusions and recommendations of the study are summarized in Chapter VI. Appendices to this report include details of the technical analysis.



II. EXISTING CONDITIONS

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

EXISTING STREET SYSTEM

The area around the medical center is surrounded by a mature network of freeways and arterial, collector and local streets. The site is readily accessible to drivers, both from a local and from a regional perspective and lies approximately three miles northeast of the center of downtown Los Angeles.

Major freeways near the medical center include the Golden State Freeway (I-5) and the San Bernardino Freeway (I-10). I-5, with access ramps at State Street and Cesar E. Chavez Avenue, extends along a north/south path throughout the region and provides access to Orange County and to the San Fernando Valley, as well as beyond. I-10, with access ramps at State Street and Soto Street, extends along an east/west path throughout the region, providing access to Santa Monica to the west, and to the San Gabriel Valley to the east, and beyond. High occupancy/toll (HOT) lanes, available to vehicles with more than one occupant or to those with pre-paid transponders, are provided on I-10 between Union Station and El Monte, with in-line stations adjacent to the LAC+USC Medical Center and at the campus of the California State University, Los Angeles.

The area around the medical center is served by a network of streets that generally run north/south and east/west, varying according to local topography and historic development patterns. Major elements of the street system in the study area are illustrated above in Figure 1. Mission Road and Soto Street to the west and east of the campus are north/south arterial facilities. Main Street/Valley Boulevard and Cesar E. Chavez Boulevard are east/west arterial facilities. Descriptions of key roadways serving the study area are provided below and summarized in Table 1.

- Daly Street – Daly Street is a north/south street located west of the project site. There are four travel lanes divided by a striped double yellow median. Separated left turn lanes are provided at Mission and Main. The intersections with Mission and Main are signalized. At the intersection with Mission Road, Daly becomes Marengo Street and re-oriens as an east/west street. Daly Street is classified as a Secondary Highway.



**TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS**

Street	From	To	Lanes		Median Type	Parking Restrictions / Bus		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
GRIFFIN AVE	MAIN ST	ALHAMBRA AVE	2	2	DY	TANSAT	TANSAT	30
	ALHAMBRA AVE	MISSION RD	2	2	DY	TANSAT	TANSAT	30
ZONAL AVE	MISSION RD	STATE ST	2	2	2WLTL	MP 4HR 8A-8P	MP 4HR 8A-8P	30
	STATE ST	BIGGY ST	1	1	DY	MP 4HR 9A-4P / NS 7-9A 4-6P	MP 4HR 9A-4P / NS 7-9A 4-6P	30
	BIGGY ST	SAN PABLO ST	1	1	DY	TANSAT	TANSAT	30
	SAN PABLO ST	CHARLOTTE ST	1	1	DY	MP 4HR 8A-8P / SCHOOL ZONE	2HR 9A-1:30P / PASSENGER LOADING 6:30-9A 1:30-4P / SCHOOL ZONE	30
CORNWELL ST	CHARLOTTE ST	MARENGO ST	1	1	NONE	PARKING RESTRICTIONS / BUS	PA	25
STATE ST	ZONAL AVE	MARENGO ST	1	1	DY	RC	PA	25
CUMMINGS ST	ZONAL AVE	CHICAGO ST	1	1	DY	MP 4HR 8A-8P	MP 4HR 8A-8P	25
CHARLOTTE ST	CHICAGO ST	CORNWELL ST	1	1	SDY	PA	PA	25
	CORNWELL ST	SOTO ST	1	1	DY	PA / TANSAT	PA / TANSAT	25
CHICAGO ST	CUMMINGS/CHARLOTTE ST	MARENGO ST	1	1	DY	1 HR 8A-6P	MP 4HR 8A-8P	25
DALY ST	MAIN ST	ALHAMBRA AVE	2	2	DY	PA	PA	35
	ALHAMBRA AVE	MISSION RD	2	2	DY	TANSAT	TANSAT	35
MARENGO ST	MISSION RD	I-5	2	2	DY	MP 10HR 8A-8P	MP 10HR 8A-8P	35
	I-5	MARK ST	2	2	DY	MP 2HR 8A-8P	MP 4HR 8A-8P	35
	MARK ST	CLEMENT ST	2	2	DY	MP 2HR 8A-8P	MP 4HR 8A-8P	35
	CLEMENT ST	STATE ST	2	2	DY	MP 2HR 8A-8P	MP 4HR 8A-8P	35
	STATE ST	KINGSTON AVE	2	2	DY	MP 2HR 8A-8P	MP 4HR 8A-8P	35
	KINGSTON AVE	BRITTANIA ST	2	2	DY	MP 2HR 8A-8P	MP 4HR 8A-8P	35
	BRITTANIA ST	CUMMINGS ST	2	2	2WLTL	MP 2HR 8A-8P	TANPAT	35
	CUMMINGS ST	CHICAGO ST	2	2	2WLTL	RC / LOADING	M 4H 8A-8P	35
	CHICAGO ST	CORNWELL ST	2	2	DY	TANSAT	TANSAT	35
	CORNWELL ST	SOTO ST	2	2	DY	NS 7A-6P SCHOOL DAYS	PA	35
ALHAMBRA AVE	DALY ST	GRIFFIN AVE	1	1	UD	TANSAT	PA	25
MISSION RD	RICHMOND ST	MARENGO ST	2	2	2WLTL/DY	NSAT	NSAT	35
	MARENGO ST	WORKMAN ST	2	2	DY	TANSAT	RC	35
	WORKMAN ST	SICHEL ST	2	2	DY	MP 4HR 8A-8P	RC	35
	SICHEL ST	GRIFFIN/ZONAL AVE	2	2	2WLTL	MP 4HR 8A-8P	MP 4HR 8A-8P	35
	GRIFFIN/ZONAL AVE	VALLEY BLVD	3	2	DY	TANSAT	TANSAT	35
	VALLEY BLVD	ALTA ST	2	2	DY	PARKING	PARKING	35
KINGSTON AVE	MARENGO ST	POMEROY AVE	1	1	ONE WAY	MP 4HR 8A-8P	PA	25
POMEROY AVE	KINGSTON AVE	BRITTANIA ST	1	1	ONE WAY	NPAT	NPAT	25
BRITTANIA ST	POMEROY AVE	MARENGO ST	1	1	ONE WAY	MP 4HR 8A-8P	MP 4HR 8A-8P	25
MAIN ST	DALY ST	WORKMAN ST	2	2	DY	PA / NP 4P-6P	PA / NP 7A-9A	35
	WORKMAN ST	SICHEL ST	2	2	DY	PA / NP 4P-6P	PA / NP 7A-9A	35
	SICHEL ST	GRIFFIN AVE	2	2	DY	1HR 8A-8P / NP 4P-6P	1HR 8A-8P / NP 7A-9A	35
	GRIFFIN AVE	MISSION RD	2	2	DY	PA / NP 4P-6P	PA / NP 7A-9A	35
ALLEY	N/O ZONAL AVE	@ STATE ST	1	1	UD	MP 4HR 8A-8P	NS 7A-7P	25
SAN PABLO ST	ZONAL AVE	EASTLAKE AVE	1	1	2WLTL	MP 4HR 8A-8P	MP 4HR 8A-8P	25
	EASTLAKE AVE	VALLEY BLVD	1	1	2WLTL	MP 10HR 8A-8P	MP 10HR 8A-8P	25
BIGGY ST	ZONAL AVE	EASTLAKE AVE	1	1	UD	MP 4HR 8A-8P	MP 4HR 8A-8P	25
SOTO ST	CITY VIEW AVE	E FAIRMOUNT ST	2	2	DY	NSAT 4P-6P, 1HR 8A-4P	NSAT 7A-9A, 1HR 9A-6P	35
	E FAIRMOUNT ST	BARLOW	2	2	2WLTL	NSAT	NSAT	35
	BARLOW ST	MARENGO ST	3	2	2WLTL	NSAT 4-6PM	NSAT	35
	MARENGO ST	CHELSEA ST	3	3	2WLTL	NSAT	NSAT	35
	CHELSEA ST	ZONAL AVE	2	2	DY	NSAT	NSAT 6A-9A, 3P-6P	35
	ZONAL AVE	NORFOLK ST	2	2	DY	NSAT 6A-9A, 3P-6P	NSAT 6A-9A, 3P-6P	35
	NORFOLK ST	ALCAZAR ST	2	2	DY	NSAT 6A-9A, 3P-6P	NSAT	35
	ALCAZAR ST	VALLEY BLVD	2	2	DY	NSAT	NSAT	35
E. CESAR CHAVEZ AVE	BOYLE AVE	STATE ST	2	2	2WLTL	NSAT 4P-6P	NSAT 7A-9A, 1HR 9A-6P	30
	STATE ST	CUMMINGS ST	2	2	2WLTL	1HR 8A-8P	NSAT 7A-9A, 1HR 9A-6P	30
WABASH AVE	SOTO ST	MOTT ST	1	1	2WLTL	PARKING	PARKING	35
STATE ST	MICHIGAN AVE	E. CESAR CHAVEZ AVE	1	1	DY	SWEEP ONLY	SWEEP ONLY	30
	E. CESAR CHAVEZ AVE	MARENGO ST	2	2	DY	NSAT	NSAT	30
EASTLAKE AVE/NORFOLK ST	MISSION RD	SAN PABLO ST	1	1	2WLTL	MP 4HR 8A-8P	MP 4HR 8A-8P	25
	SAN PABLO ST	SOTO ST	1	1	UD	MP 10HR 8A-8P	MP 4HR 8A-8P	25
ALCAZAR ST	EASTLAKE AVE	SOTO ST	1	1	2WLTL	MP 10HR 8A-8P	MP 10HR 8A-8P	25
VALLEY BLVD	MISSION RD	SAN PABLO ST	2	2	DY/RM	NSAT	PARKING	40
	SAN PABLO ST	SOTO ST	2	2	2WLTL	PARKING	PARKING	40

Notes:

LANES: # = Number of lanes	PARKING: Parking Allowed	MEDIAN/CENTERLINE: DY = Double Yellow Centerline
	NSAT = No Stopping Anytime	SDY = Single Dashed Yellow Centerline
MISC.: HR = Hour	NPAT = No Parking Anytime	2WLTL = Two-Way Left-Turn Lane
MIN = Minutes	NP = No Parking	UD = Undivided Lane
MP = Meter Parking	RD = Red curb	RM = Raise Median
	/ = Change in Parking Restriction	SPEED LIMIT
		NP() = Not Posted in Area (guess)

- Main Street – Main Street is a north/south oriented street, although for the duration of the street within the project area it runs east/west. The street is located north of the project site. There are four travel lanes available. Separate left-turn lanes are provided at major intersections. Parking is generally allowed on both sides of the street within the study area. The intersections with Mission, Griffin, Workman and Daly are signalized. At the intersection with Mission Road, Main Street becomes Valley Boulevard.
- Interstate-5 – Interstate 5 is a major north/south freeway connecting Southern California with Northern California, Oregon and Washington. I-5 contains eight travel lanes in each direction in the project vicinity. In the northbound direction, off ramps are provided at Cesar Chavez Avenue and Daly Street, and on-ramps to the freeway are provided at Marengo Street and State Street. In the Southbound direction, off-ramps from the freeway are provided at Main Street, Mission Road and Cesar Chavez Avenue (via State Street) and on-ramps to the freeway are provided at Mission Road and Cesar Chavez Avenue.
- Interstate-10 – Interstate 10 is a major east/west freeway connecting to Santa Monica to the west and the Inland Empire to the east. I-10 contains eight travel lanes in each direction in the project vicinity. In the eastbound direction, an off-ramp is provided at Soto Street/Wabash Avenue and an on-ramp is provided at Marengo Street. In the westbound direction, on- and off-ramps are provided at Soto Street/Charlotte Street.
- Mission Road – Mission Road is a north/south oriented street located just west of the project site. There are two travel lanes and a bicycle lane in each direction. Left-turn lanes are provided at major intersections, including Daly/Marengo, Workman and Zonal/Griffin. There are also separate right-turn lanes at the intersection with Daly/Marengo and Zonal/Griffin. The intersections with Daly/Marengo, Workman, and Zonal/Griffin are all signalized. Parking is prohibited on both sides of Mission. Mission Road is classified as a Major Highway (Class II).
- Marengo Street – Marengo Street is an east/west street south of the project site. There are four travel lanes available divided by a continuous left-turn lane. Metered parking is available along portions of Marengo Street. The intersections with Mission Road, State Street, Britannia Street and Chicago Street are signalized. Within the study area, the following land use elements exist adjacent to Marengo: the existing Medical Center, commercial uses and residential units. At the intersection with Mission Road, Marengo becomes Daly Street and re-oriens as a north/south street. Marengo Street between Mission Road and Soto Street is classified as a Major Highway (Class II).
- Workman Street – Workman is a two-lane north/south street located north of the project site. The street has parking on both sides of the street, and is generally surrounded by residential uses. The intersections with Main Street and Mission Road are signalized. The north and south portions of the street are separated by railroad tracks.



- Sichel Street – Sichel is a two-lane north/south street located north of the project site. The street has parking on both sides of the street, and is generally surrounded by residential uses. The north and south portions of the street are separated by railroad tracks.
- Griffin Avenue – Griffin is a four-lane north/south street with a striped double yellow median located north of the project site. The intersections with Main Street and Mission Road are signalized and have left-turn lanes. Parking is prohibited between Main Street and Mission Road, and allowed on both sides north of Main Street. Griffin Avenue is classified as a Secondary Highway.
- Zonal Avenue – Zonal Avenue is an east/west street located north of the Medical Center. Between Mission Road and State Street, Zonal Avenue provides two travel lanes and two bicycle lanes divided by a continuous left-turn lane. From State Street to San Pablo Street, two travel lanes divided by a striped double yellow median are present. Metered parking is available along Zonal Avenue and a traffic signal is present at Mission Road. East of San Pablo Street, Zonal Avenue bends southward and becomes Cornwell Street. The primary land use to the north and south of Zonal Avenue is the LAC + USC Medical Center. However, towards its eastern terminus there is open space and a high school. Zonal Avenue is classified as a Secondary Highway.
- Valley Boulevard – Valley Boulevard is an east/west street to the north of the project site. There are four travel lanes divided by a striped double yellow median or two-way left-turn lane. There are left-turn lanes at Soto and San Pablo, which are also signalized. Parking is allowed on both sides of the street. The intersection with Soto Street is grade-separated. At the intersection with Mission Road, Valley Boulevard becomes Main Street.
- State Street – State Street is a private county-owned north/south street that cuts through the campus. This roadway provides two travel lanes between Zonal Avenue and Marengo Street, and widens to four travel lanes south of Marengo Street. The intersections with Marengo Street, Pomeroy Avenue and the I-10 westbound off-ramp are signalized. Parking is allowed on some portions of State Street north of Marengo Street. State Street south of Marengo Street is classified as a Secondary Highway.
- Cesar E. Chavez Avenue – Cesar Chavez Avenue is an east/west street located south of the project site. There are four travel lanes, with parking generally allowed on both sides of the street. The intersections with Soto, Breed, Chicago, St. Louis, I-5/I-10 and State are all signalized.
- Pomeroy Avenue – Pomeroy Avenue is an east/west local street with residential land uses fronting it. Pomeroy is a narrow roadway serving two-way traffic between Kingston Avenue and State Street.
- Brittania Street – Brittania Street is a north/south street providing two travel lanes. Traffic flow is one-way in the northbound direction. Parking is allowed on both sides of the street. Los Angeles County facilities/parking lots are located to the west of Brittania Street.



- Chicago Street – Chicago Street is a north/south local street providing two travel lanes. Chicago Street primarily serves the residential area north of Marengo Street and terminates at Charlotte Street. Parking is available on both sides of the street.
- San Pablo Street – San Pablo Street is a two-lane, north/south street. A striped double yellow median divides the lanes and parking is available along both sides of the street. Currently, the southern terminus of San Pablo Street occurs at Zonal Avenue. San Pablo Street is classified as a Secondary Highway.
- Soto Street – Soto Street is a north/south street providing four travel lanes north of Marengo Street. South of Marengo Street, the roadway provides three northbound lanes and two southbound lanes. Soto Street provides a continuous left-turn lane. Parking is allowed on the east side of the street, just south of Marengo Street, but is prohibited during the afternoon peak hour. The intersections with Charlotte Street and Marengo Street are signalized. Soto Street north of Wabash Avenue is classified as a Major Highway (Class II).
- Charlotte Street – Charlotte Street is an east/west street providing two travel lanes. The western terminus of Charlotte Street occurs at Cummings Street while the eastern terminus occurs at the I-10 WB on/off ramps. Parking is permitted on both sides of the street throughout the area.
- Alcazar Street – Alcazar Street is an east/west street that runs through the project site providing two travel lanes. Parking is generally allowed on both sides of the street. The intersection with Soto Street is signalized. There is a left-turn lane and a right-turn lane for eastbound vehicles at Soto Street, and a right-turn lane for westbound vehicles at Eastlake Avenue.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following sections present the existing peak hour traffic volumes at the study intersections, a description of the methodology used to analyze intersection operating conditions, and the resulting level of service at each location under existing conditions.

Existing Peak Hour Traffic Volumes

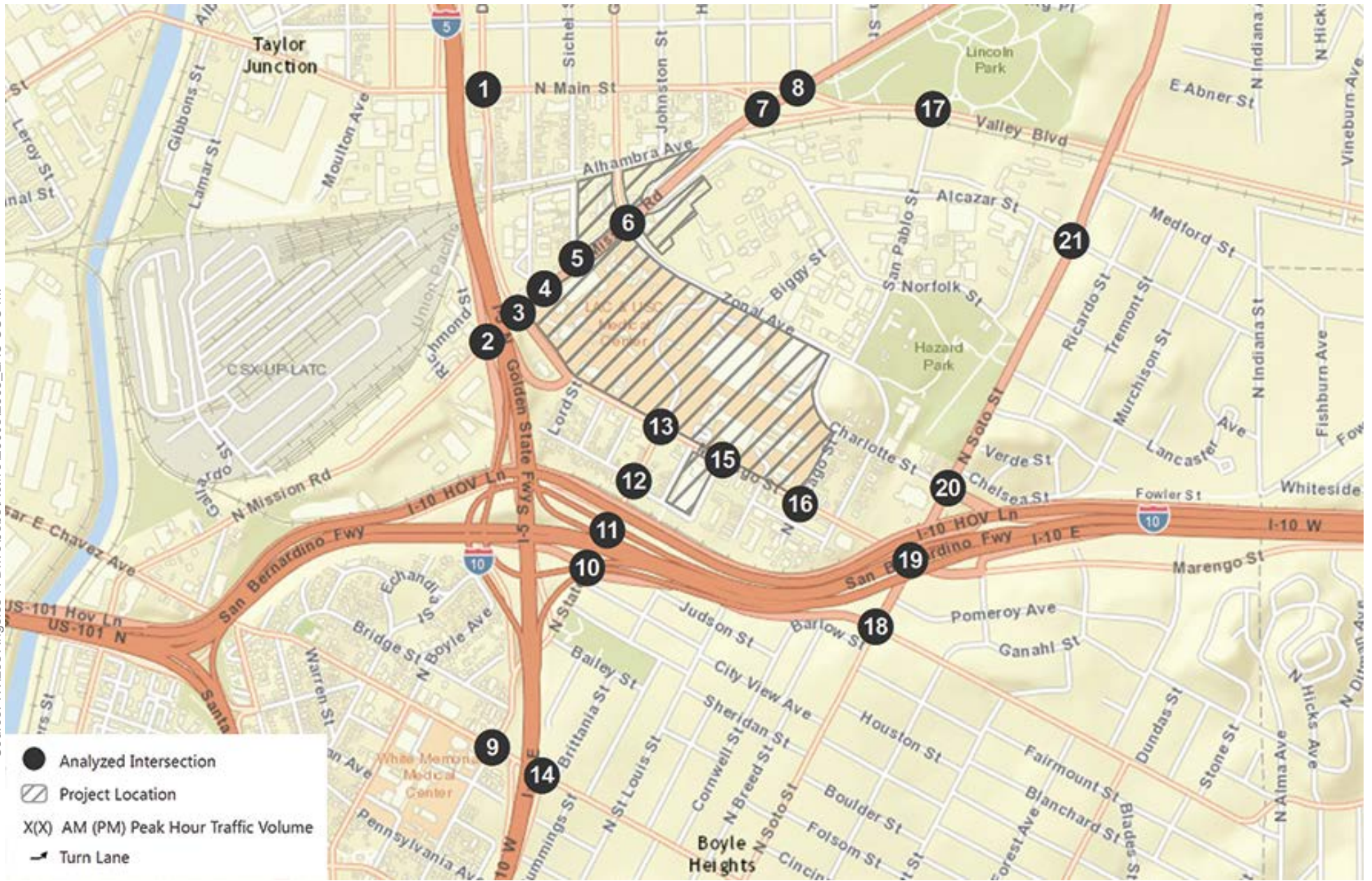
Weekday AM and PM peak period (7:00 to 10:00 AM and 3:00 to 6:00 PM) intersection turning movement counts were conducted at 20 study intersections in May 2014, and counts from December 2012 were used for Intersection 15: Britannia Street & Marengo Street. While local elementary and secondary schools were in normal session, the counts were conducted near the end of the Spring semester at the University of Southern California Health Sciences Campus, which lies immediately north of the LAC+USC Medical Center. The medical center functions at all times but because there may have been less student activity than under normal conditions, trips were estimated for 1,500 university students and assigned over the local street network. Those estimates are shown in Table 2. The resulting baseline counts were applied in the AM and PM peak hours for the existing weekday analysis and subsequent analysis. The existing weekday peak hour turning movement volumes and lane configurations at the analyzed intersections are shown on Figure 3 and the raw turning movement count sheets are provided in Appendix A.



**TABLE 2
EXISTING TRIP GENERATION - USC HEALTH SCIENCES CAMPUS¹**

Land Use	Size	Trip Generation Rates ²									Estimated Trip Generation					
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
USC Health Sciences Campus³ <i>Less: Transit credit⁴</i>	1,500 students -15%	550	1.71	0.17	78%	22%	0.17	32%	68%	2,565 (385)	199 (30)	56 (8)	255 (38)	82 (12)	173 (26)	255 (38)
TOTAL VEHICLE TRIPS										2,180	169	48	217	70	147	217

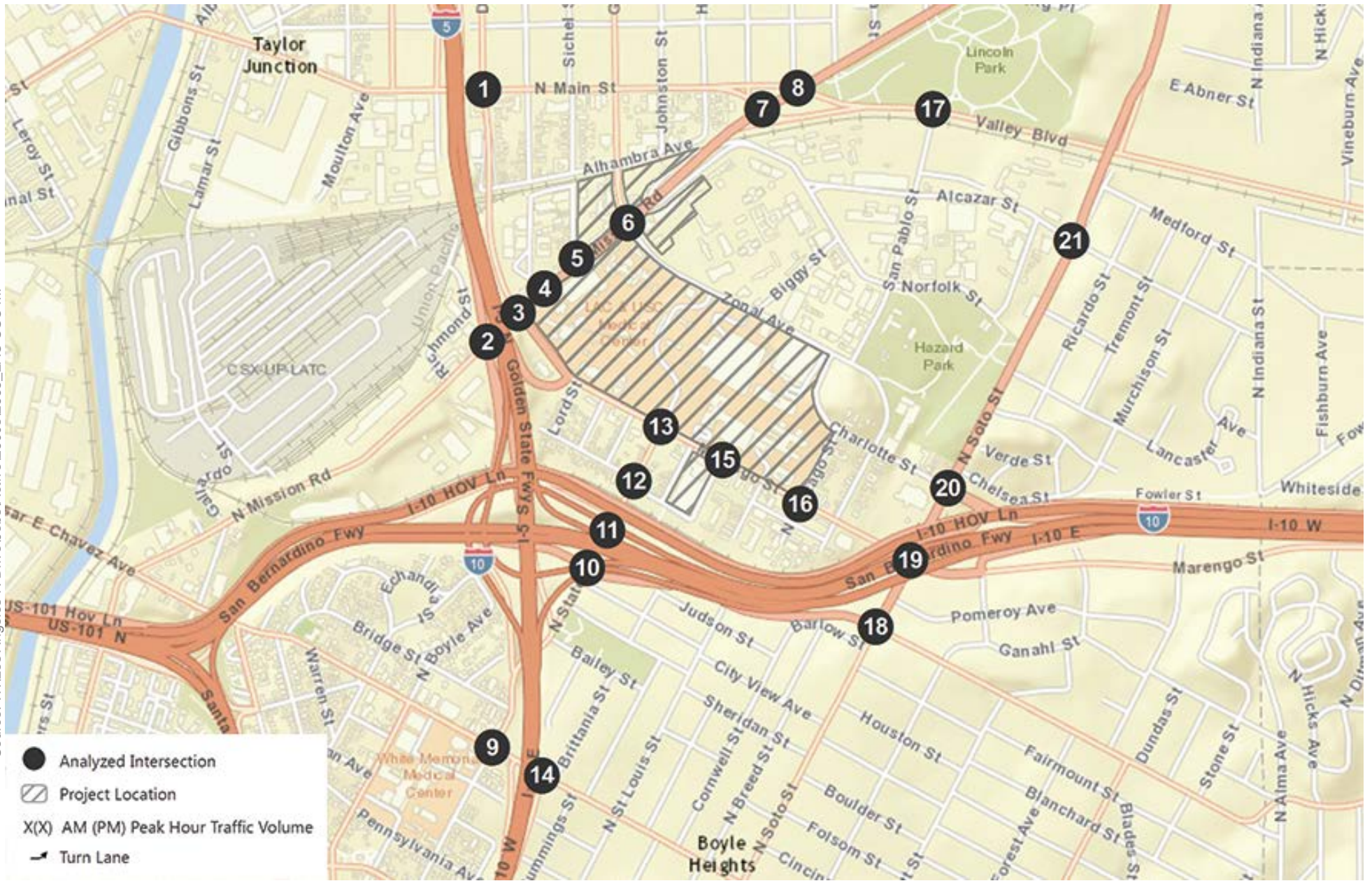
Notes:
Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012.
¹ Existing traffic counts were collected in mid-May 2014 toward the end of the Spring semester. The above USC Health Science Campus trip estimates were assigned to the existing roadway network in order to reflect school year conditions.
² According to the Keck School of Medicine website (http://keck.usc.edu/About/About_Keck/Facts_and_Figures.aspx), there were approximately 1,200 students in the 2013-2014 academic year. The number of students at the USC Health Sciences Campus is estimated at 1,500 students to account for the students enrolled at the School of Pharmacy and Independent Health Professions programs.
³ The transit credit is based on LADOT's Traffic Study Policies and Procedures, June 2013. The guidelines state that a 15% transit credit may be taken for uses within 1/4 mile of a transit station. In addition to the public bus services in close proximity to the site, USC also offers an inter-campus shuttle service that runs between the Health Sciences Campus and the University Park Campus Monday through Friday from 7:30 AM to 6:45 PM.



1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
<p>342 (88) 495 (287) 179 (113)</p> <p>159 (195) 839 (397) 69 (60)</p> <p>27 (75) 455 (768) 242 (184)</p> <p>154 (172) 360 (681) 34 (47)</p>	<p>337 (196) 3 (22) 528 (273)</p> <p>1,467 (795) 422 (366)</p> <p>742 (1,219) 15 (36)</p>	<p>373 (186) 316 (324) 39 (21)</p> <p>18 (60) 1,391 (860) 198 (399)</p> <p>77 (219) 870 (980) 293 (350)</p> <p>195 (102) 449 (628) 209 (168)</p>	<p>24 (34) 0 (1) 26 (34)</p> <p>13 (17) 1,647 (1,209) 8 (7)</p> <p>34 (36) 1,052 (1,139) 30 (1)</p> <p>24 (88) 1 (2) 7 (24)</p>
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St
<p>11 (60) 0 (0) 6 (30)</p> <p>36 (10) 1,676 (1,190)</p> <p>34 (18) 1,036 (1,144)</p>	<p>270 (100) 221 (67) 94 (35)</p> <p>69 (73) 1,289 (848) 126 (20)</p> <p>54 (117) 721 (1,038) 236 (73)</p> <p>107 (205) 135 (301) 55 (169)</p>	<p>1,298 (638) 155 (136)</p> <p>220 (259) 516 (709) 41 (28)</p> <p>401 (799)</p>	<p>251 (168) 1,031 (628)</p> <p>259 (164) 962 (663) 399 (160)</p> <p>16 (48) 597 (965)</p>

Figure 3
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Year (2014) Conditions





9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
<p>State St</p> <p>397 (19) 318 (554) 305 (185)</p> <p>523 (166) 984 (228) 97 (331)</p> <p>Cesar E. Chavez Ave</p> <p>86 (41) 278 (317) 20 (136)</p> <p>31 (38) 164 (486) 61 (279)</p>	<p>State St</p> <p>895 (398) 163 (115)</p> <p>I-10 EB Ramps</p> <p>220 (175) 138 (296) 60 (496)</p> <p>561 (472) 207 (446)</p>	<p>State St</p> <p>571 (626)</p> <p>I-10 WB Off-Ramp</p> <p>324 (110) 478 (151)</p> <p>776 (462)</p>	<p>State St</p> <p>9 (6) 392 (469)</p> <p>Pomeroy Ave</p> <p>2 (2) 28 (26)</p> <p>57 (89) 248 (337)</p> <p>659 (439) 427 (109)</p>
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St
<p>State St</p> <p>67 (104) 110 (133) 58 (59)</p> <p>94 (52) 979 (771) 154 (120)</p> <p>Marengo St</p> <p>67 (49) 526 (629) 140 (123)</p> <p>324 (318) 256 (195) 87 (109)</p>	<p>Cesar E. Chavez Ave</p> <p>1,321 (626)</p> <p>I-5 NB Off-Ramp</p> <p>418 (763)</p> <p>470 (201) 101 (113)</p>	<p>Marengo St</p> <p>1,188 (853)</p> <p>Britannia St</p> <p>504 (625)</p> <p>41 (116) 122 (252)</p>	<p>Chicago St</p> <p>167 (138) 22 (4) 50 (54)</p> <p>53 (14) 1,156 (748) 127 (66)</p> <p>Marengo St</p> <p>73 (35) 447 (813) 77 (50)</p> <p>26 (13) 7 (3) 32 (20)</p>

Figure 3
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Conditions



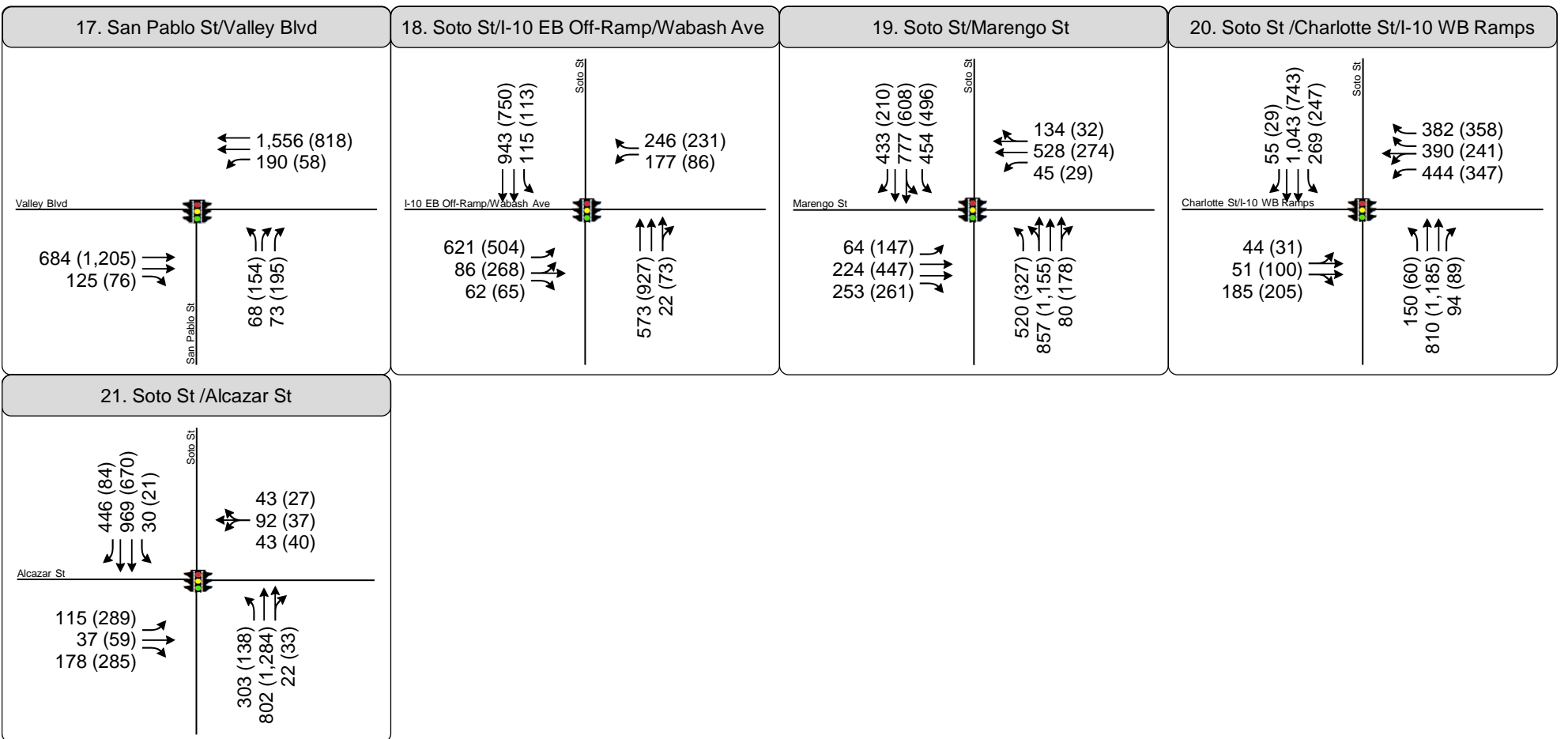
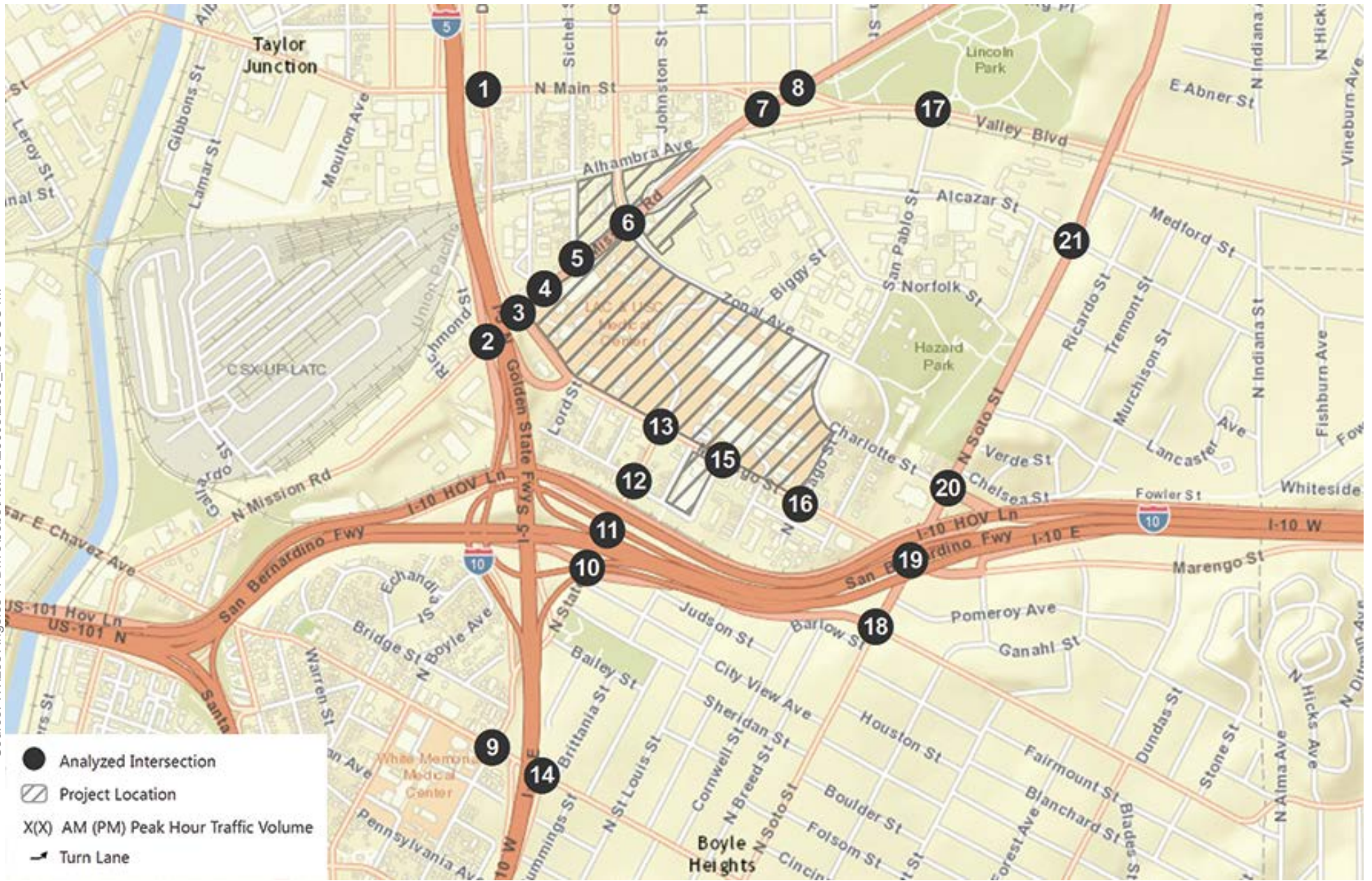


Figure 3
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Year (2014) Conditions



Intersection Level of Service Standards and Methodology

As required by *Traffic Study Policies and Procedures*, and as permitted by the *Los Angeles County Traffic Impact Analysis Report Guidelines* (LACDPW, 1997), the Critical Movement Analysis (CMA) method was used to determine the LOS grade for signalized intersections (Transportation Research Board, 1980). The CMA methodology determines the intersection volume to capacity (V/C) ratio. The V/C ratio is then used to determine the corresponding LOS grade. Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City of Los Angeles typically uses LOS D as a standard, meaning that LOS D or better is considered to represent satisfactory conditions, while LOS E or F is generally considered to be substandard. Table 3 provides level of service definitions for signalized intersections per LADOT traffic study guidelines.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the 21 signalized study intersections in the City of Los Angeles are currently operating under the City's ATSAC system. Deployment of ATCS control has not yet been completed, though it will be operational by 2016. ATSAC and, where installed, ATCS provide improved operating conditions. In accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at the study intersections to reflect the benefits of ATSAC.

Existing Peak Hour Intersection Levels of Service

The existing weekday AM and PM peak hour turning movements shown in Figure 3 were used in conjunction with the level of service methodology described above to determine existing operating conditions at each of the study intersections. Level of service calculation worksheets are provided in Appendix B.

Table 4 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at each of the study intersections. As shown, all 21 study intersections currently operate at fair to good levels of service (LOS D or better) during both the AM and PM peak hours.



TABLE 3
LEVEL OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Sources: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980; *Highway Capacity Manual (HCM)*, Transportation Research Board, 2010.

**TABLE 4
EXISTING¹
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Peak Hour	Existing 2014 ¹	
				V/C ²	LOS
1	Daly Street	Main Street	AM PM	0.755 0.655	C B
2	I-5 SB Ramps/1-10 On-Ramp	Mission Road	AM PM	0.750 0.537	C A
3	Daly Street/Marengo Street	Mission Road	AM PM	0.801 0.820	D D
4	Workman Street	Mission Road	AM PM	0.555 0.467	A A
5	Sichel Street	Mission Road	AM PM	0.535 0.402	A A
6	Griffin Avenue/Zonal Avenue	Mission Road	AM PM	0.629 0.515	B A
7	Mission Road	Valley Boulevard	AM PM	0.734 0.779	C C
8	Mission Road	Main Street	AM PM	0.605 0.473	B A
9	State Street	Cesar E. Chavez Avenue	AM PM	0.691 0.769	B C
10	State Street	I-10 EB Ramps	AM PM	0.593 0.643	A B
11	State Street	I-10 WB Off-Ramp	AM PM	0.507 0.239	A A
12	State Street	Pomeroy Avenue	AM PM	0.506 0.378	A A
13	State Street	Marengo Street	AM PM	0.712 0.626	C B
14	I-5 NB Off-Ramp	Cesar E. Chavez Avenue	AM PM	0.684 0.319	B A
15	Brittania Street	Marengo Street	AM PM	0.407 0.383	A A
16	Chicago Street	Marengo Street	AM PM	0.487 0.335	A A
17	San Pablo Street	Valley Boulevard	AM PM	0.494 0.473	A A
18	Soto Street	I-10 EB Off-Ramp/Wabash Avenue	AM PM	0.642 0.637	B B
19	Soto Street	Marengo Street	AM PM	0.817 0.710	D C
20	Soto Street	Charlotte Street/I-10 WB Ramps	AM PM	0.873 0.882	D D
21	Soto Street	Alcazar Street	AM PM	0.689 0.683	B B

Notes:

** Indicated oversaturated conditions. Delay cannot be calculated.

¹ Existing traffic counts were collected in mid-May 2014 towards the end of the Spring semester at the USC Health Science Campus. In order to reflect regular school year conditions, student-related trip estimates were assigned to the existing roadway network.

² The signalized intersections listed above are currently operating under the ATSAC system. A total credit of 0.07 V/C ratio was included in this analysis for all signalized intersections.

EXISTING PUBLIC TRANSIT SERVICE

There are over 20 bus transit lines that serve the study area. They connect the study area to the various areas of Los Angeles and nearby cities, as well as local neighborhoods. In the study area, transit stops are located along Marengo Street, Mission Road, Zonal Avenue and State Street. Just south of the project site is an in-line stop along the El Monte Busway, an express bus corridor that connects Downtown Los Angeles with the City of El Monte. Fixed-route service in the study area is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), the Los Angeles Department of Transportation (LADOT), Foothill Transit and Los Angeles County. Existing transit stops in the project area are shown in Figure 4. Figure 5 illustrates the bus routes operating on the streets around the medical center. A brief description of these bus lines follows:

- Metro Route 76 – Metro Route 76 is a local bus route running from the El Monte Transit Station to Downtown Los Angeles. Near the project site, the route runs east/west on Valley Boulevard and Main Street. Throughout the day, the line runs with average headways of 15 to 20 minutes. Near the project site, the route has stops approximately every four blocks.
- Metro Route 751 – Metro Route 751 is a rapid bus route running from Cypress Park in Northeast Los Angeles to Huntington Park. Near the project site, the route runs north/south on Soto Street, east/west on Marengo Street, and north/south on Daly Street. During peak periods, the line runs with average headways of 12 minutes. During non-peak periods, the line runs at approximately 20-minute headways. Near the campus, the route has stops at Marengo Street and State Street, Marengo Street and Mission Street, and Daly Street and Main Street.
- Metro Route 252 – Metro Route 252 is a local bus route running between the Los Angeles neighborhoods of Boyle Heights and Montecito Heights. Near the project site, the route runs north/south on Soto Street. During peak periods, the line runs at approximately 20-minute headways. During non-peak periods, the line runs at approximately 40-minute headways.
- Metro Route 605 – Metro Route 605 is a shuttle bus route running between the Los Angeles neighborhood of Boyle Heights and the LAC+USC Medical Center campus via the Soto Street Gold Line Station. Near the project site, the route runs north/south on Soto Street, east/west on Marengo Street, north/south on Mission Road, east/west on Zonal Avenue and north/south on State Street. The line runs with average headways of 15 minutes during the day between approximately 5:30 AM and 7:30 PM.
- Metro Route 70 – Metro Route 70 is a local bus route running from the El Monte Transit Station to Downtown Los Angeles. Near the project site, the route runs north/south on Mission Road and east/west on Marengo Street. The line runs with average headways of approximately 15 minutes. Near the project site, there are stops approximately every three blocks.





Figure 4
Existing Bus Stops





Figure 5
Existing Transit Lines



- Metro Route 71 – Metro Route 71 is a local bus route running from California State University at Los Angeles to Downtown Los Angeles. Near the project site, the route runs north/south on Mission Road, east/west on Marengo Street and north/south on Soto Street. Headways are approximately 10 to 20 minutes during the AM peak hour and approximately 35 minutes during the PM peak hour. Near the project site, there are stops approximately every three blocks.
- Metro Route 78/378 – Metro Routes 78 and 378 provide east/west service between downtown Los Angeles and South Arcadia along Mission Road and Las Tunas Drive. Route 78 is a local bus and Route 378 is a limited-stop service bus. Bus stops for Route 378 in the study area are located on Mission Road between Marengo Street/Daly Street and Griffin Avenue/Zonal Avenue. Headways for Line 78 are approximately 20 minutes during the AM and PM peak hours. Line 378 runs only during the AM and PM peak (westbound and eastbound, respectively) and provides headways of between 15 and 20 minutes.
- Metro Line 79 – Metro Line 79 provides east/west service between downtown Los Angeles and Arcadia along Mission Road and Huntington Drive. Bus stops in the study area are located on Mission Road between Marengo Street/Daly Street and Griffin Avenue/Zonal Avenue. In the study area, this line provides service along Mission Road. Headways are approximately 20 minutes during the AM and PM peak hours.
- Metro Route 620 – Metro Route 620 is a shuttle bus route that travels in a counterclockwise loop around Boyle Heights along State Street, Boyle Avenue, Whittier Boulevard, Soto Street, 3rd Place, 1st Street and Cesar Chavez Avenue. In the study area, this bus travels and stops along Marengo Street, Mission Road, Zonal Avenue and State Street. Headways are approximately one hour during the AM and PM peak hours. Stops in the project area are approximately every two blocks.
- Metro Route 251 – Metro Route 251 is a north/south local bus route running between the Los Angeles neighborhood of Cypress Park and the City of Lynwood. In the study area, this line provides service along Marengo Street and Soto Street. Bus stops in the study area are located on Marengo Street west of Soto Street and east of Mission Road. Headways are approximately 20 minutes during the AM and PM peak hours.
- Metro Route 485 – Metro Route 485 is an express bus providing north/south service from Altadena to Downtown Los Angeles. The route follows major boulevards through Pasadena and Alhambra, and in the study area the bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately 45 minutes in the AM and PM peak hours, and the line does not run on weekends or holidays.
- Metro Route 487/489 – Metro Routes 487/489 are express bus routes providing east/west service from El Monte through Sierra Madre, and San Gabriel areas to Downtown Los Angeles. Line 487 runs in a north/south loop from El Monte north to Sierra Madre and back south towards Rosemead before following Interstate 10 to Los Angeles. Line 489 runs from East Pasadena south through Rosemead and follows the same route as Line 487 to Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately 20 minutes in the AM peak hours for both lines, and 20 minutes and 15 minutes in the PM peak hours for Lines 487 and 489, respectively.



- Metro Silver Line – The Metro Silver Line, also known as Metro Route 910, is a Bus Rapid Transit line running east/west from El Monte to Downtown Los Angeles and then north/south to the Harbor Gateway Transit Center. Metro Line 910, the Silver Line, provides primarily north/south service from El Monte to Gardena by way of Downtown Los Angeles. The line follows Interstates 10 and 110 for much of its length. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately five minutes in the AM and PM peak hours.
- Foothill Transit 481 – Foothill Transit Line 481 provides east/west service mostly along Interstate 10 from El Monte to the Metro subway station at Wilshire and Western Avenues. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. This stop is adjacent to State Street near Pomeroy Avenue and connects to the medical center via a pedestrian bridge. Headways are approximately 20 minutes in the AM and PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.
- Foothill Transit 493 – Foothill Transit Line 493 provides generally east/west service from Diamond Bar to downtown Los Angeles. The line follows State Route 60 through Hacienda Heights and travels along Interstate 10 to downtown Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately 10 minutes in the AM and PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.
- Foothill Transit 497 – Foothill Transit Line 497 provides east/west service between Chino and downtown Los Angeles. The line follows State Route 60 from Chino to Interstate 605 and then Interstate 10 to Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately 15 minutes during the AM and PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.
- Foothill Transit 498 – Foothill Transit Line 498 provides east/west service from Azusa and West Covina to downtown Los Angeles. The route is along Interstate 10 after stops along local streets in Azusa and West Covina. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways average approximately seven to ten minutes in the AM and PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.
- Foothill Transit 499 – Foothill Transit Line 499 provides east/west service from San Dimas along Interstate 10 to downtown Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately 10 to 15 minutes in the AM and PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.
- Foothill Transit 699 – Foothill Transit Line 699 provides east/west service along Interstate 10 from Montclair to downtown Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. Headways are approximately six to 15 minutes in the AM and



PM peak hours. The line runs only in the peak direction of traffic, west in the morning and east in the afternoon.

- Foothill Transit 707 – Foothill Transit Line 708, also known as Silver Streak, provides east/west service along Interstate 10 from Montclair to Downtown Los Angeles. In the study area, this bus stops at the USC Medical Center stop along the El Monte Busway. This line runs 24 hours a day and has headways of approximately 10 minutes in the AM peak and 15 minutes in the PM peak hours.
- LADOT Downtown Area Shuttle (DASH) Lincoln Heights/Chinatown Line provides service between Chinatown and Lincoln Heights, traveling along Broadway, Griffin Avenue/Zonal Avenue, Daly Street, Main Street and Cesar Chavez Avenue. In the study area, this bus travels and stops along Marengo Street/Daly Street, State Street and Zonal Avenue/Griffin Avenue.
- The LADOT DASH Boyle Heights/East Los Angeles line provides service between the LAC+USC Medical Center and the East Los Angeles Doctors Hospital, traveling along Marengo Street, Wabash Avenue, Blanchard Street and Rowan Avenue. In the study area, this bus travels in a clockwise loop and stops along Marengo Street, Mission Road, Zonal Avenue and State Street.
- The Wellness Center Shuttle is operated by Los Angeles County. It circulates over a loop through the LAC+USC Medical Center. Service is provided four times per hour Monday through Saturday between 7:00 AM and 7:00 PM.

In addition to the public transit routes described above, USC operates private transit shuttles between the Health Sciences Campus and four separate off-site locations, as well as two local area circulator shuttles. These fare-free shuttles are only available to individuals associated with USC (faculty, staff, students, patients), however, and are not public transit.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle Facilities

Currently, there is limited dedicated bicycle infrastructure in the study area. The nearest bicycle lanes (Class II facilities) are located on Griffin Avenue/Zonal Avenue west and east of Mission Road and on Mission Road itself. South of the medical center, there is a Class II facility along 1st Street east of Boyle Avenue. There is a sharrowed bicycle route on State Street south of Caesar E. Chavez Boulevard. Existing bicycle facilities are illustrated in Figure 6. Additionally, planned bicycle facilities are illustrated in Figure 7.

Pedestrian Facilities

Pedestrian traffic typically enters the campus from one of the parking structures or nearby transit stops. The medical center is located in an older neighborhood with a relatively high population density. All of the streets immediately bordering the medical center and nearly all of the other streets in the vicinity include sidewalks, facilitating pedestrian movement. Marked crosswalks are present at most intersections in the study area. Pedestrian walk phases are either automatically provided at the intersections or are actuated by pedestrians by push-buttons.





Figure 6
Existing Bikeways





Figure 7
Planned Bikeway Network

III. TRAFFIC PROJECTIONS

In order to evaluate potential impacts of the proposed project on the street system, it was necessary to develop estimates of future traffic conditions in the study area both with and without the project. Baseline and future traffic volumes were first estimated for the study area without the project. The future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project and represent cumulative base (no project) conditions. Because the proposed project includes demolition of some existing parking facilities and the construction of others, travel patterns in the immediate vicinity would change. Trips generated by existing uses to be removed were estimated and unassigned from the surrounding street system. Project traffic was estimated and separately assigned to the surrounding street system. The sum of the existing baseline and project-generated traffic represents the Existing Year plus Project scenario. The sum of the cumulative base and project-generated traffic represents the Cumulative Year plus Project conditions. Development of each of these traffic scenarios is described in this chapter.

PROJECT TRAFFIC PROJECTIONS

The development of trip generation estimates for the proposed project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Project Trip Generation

As discussed in Chapter I, the proposed project is a master plan to guide future development on the medical center campus. The central and eastern area of the project site includes new and renovated buildings for in-patient and out-patient care, including 450 new hospital beds, medical offices, laboratories and other supporting functions. Community-oriented and wellness-related community, education, retail opportunities and enhanced outdoor space are planned on the central and western area of the site. The western area of the master plan allows for the development of bio-tech research and development facilities. Demolition of some existing buildings and parking structures would be necessary to fully implement the master plan. Trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the project and are presented in Table 5.

The City of Los Angeles' Traffic Study Policies and Procedures state that developments within a ¼-mile walking distance of a transit station, or of a Rapid Bus stop, may qualify for up to a 15% transit credit. Given the medical center's adjacency to the in-line station on the El Monte Busway, stops for the 751 Rapid Bus and over local and express bus service on over 20 lines in the immediate vicinity, a 15% transit credit was applied to all existing and future land uses.

Marengo Street and Mission Road are both classified as Class II Major Highways and are major thoroughfares within the study area, carrying high traffic volumes. A small adjustment to the wellness-oriented community retail space (10%) and the other wellness-oriented and community uses (20%) to reflect pass-by trips to account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion were assumed.



Internal trip credits can be defined as a reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. Many of the buildings and activities on the LAC+USC medical center are related to one another, and this will continue as the master plan adds complementary uses. These internal trips are usually made via walking within the site. An internal trip credit of 15% of the daily and peak hour trips was applied to all land uses on the site.

As shown in Table 5, the Project would generate an estimated net increase of 3,944 daily trips, including 711 trips during the AM peak hour (547 inbound/164 outbound) and 502 trips during the PM peak hour (131 inbound/371 outbound).

Project Traffic Distribution and Assignment

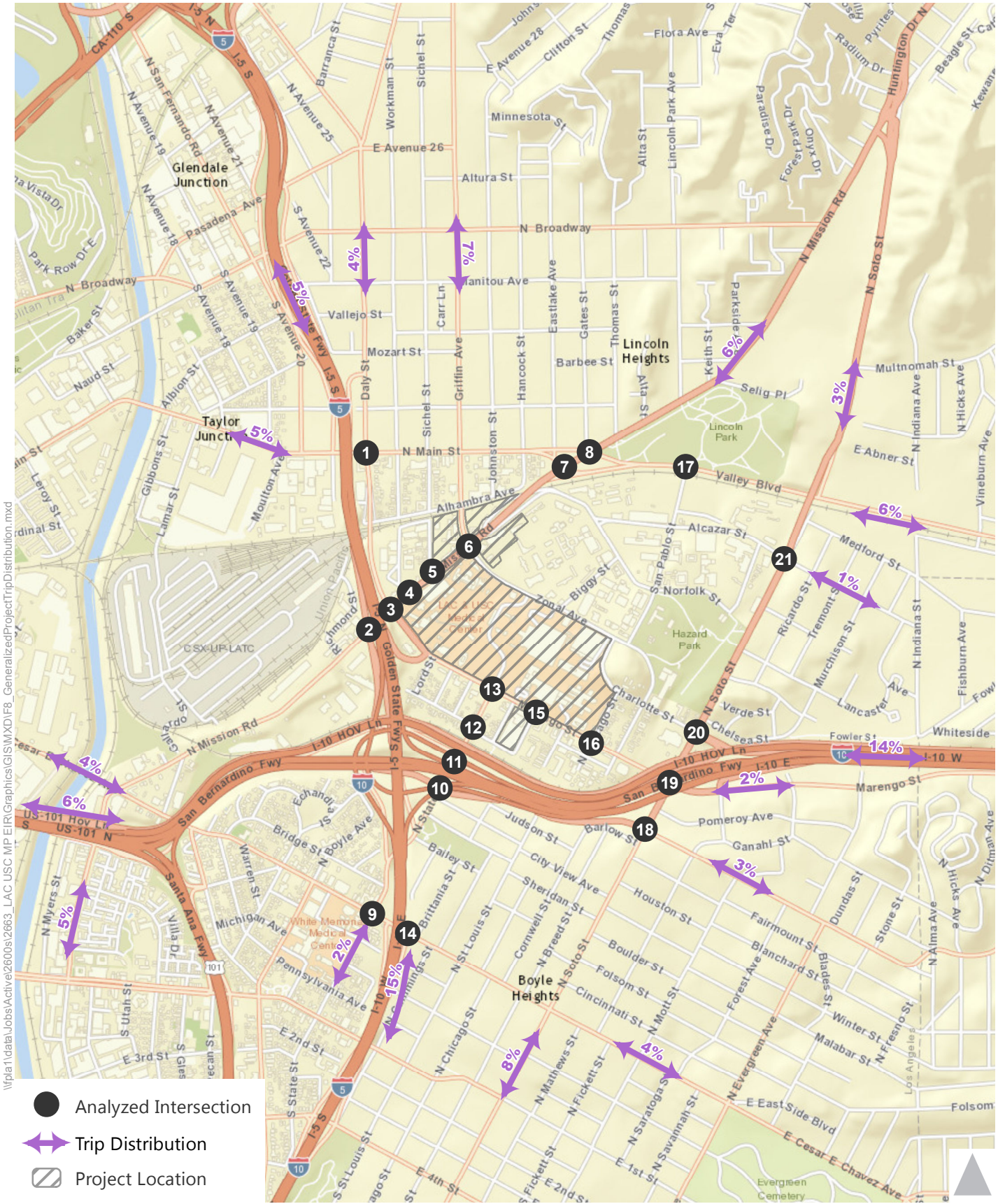
The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed project site; and residential areas from which the employees, patients and other visitors would be drawn.

A trip distribution pattern was developed for the project based on two sources. Home zip code data of existing LAC+USC patients and employees was supplied by Los Angeles County staff and then mapped. This data was supplemented with a select zone analysis using the City of Los Angeles' Transportation Demand Model (Year 2010) to inform the general distribution pattern for this study. Taken together, this data was distributed approximately 25% to/from the north, 30% to/from the east, 25% to/from the south and 20% to/from the west. Taking this data into consideration along with the location of local arterial streets and access to the regional freeway system, a trip distribution pattern was developed for project trips as illustrated in Figure 8.

Using the estimated trip generation and the distribution patterns discussed above, the traffic generated by the proposed project was assigned to the street network. Figure 9 shows the negative assignment of trips associated with existing uses to be removed and the reassignment of trips associated with existing uses. Figure 10A shows the detailed estimated project traffic distribution percentages at each of the study intersections and Figure 10B shows the assignment of trips generated by the proposed new development.



TABLE 5 PROPOSED PROJECT TRIP GENERATION - LAC + USC MEDICAL CENTER MASTER PLAN																
Land Use	Size	Trip Generation Rates [a]						Estimated Trip Generation								
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
Hospital Addition Less: Internal Trips credit Less: Transit credit Net External Vehicle Trips	450 beds -15% [b] -15% [c]	610 Hospital	12.94	1.32	72%	28%	1.42	33%	67%	5,823 (873) (743)	428 (64) (55)	166 (25) (21)	594 (89) (76)	211 (32) (27)	428 (64) (54)	639 (96) (81)
Wellness-Oriented Community Meeting Space & Community-Serving Uses Less: Internal Trips credit Less: Transit credit Driveway Trips Less: Pass-By credit Net External Vehicle Trips	85,000 ksf -15% [b] -15% [c] -20% [d]	495 Recreational Community Center	33.82	2.05	66%	34%	2.74	49%	51%	2,875 (431) (367)	115 (17) (14)	59 (9) (8)	174 (26) (22)	114 (17) (15)	119 (18) (15)	233 (35) (30)
Wellness-Oriented Community Retail Space [e] Less: Internal Trips credit Less: Transit credit Driveway Trips Less: Pass-By credit Net External Vehicle Trips	20,000 ksf -15% [b] -15% [c] -10% [d]	826 Specialty Retail	44.32	0.70	62%	38%	2.71	44%	56%	886 (133) (113)	9 (1) (1)	5 (1) (1)	14 (2) (2)	24 (4) (3)	30 (4) (4)	54 (8) (7)
New Utility Plant and Facilities [f] Less: Internal Trips credit Less: Transit credit Net External Vehicle Trips	40,000 ksf -15% [b] -15% [c]	170 Utilities	[f]	0.80	90%	10%	0.76	45%	55%	124 (19) (16)	29 (5) (4)	3 (0) (0)	32 (5) (4)	14 (2) (2)	16 (3) (2)	30 (5) (4)
Outpatient Clinics Less: Internal Trips credit Less: Transit credit Net External Vehicle Trips	200,000 ksf -15% [b] -15% [c]	720 Medical Office Building	36.13	2.39	79%	21%	3.57	28%	72%	7,226 (1,084) (921)	378 (57) (48)	100 (15) (13)	478 (72) (61)	200 (30) (25)	514 (77) (66)	714 (107) (91)
Professional/Administrative Offices Less: Internal Trips credit Less: Transit credit Net External Vehicle Trips	265,000 ksf -15% [b] -15% [c]	710 General Office Building	11.03	[g]	88%	12%	[g]	17%	83%	2,923 (438) (373)	367 (55) (47)	50 (8) (6)	417 (63) (53)	64 (10) (8)	311 (46) (40)	375 (56) (48)
Biotech Research and Development [h] Less: Internal Trips credit Less: Transit credit Net External Vehicle Trips	635,000 ksf -15% [b] -15% [c]	760 Research & Development	8.11	1.22	83%	17%	1.07	15%	85%	5,150 (773) (657)	643 (96) (82)	132 (20) (17)	775 (116) (99)	102 (15) (13)	577 (87) (74)	679 (102) (87)
DRIVEWAY TRIPS										18,066	1,423	371	1,794	526	1,441	1,967
EXTERNAL VEHICLE TRIPS										17,587	1,405	363	1,768	507	1,422	1,929
EXISTING TRIPS TO BE REMOVED [i]																
General Office Space	197,288 ksf	710	11.03	[g]	88%	12%	[g]	17%	83%	(2,176)	(290)	(40)	(330)	(51)	(248)	(299)
Laboratory and Clinic Buildings	457,727 ksf	720	36.13	2.39	79%	21%	3.57	28%	72%	(16,538)	(864)	(230)	(1,094)	(458)	(1,176)	(1,634)
Carpenter's Mill [j]	31,000 ksf	120	1.50	0.51	88%	12%	0.68	12%	88%	(47)	(14)	(2)	(16)	(3)	(18)	(21)
Central Power Plant and Cooling Towers	20,938 ksf	170	[f]	0.80	90%	10%	0.76	45%	55%	(66)	(15)	(2)	(17)	(7)	(9)	(16)
Warehouse and Storage Trailers	15,756 ksf	150	3.56	0.30	79%	21%	0.32	25%	75%	(56)	(4)	(1)	(5)	(1)	(4)	(5)
Existing Trips To Be Removed Less: Internal Trips credit Less: Transit credit	-15% [b] -15% [c]									(18,883) 2,832 2,408	(1,187) 178 151	(275) 41 35	(1,462) 219 186	(520) 78 66	(1,455) 218 186	(1,975) 296 252
TOTAL EXISTING VEHICLE TRIPS TO BE REMOVED										(13,643)	(858)	(199)	(1,057)	(376)	(1,051)	(1,427)
TOTAL NET EXTERNAL VEHICLE TRIPS										3,944	547	164	711	131	371	502
Notes:																
[a] Source: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012.																
[b] Internal capture represents the percentage of trips between the land uses that occur within the LAC+USC Medical Center. Due to the synergy between the land uses of the proposed Project, an internal trips credit has been applied to some of the proposed uses in order to provide conservative AM and PM peak hour project traffic volume forecasts, as well as daily project traffic volume forecast. A 15% internal capture trip reduction has been applied to all of the Project land use components.																
[c] The transit credit is based on LADOT's Traffic Study Policies and Procedures, June 2013. The guidelines state that a 15% transit credit may be taken for projects within 1/4 mile of a transit station.																
[d] The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures, June 2013.																
[e] The ITE rates for the Specialty Retail Land Use 826 were used to estimate trip generation for the wellness-oriented community retail space. No information was provided for AM peak hour trip generation and so the AM peak hour trip rate was derived by applying the ratio between the Shopping Center Land Use 820 PM peak hour trip rate and the Specialty Retail Land Use 826 PM peak hour trip rate to the Shopping Center Land Use 820 AM peak hour trip rate. The AM directional distribution assumed is from the Shopping Center Land Use AM peak hour.																
[f] The ITE rates for the Utilities Land Use 170 were used to estimate trip generation for the new utility plant, central power plant, and cooling towers. No information was provided for daily trip generation and so daily trips were estimated by doubling the summation of the AM and PM peak trips. The directional distribution for the trip generation per 1 KSF is unavailable for the AM peak hour, therefore the directional distribution for the trip generation per employee was assumed.																
[g] ITE General Office trip generation equations used rather than the linear trip generation rate: AM Peak Hour: $\ln(T) = 0.80 * \ln(A) + 1.57$, where T = trips, A = area in ksf PM Peak Hour: $T = 1.12 * A + 78.45$, where T = trips, A = area in ksf																
[h] The ITE rates for the Research & Development Center Land Use 760 were used to estimate trip generation for the biotech research land uses proposed.																
[i] Trip generated by existing LAC+USC Medical Center uses to be removed.																
[j] The ITE rates for the General Heavy Industrial Land Use 120 were used to estimate trip generation for the carpenter's mill. Both the AM and PM peak hour directional distribution were unavailable and so General Light Industrial Land Use 110 directional distribution for the AM and PM peak hour were used respectively.																



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0 0.125 0.25 0.5 Miles

Figure 8
Generalized Project Trip Distribution



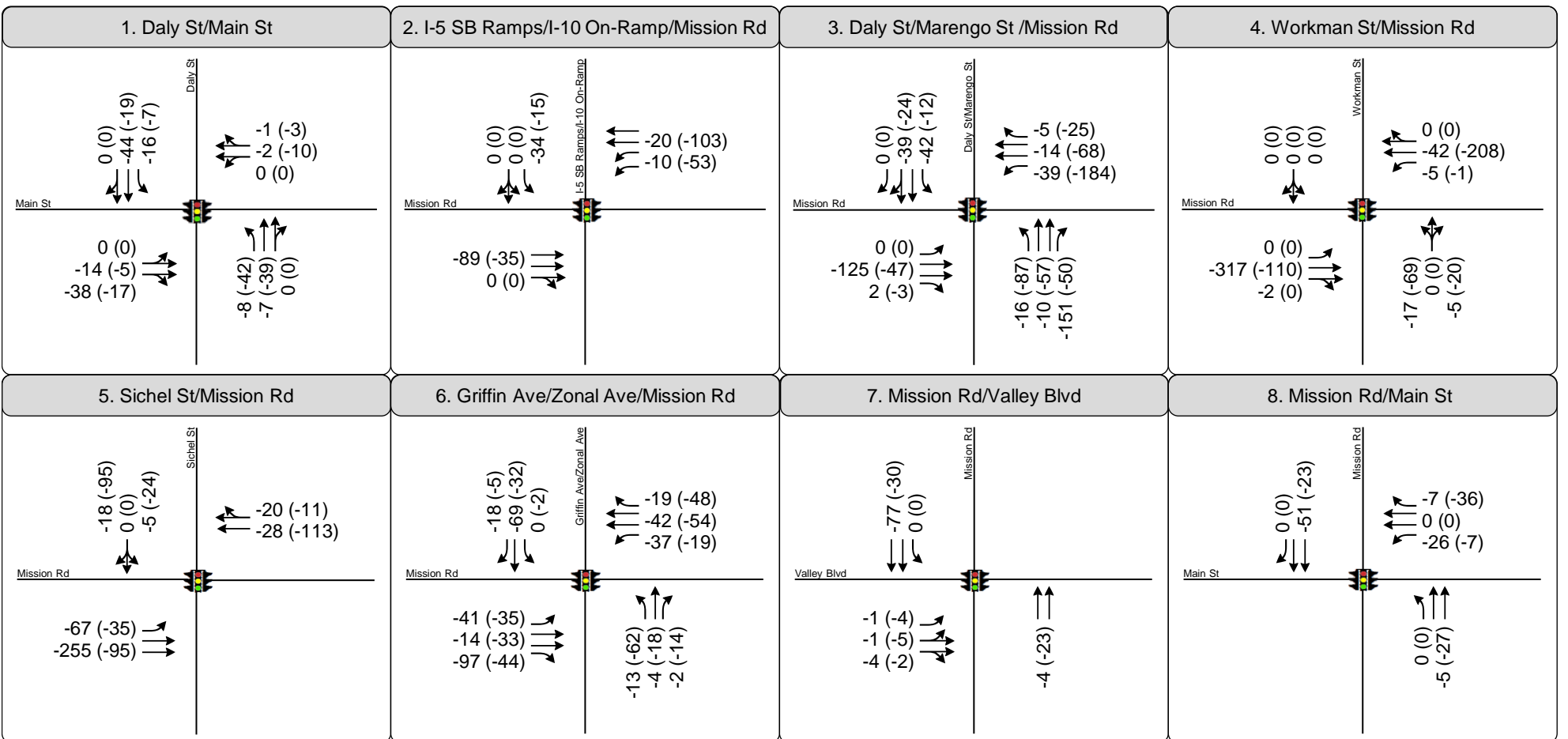
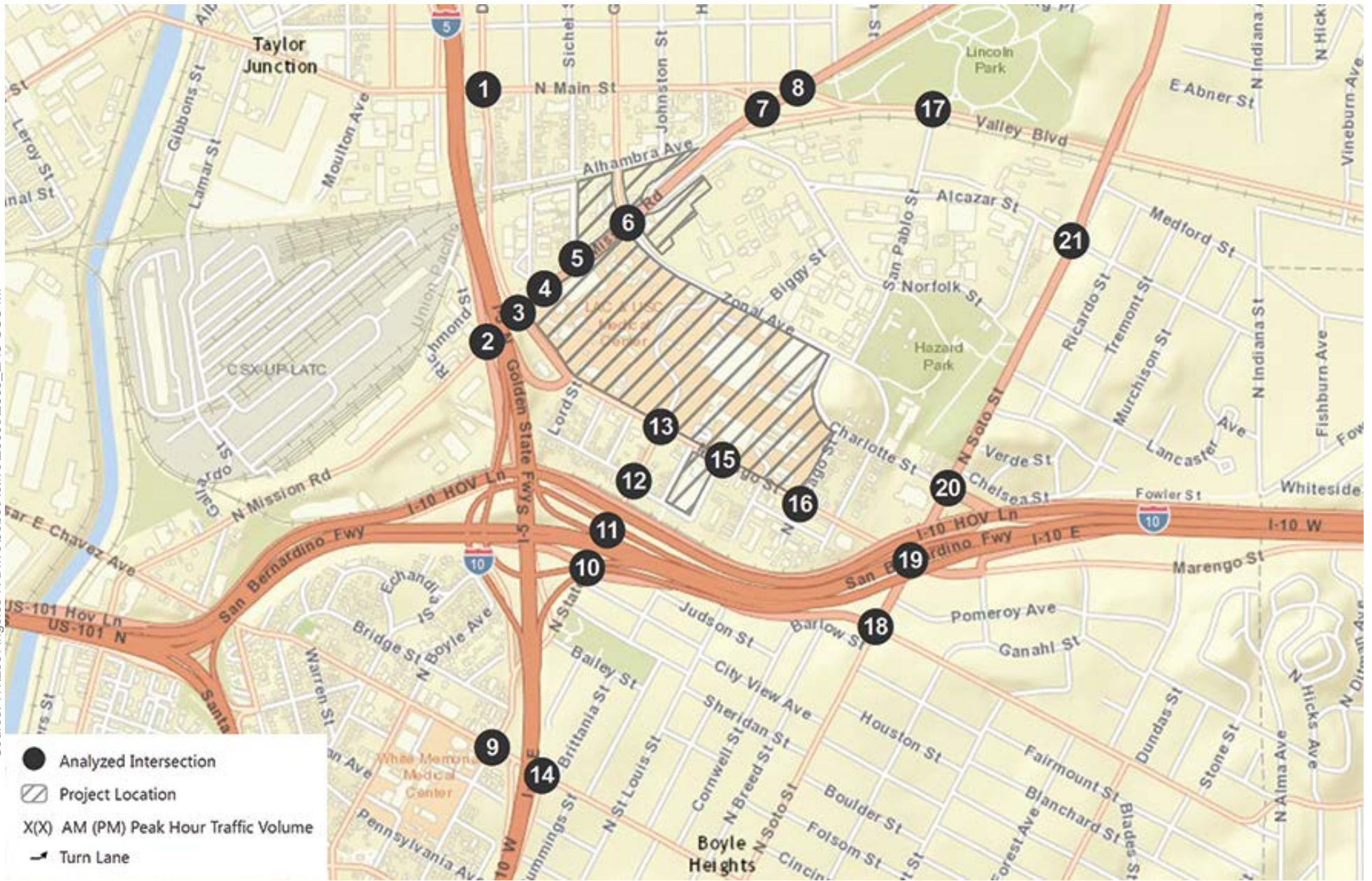


Figure 9
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Uses for Removal or Reassignment





9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St

Figure 9
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Uses for Removal or Reassignment



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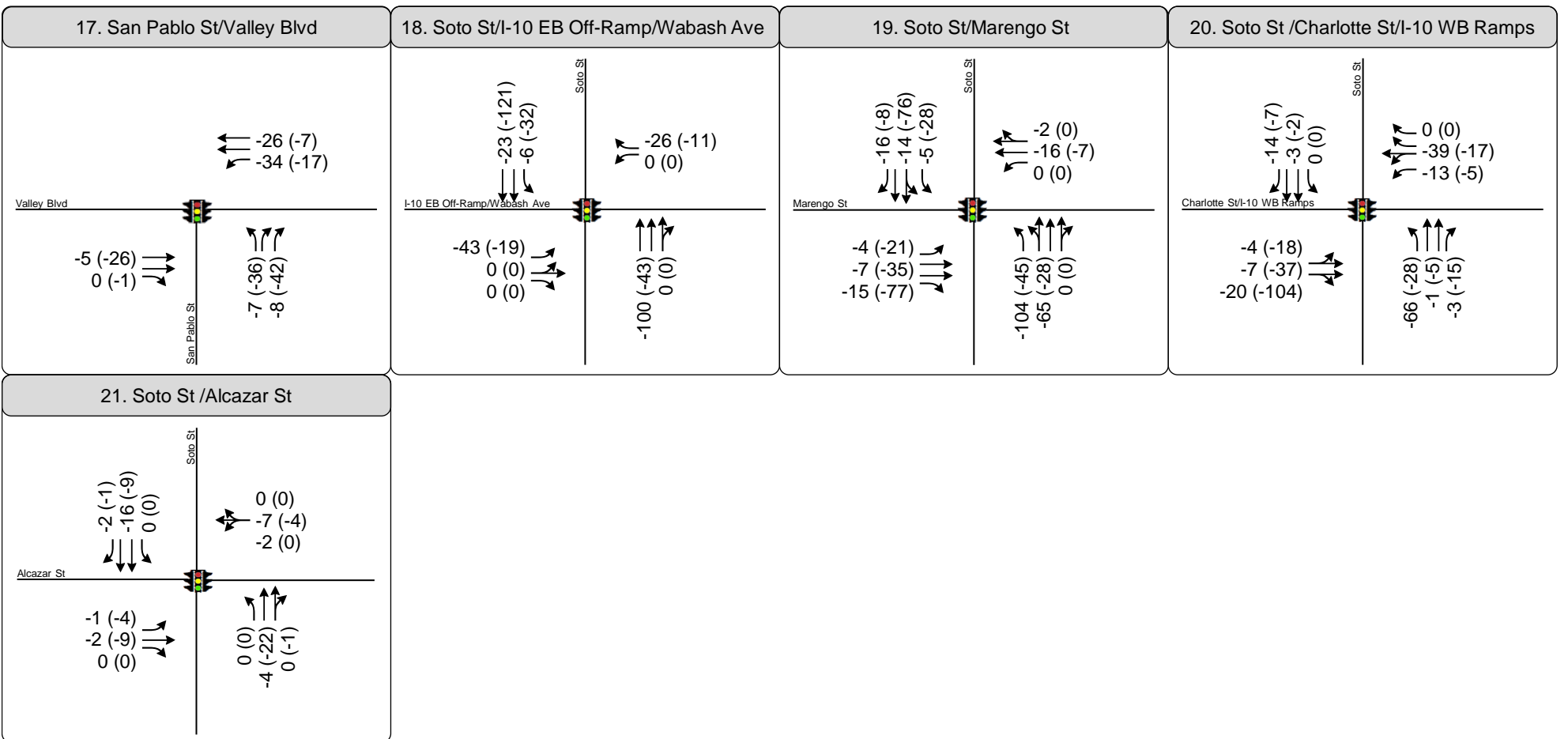
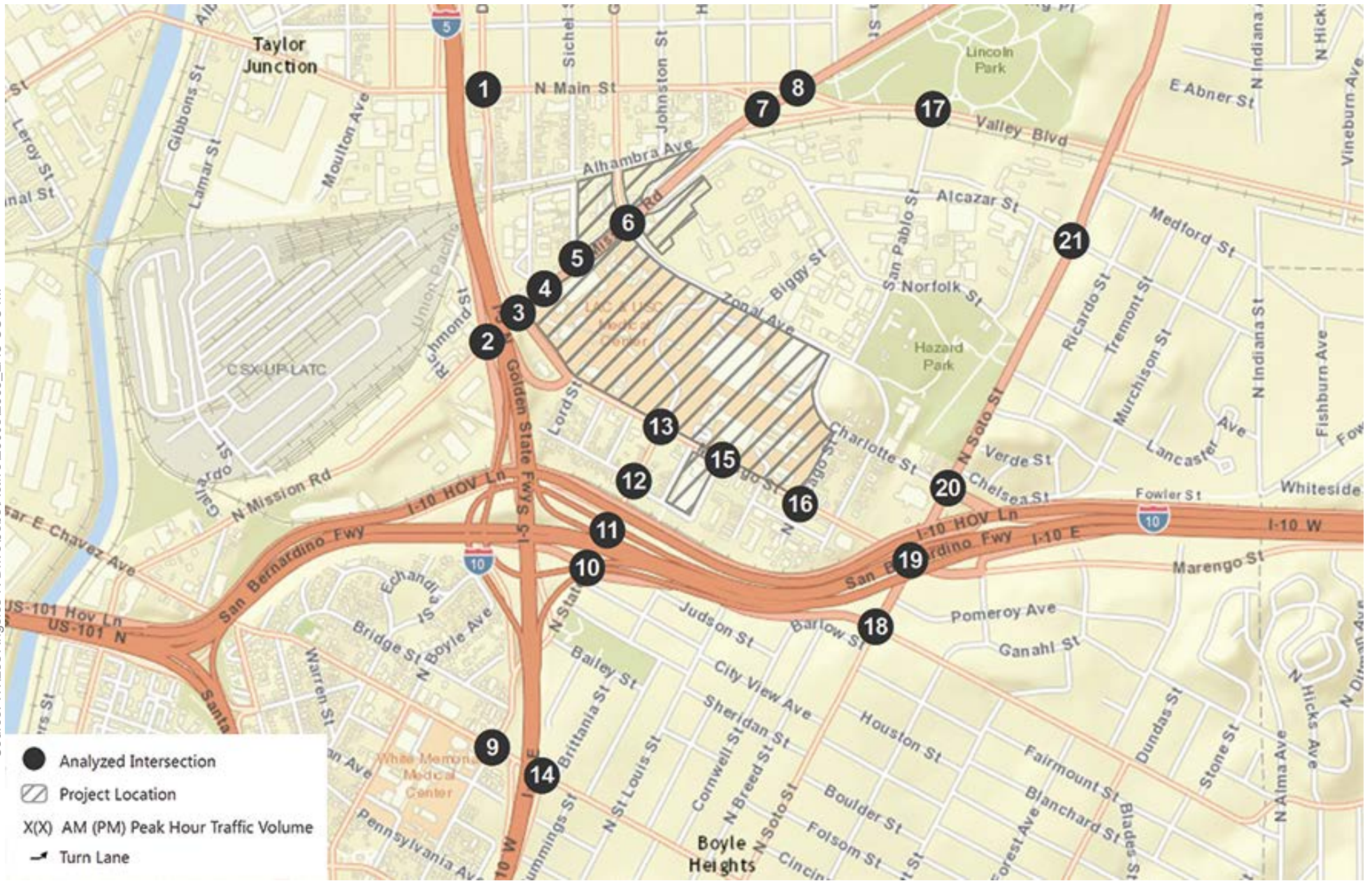


Figure 9
Peak Hour Traffic Volumes and Lane Configurations - Existing Uses for Removal or Reassignment



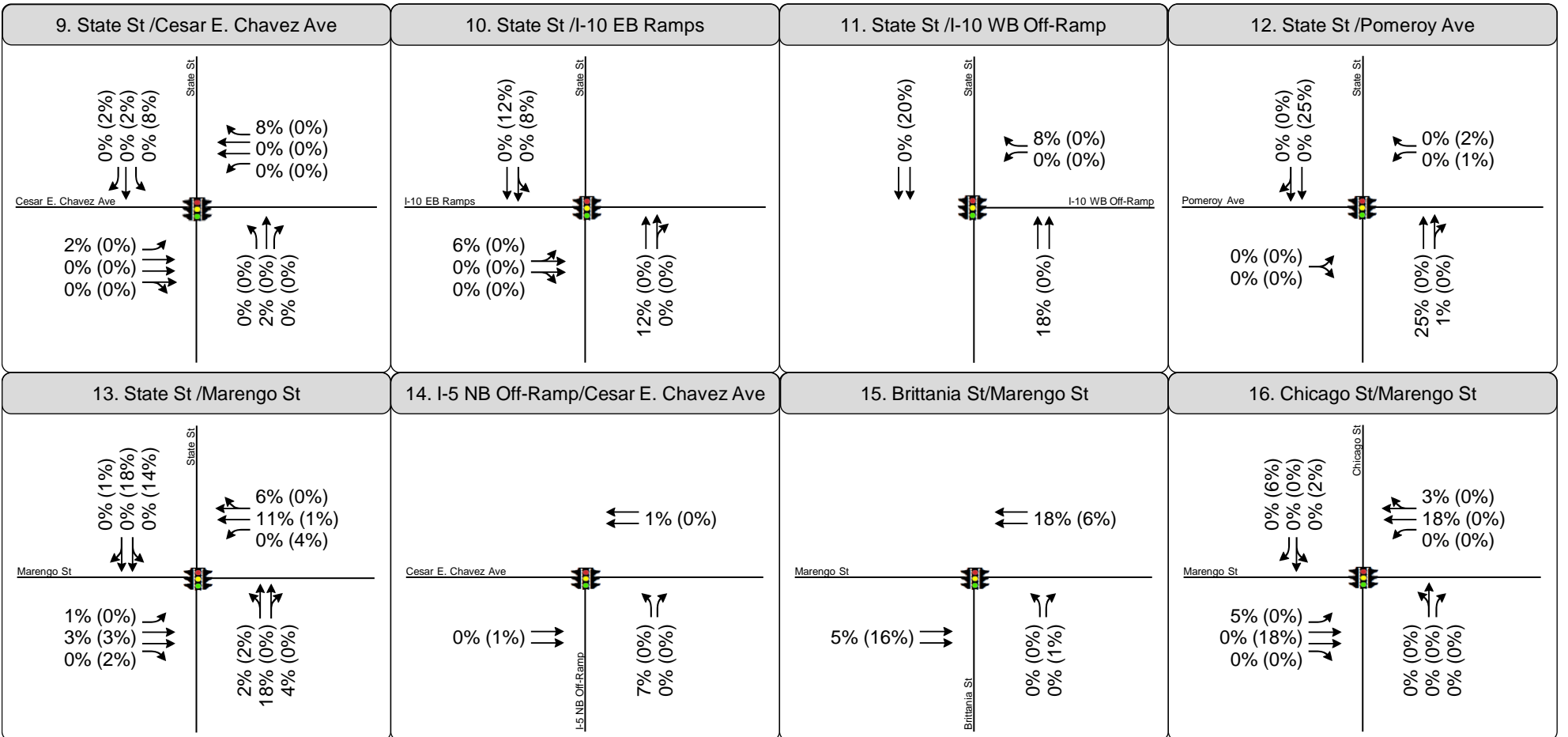


1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
<p>0% (0%) 6% (0%) 1% (0%)</p> <p>0% (0%) 0% (2%) 0% (0%)</p> <p>0% (0%) 3% (0%) 3% (0%)</p> <p>0% (3%) 0% (4%) 0% (0%)</p>	<p>0% (0%) 0% (0%) 4% (0%)</p> <p>0% (7%) 0% (5%)</p> <p>7% (0%) 0% (0%)</p>	<p>0% (0%) 7% (0%) 2% (0%)</p> <p>0% (1%) 0% (8%) 1% (8%)</p> <p>0% (0%) 7% (0%) 4% (0%)</p> <p>0% (5%) 0% (5%) 4% (1%)</p>	<p>0% (0%) 0% (0%) 0% (0%)</p> <p>0% (0%) 1% (17%) 0% (0%)</p> <p>0% (0%) 13% (1%) 0% (0%)</p> <p>0% (0%) 0% (0%) 0% (0%)</p>
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St
<p>0% (6%) 0% (0%) 0% (1%)</p> <p>2% (0%) 1% (11%)</p> <p>5% (0%) 8% (1%)</p>	<p>1% (0%) 10% (0%) 0% (0%)</p> <p>0% (0%) 1% (0%) 5% (0%)</p> <p>0% (1%) 1% (2%) 7% (0%)</p> <p>0% (10%) 0% (8%) 0% (5%)</p>	<p>7% (0%) 0% (0%)</p> <p>0% (0%) 0% (0%) 0% (0%)</p> <p>0% (6%)</p>	<p>0% (0%) 6% (0%)</p> <p>0% (0%) 0% (0%) 1% (0%)</p> <p>0% (0%) 0% (6%)</p>

Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 10A
Existing Year (2014) Project Trip Distribution
and Lane Configurations

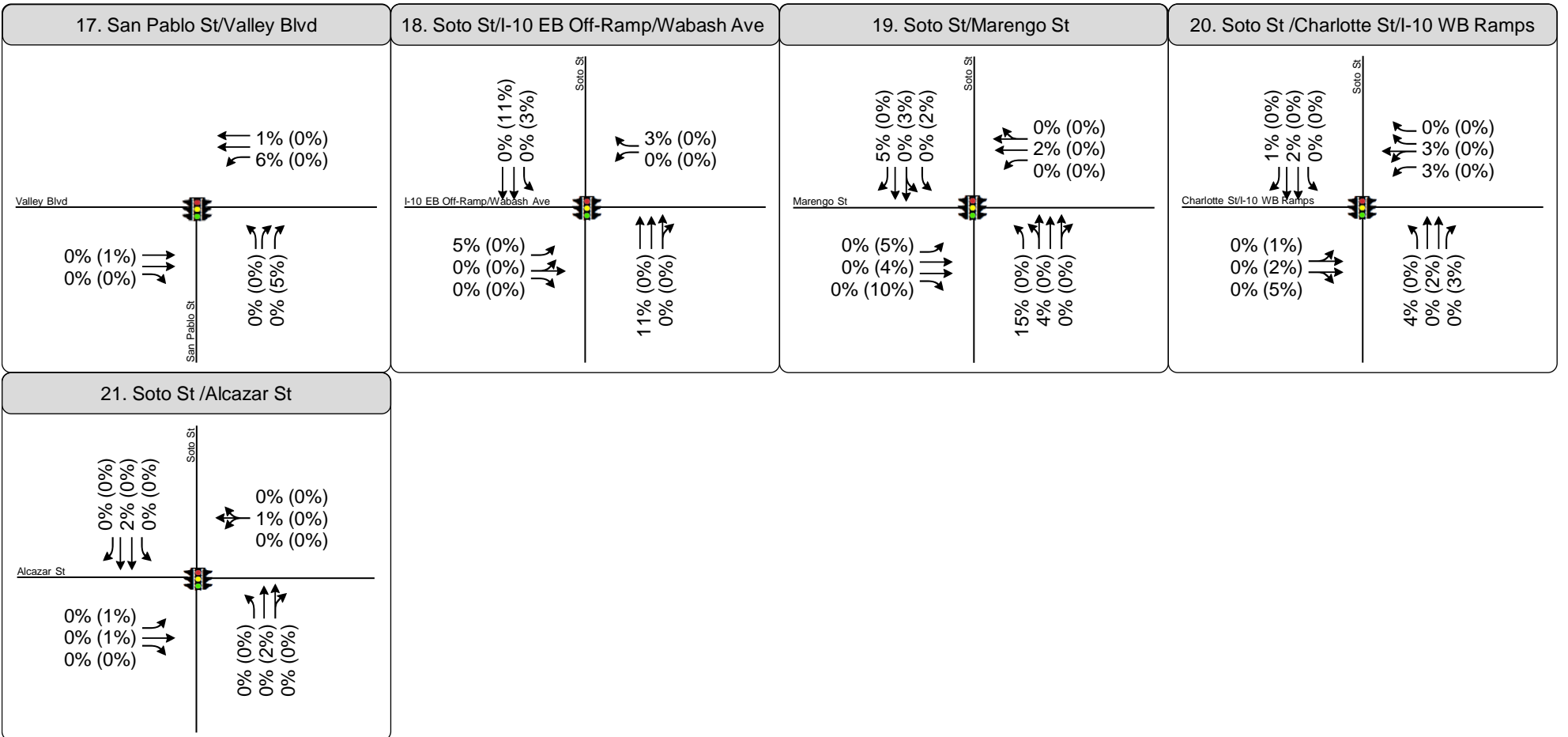




Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 10A
 Existing Year (2014) Project Trip Distribution
 and Lane Configurations

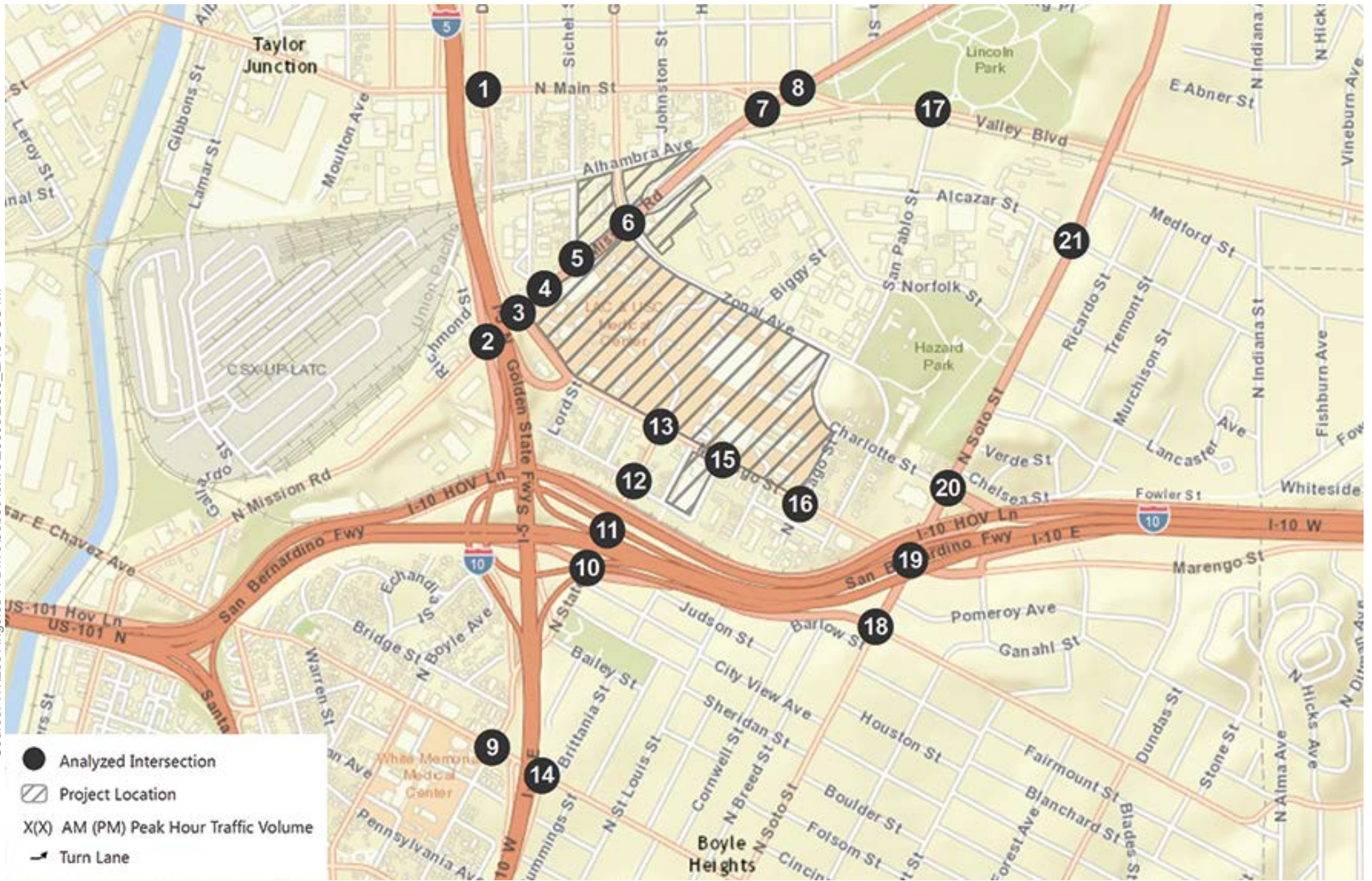




Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 10A
 Existing Year (2014) Project Trip Distribution
 and Lane Configurations

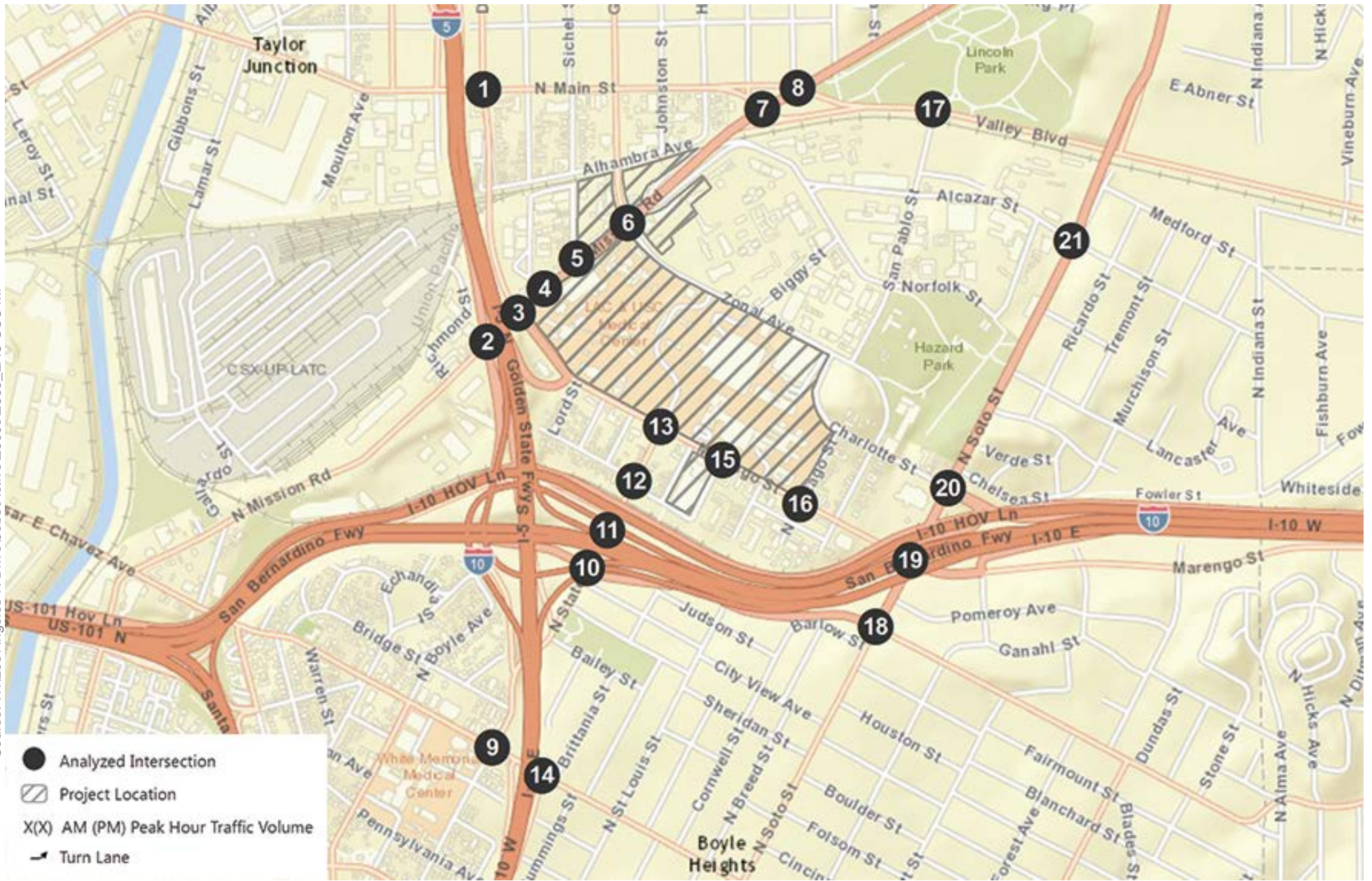




1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St

Figure 10B
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Year (2014) Project Only





9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St

Figure 10B
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Project Only



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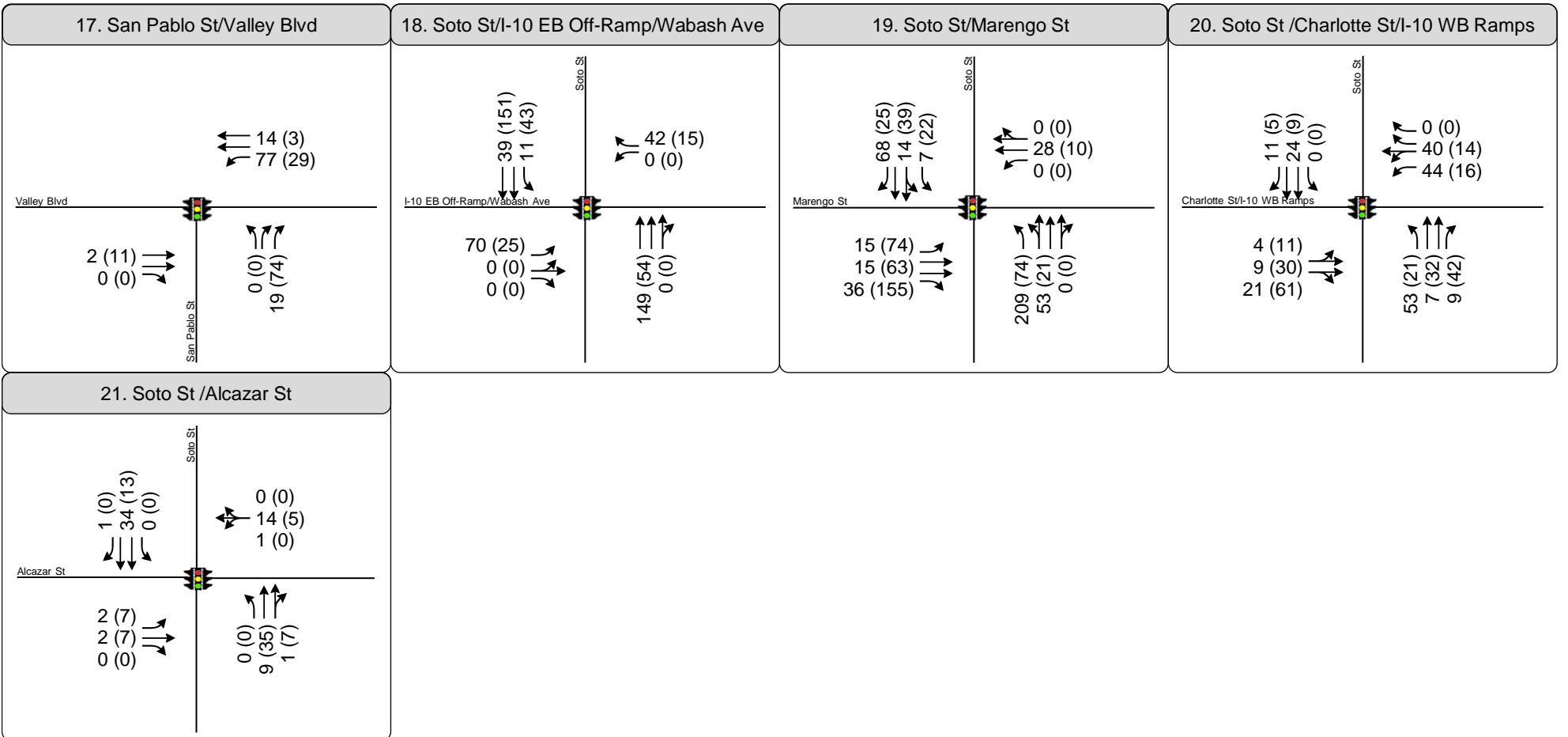


Figure 10B
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Project Only



EXISTING YEAR PLUS PROJECT TRAFFIC PROJECTIONS

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing Year plus Project traffic volumes. Turning movement traffic volumes for the existing plus project scenario are shown in Figure 11.

CUMULATIVE YEAR TRAFFIC PROJECTIONS

To evaluate the potential impacts of the proposed Project on future (Year 2040) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects). These projected traffic volumes, identified here as the cumulative base conditions, represent the future cumulative conditions without the proposed project. Project traffic was added to the cumulative base to form Cumulative Year plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself. The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

CUMULATIVE BASE YEAR TRAFFIC PROJECTIONS

The traffic volumes projected for the Cumulative Base Year (2040) scenario take into account the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and traffic generated by specific development projects in, or in the vicinity of, the study area. The methods used to account for these factors are described below.

Background or Ambient Growth

An ambient growth rate for the study area was derived from data presented in *2010 Congestion Management Program* (Metro 2010). To corroborate the CMP growth projections, the City's travel demand model was used to calculate an average annual growth rate on the roadway system in the study area. The City's model estimates slightly lower overall ambient growth in the study area than the CMP growth forecasts, which confirms that the use of the CMP growth projects ensures a conservative analysis. Based on the CMP data, an annual ambient growth rate of 0.27% per year was calculated, which was applied to the Existing baseline intersection traffic volumes over the 26-year horizon for the project, for a total growth rate of 7.02% over existing traffic volumes.



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC_USC_MP



1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
<p>342 (88) 532 (297) 180 (113)</p> <p>158 (192) 846 (417) 69 (60)</p> <p>27 (75) 480 (777) 249 (183)</p> <p>155 (172) 368 (699) 34 (47)</p>	<p>337 (196) 3 (22) 550 (278)</p> <p>1,474 (795) 430 (384)</p> <p>758 (1,220) 15 (36)</p>	<p>373 (186) 375 (339) 24 (14)</p> <p>18 (55) 1,408 (894) 197 (331)</p> <p>77 (219) 847 (966) 353 (370)</p> <p>194 (86) 457 (650) 144 (146)</p>	<p>24 (34) 0 (1) 26 (34)</p> <p>13 (17) 1,680 (1,239) 3 (6)</p> <p>34 (36) 951 (1,096) 28 (1)</p> <p>7 (19) 1 (2) 2 (3)</p>
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd*	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St
<p>15 (57) 0 (0) 6 (29)</p> <p>46 (4) 1,701 (1,222)</p> <p>67 (0) 897 (1,100)</p>	<p>267 (99) 290 (87) 97 (33)</p> <p>51 (27) 1,269 (802) 168 (33)</p> <p>16 (95) 728 (1,029) 236 (65)</p> <p>140 (280) 163 (396) 74 (233)</p>	<p>1,319 (641) 155 (136)</p> <p>219 (255) 515 (704) 37 (26)</p> <p>419 (861)</p>	<p>251 (168) 1,064 (635)</p> <p>252 (128) 962 (663) 387 (156)</p> <p>16 (48) 614 (1,023)</p>

Figure 11
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Plus Project Conditions



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC USC MP



9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
13. State St /Marengo St*	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St

Figure 11
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Plus Project Conditions



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC_USC_MP

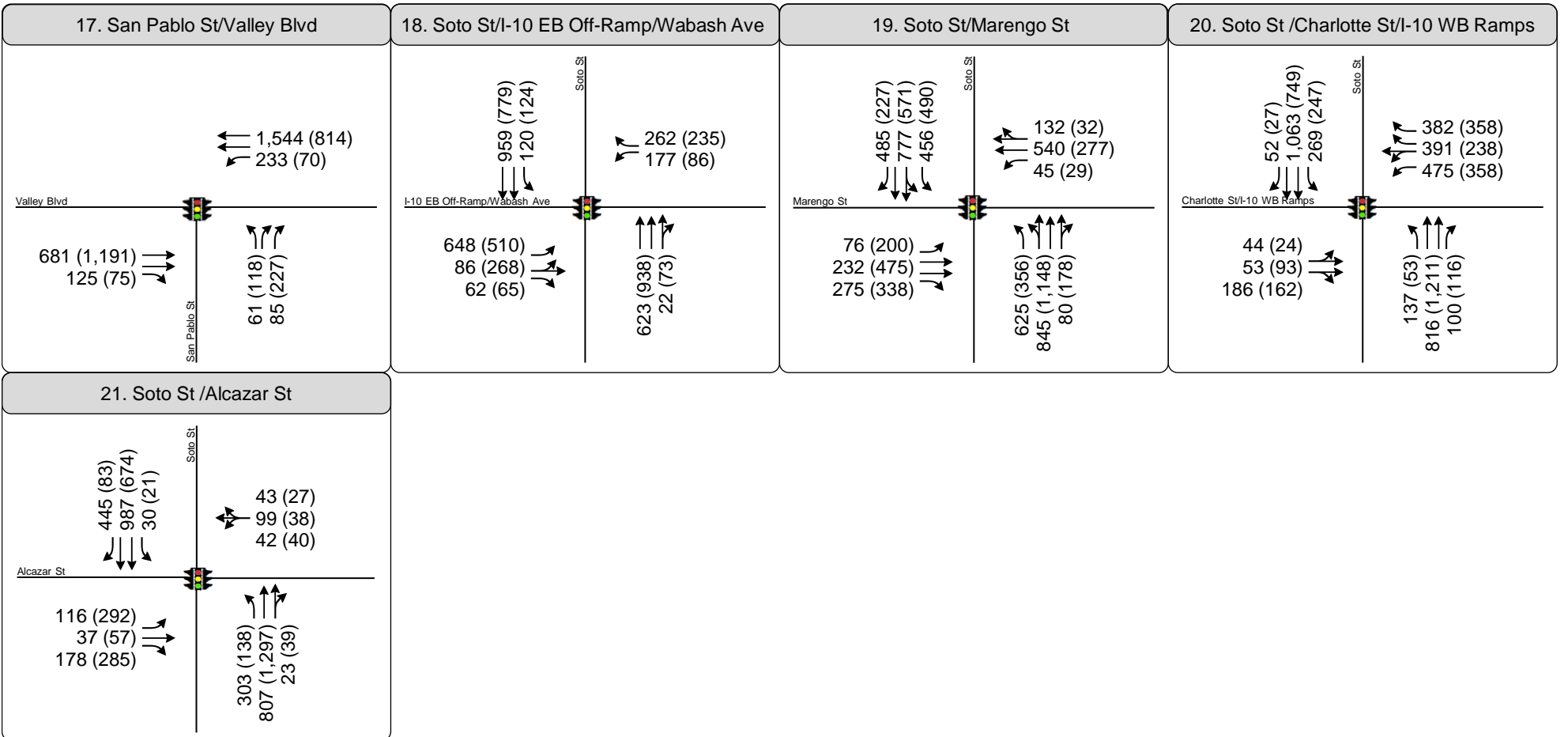


Figure 11
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Year (2014) Plus Project Conditions



Cumulative Project Traffic Generation and Assignment

Future base traffic forecasts include the effects of specific projects, called related projects, expected to be constructed in the vicinity of the proposed project. Information on related projects within approximately 1.5 miles of the project site was obtained from LADOT and from the Los Angeles County Department of Regional Planning. A total of nine cumulative projects were identified in the study area, and these projects are listed in Table 6.

Trip Generation

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in *Trip Generation, 9th Edition*. Table 6 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution for that study was used.

FUTURE BASELINE TRANSPORTATION SYSTEM IMPROVEMENTS

The extension of Norfolk Street to Soto Street, creating a new signalized intersection, is planned in connection with other localized circulation improvements at the University of Southern California Health Sciences Campus (USC HSC). This new roadway connection will supplement the existing access to USC HSC from Soto Street at Alcazar Street. This improvement was assumed as a future baseline condition in this study.



**TABLE 6
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS**

Project #	Project Name	Address	Jurisdiction	Zip Code	Description	Size	Units	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
									In	Out	Total	In	Out	Total
1	USC Health Sciences Campus ¹	1510-1520 N San Pablo St	City of LA	90033	Proposed development of academic and medical research facilities, as well as medical clinic facilities within the Health Sciences Campus of the University of Southern California in East Los Angeles.	585-765	KSF	3,619	373	79	452	73	350	423
2	1101 North Main Condos ²	1101 N. Main St	City of LA	90012	Redevelopment of a light industrial site into residential condominiums.	300	DU	1,102	-9	80	71	75	12	87
3	MTA Bus Facility ³	920 N. Vignes St	City of LA	90012	Redevelopment of a former transit terminal and parking lot into a bus service facility.	360	KSF	2,161	37	50	87	52	31	83
4	Marengo Center Commercial Building ⁴	1902 E. Marengo St	City of LA	90033	Development of a mixed-use project containing commercial and retail uses.	27.235	KSF	1,637	70	41	111	52	67	119
5	Medical Office Expansion ⁵	1828 Cesar Chavez St	City of LA	90033	Expansion of existing medical office.	49.542	KSF	1,168	58	16	74	30	82	112
6	SPR - Medical Office & Retail ⁵	3303 N. Broadway	City of LA	90031	Development of medical office and retail space.	66 KSF Med. Office & 15 KSF Retail	KSF	1,384	74	20	94	38	103	141
7	Retail Pharmacy ⁶	3617 E Cesar E Chavez Ave	LA County	90063	Development of a retail pharmacy.	15.112	KSF	1,361	29	15	44	62	65	127
8	Wyvernwood Boyle Heights ⁷	2901 E Olympic Blvd	City of LA	90023	Redevelopment of an approximately 69-acre site into a mixed-use project containing retail, residential, office, and civic space amenities.	68.8	acres	19,640	416	1,041	1,457	1,144	789	1,933
9	Sears Building Adaptive Reuse Project ⁸	2650 E Olympic Blvd	City of LA	90023	Redevelop the existing Sears building as an adaptive reuse mixed-use project consisting of apartments, retail, restaurant, and office space.	562 KSF & 1,000 DU	sq. ft. & DU	11,307	482	463	945	550	526	1,076
TOTAL RELATED PROJECT VEHICLE TRIPS								43,379	1,530	1,805	3,335	2,076	2,025	4,101

Notes:

¹Since the preparation of the Environmental Impact Report for the USC Health Sciences Campus Project some of the facilities have been completed and the is currently in operation. Thus, net trip generation estimates were taken from *Addendum to the Environmental Impact Report USC Health Sciences Campus Project - Traffic Assessment (Gibson Transportation Consulting, 2006)* . Additionally, per consultation with the LADOT staff and Gibson Transportation, Parking Scenario No. 2 was assumed where the related project's parking will be provided along San Pablo Street north of Alcazar Street.

²Net trip generation estimates taken from *1101 N. Main Street Traffic Impact Study* (Overland Traffic Consultants, 2006).

³Net trip generation estimates taken from *Metro Union Division Bus Maintenance and Operations Facility Traffic Impact Analysis* (Iteris, Inc., 2008).

⁴Net trip generation estimates taken from *Traffic Impact Analysis for a Proposed Commercial Building* (Overland Traffic Consultants, 2011).

⁵Net trip generation estimates were provided by LADOT staff including daily trips and total net new peak hour trips.

⁶The ITE rates and directional distribution for the Pharmacy without Drive Through Window Land Use 880 presented in the *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) were used to estimate trip generation for the retail pharmacy. No credits were taken for existing uses.

⁷Net trip generation estimates taken from *Traffic Impact Study for the Boyle Heights Mixed-Use Project* (Fehr & Peers, 2011). Trip Generation figures assume a maximum retail scenario.

⁸Net trip generation estimates taken from *Sears Building Adaptive Reuse Project Traffic Study - Memorandum of Understanding* (Crain & Associates, 2014).

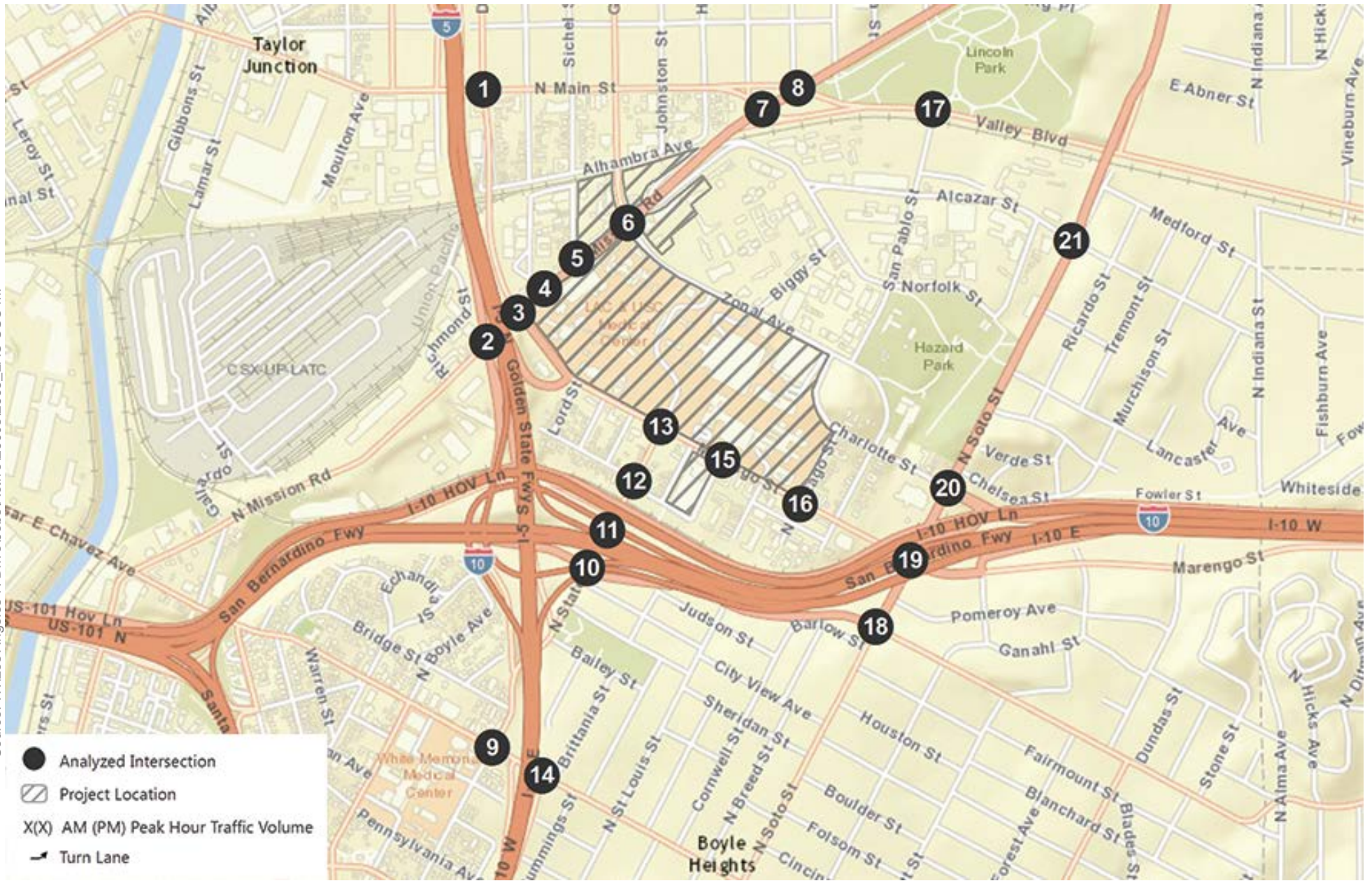
Cumulative Base Year Traffic Volumes

Using the estimated trip generation and trip distribution patterns, traffic generated by the related projects was assigned to the street network, which is illustrated in Figure 12. The related project traffic assignment was then added to the ambient background increase. The resulting traffic volumes, representing Cumulative Base Year (2040) conditions or future conditions without the project, are presented in Figure 13.

CUMULATIVE YEAR PLUS PROJECT TRAFFIC PROJECTIONS

The detailed estimated project traffic distribution percentages at each of the study intersections under future conditions are shown in Figure 14A. Figure 14B illustrates the project-generated traffic volumes under Cumulative Year plus Project conditions. The project-generated traffic volumes vary slightly from those under Existing Year plus Project conditions due to the Norfolk Street extension but follow the same overall regional distribution pattern. They were added to the Cumulative Base volumes to yield Cumulative Year plus Project traffic forecasts, which are in Figure 15.



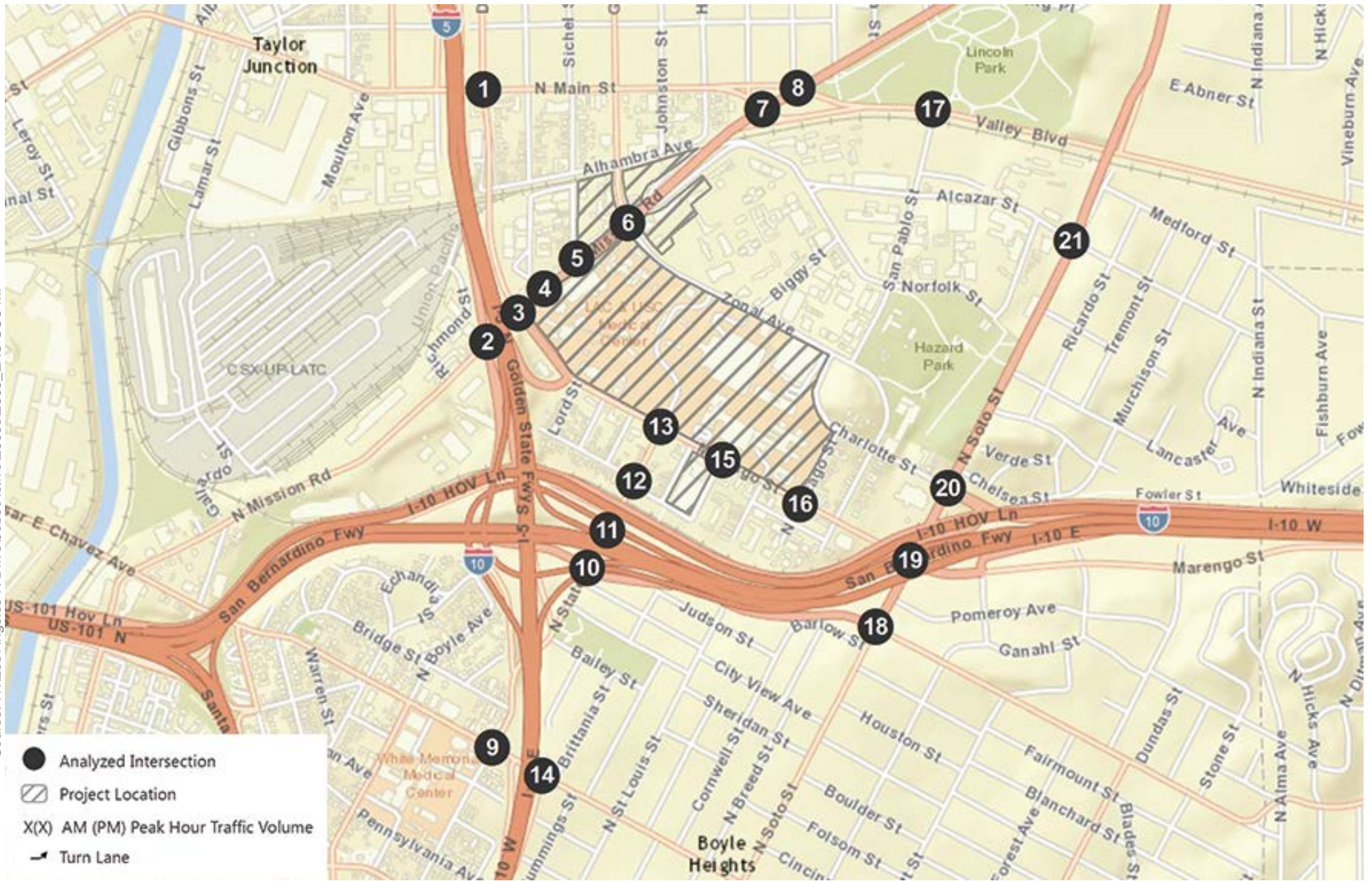


1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd								
<p>0 (0) 7 (5) 37 (7) 0 (0) 1 (18) 0 (0) 0 (0) 30 (6) 0 (0) 0 (0) 4 (7) 0 (0)</p>	<p>0 (0) 35 (13) 45 (9) 12 (24) 8 (35) 25 (11) 0 (0)</p>	<p>0 (0) 7 (5) 0 (0) 0 (0) 0 (0) 18 (56) 15 (55) 0 (0) 0 (0) 0 (0) 2 (3) 4 (7) 2 (3) 66 (17) 4 (3)</p>	<p>0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 33 (111) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 68 (21) 0 (0)</p>	5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St	<p>0 (0) 0 (0) 0 (0) 0 (0) 33 (111) 0 (0) 68 (21)</p>	<p>0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 33 (111) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 68 (21) 0 (0)</p>	<p>26 (76) 8 (7) 4 (1) 71 (14) 0 (0) 12 (10)</p>	<p>0 (4) 19 (20) 5 (9) 4 (21) 15 (63) 0 (0) 16 (10)</p>
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St								
<p>0 (0) 0 (0) 0 (0) 0 (0) 33 (111) 0 (0) 68 (21)</p>	<p>0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 33 (111) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 68 (21) 0 (0)</p>	<p>26 (76) 8 (7) 4 (1) 71 (14) 0 (0) 12 (10)</p>	<p>0 (4) 19 (20) 5 (9) 4 (21) 15 (63) 0 (0) 16 (10)</p>								

Figure 12
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Related Projects Only



Source: W:\Los Angeles\N Drive\Jobs\Active\2600s\2663_LAC USC MP



9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
<p>State St Cesar E. Chavez Ave</p> <p>10 (14) 25 (15) 5 (8)</p> <p>19 (14) 6 (11) 23 (12)</p> <p>4 (3) 9 (8) 0 (0)</p> <p>0 (0) 10 (35) 6 (33)</p>	<p>State St I-10 EB Ramps</p> <p>31 (37) 7 (22)</p> <p>5 (4) 37 (7) 0 (0)</p> <p>31 (23) 3 (16)</p>	<p>State St I-10 WB Off-Ramp</p> <p>19 (42)</p> <p>5 (4) 19 (16)</p> <p>36 (27)</p>	<p>State St Pomeroy Ave</p> <p>0 (0) 30 (82)</p> <p>0 (0) 0 (0)</p> <p>0 (0) 0 (0)</p> <p>41 (31) 0 (0)</p>
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St
<p>State St Marengo St</p> <p>0 (0) 8 (6) 0 (0)</p> <p>0 (0) 14 (25) 29 (65)</p> <p>0 (0) 4 (11) 14 (10)</p> <p>8 (13) 15 (16) 0 (0)</p>	<p>Cesar E. Chavez Ave I-5 NB Off-Ramp</p> <p>37 (31)</p> <p>17 (32)</p> <p>12 (6) 0 (0)</p>	<p>Marengo St Britannia St</p> <p>43 (90)</p> <p>14 (28)</p> <p>0 (0) 0 (0)</p>	<p>Chicago St Marengo St</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 43 (90) 0 (0)</p> <p>0 (0) 14 (28) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>

Figure 12
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Related Projects Only



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC_USC_MP

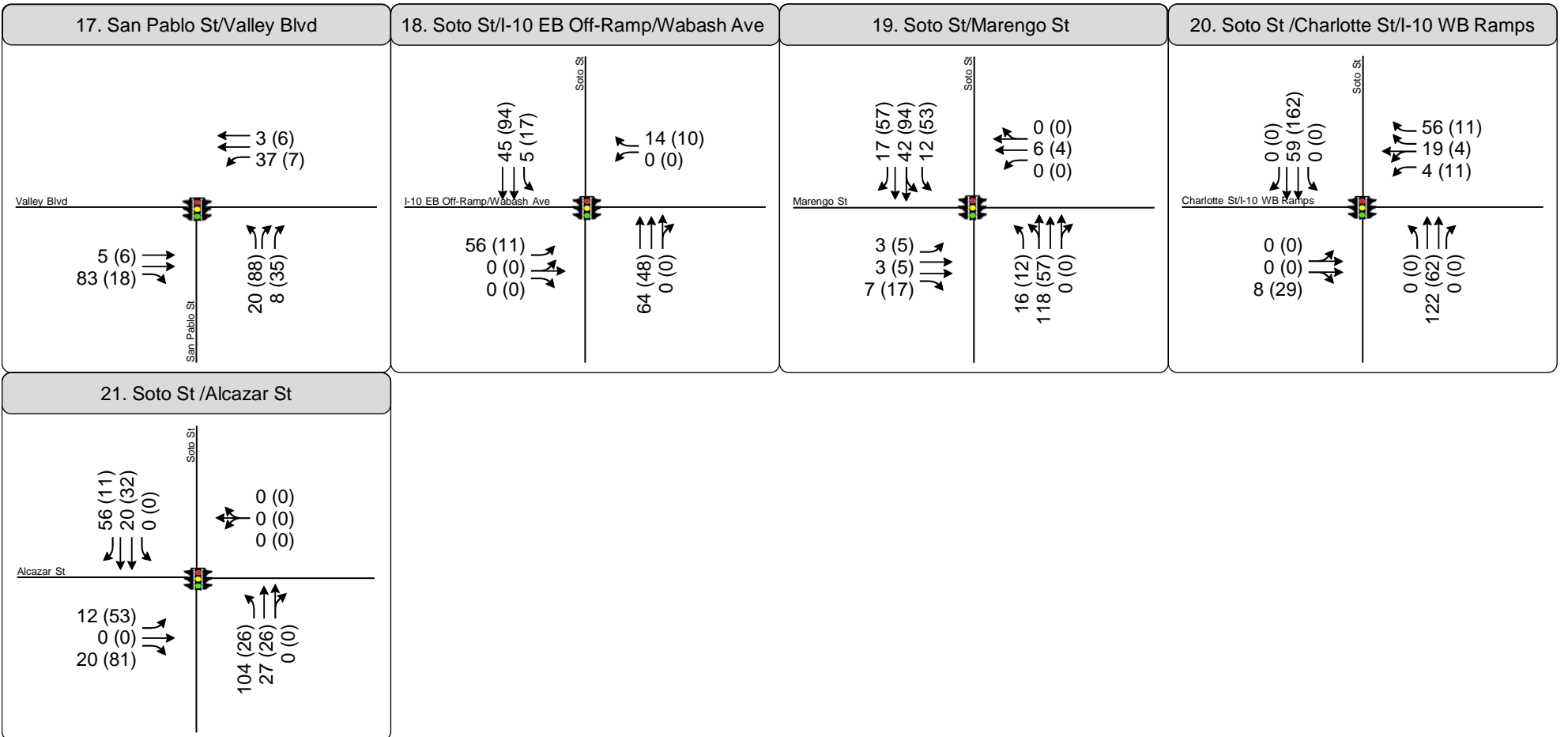
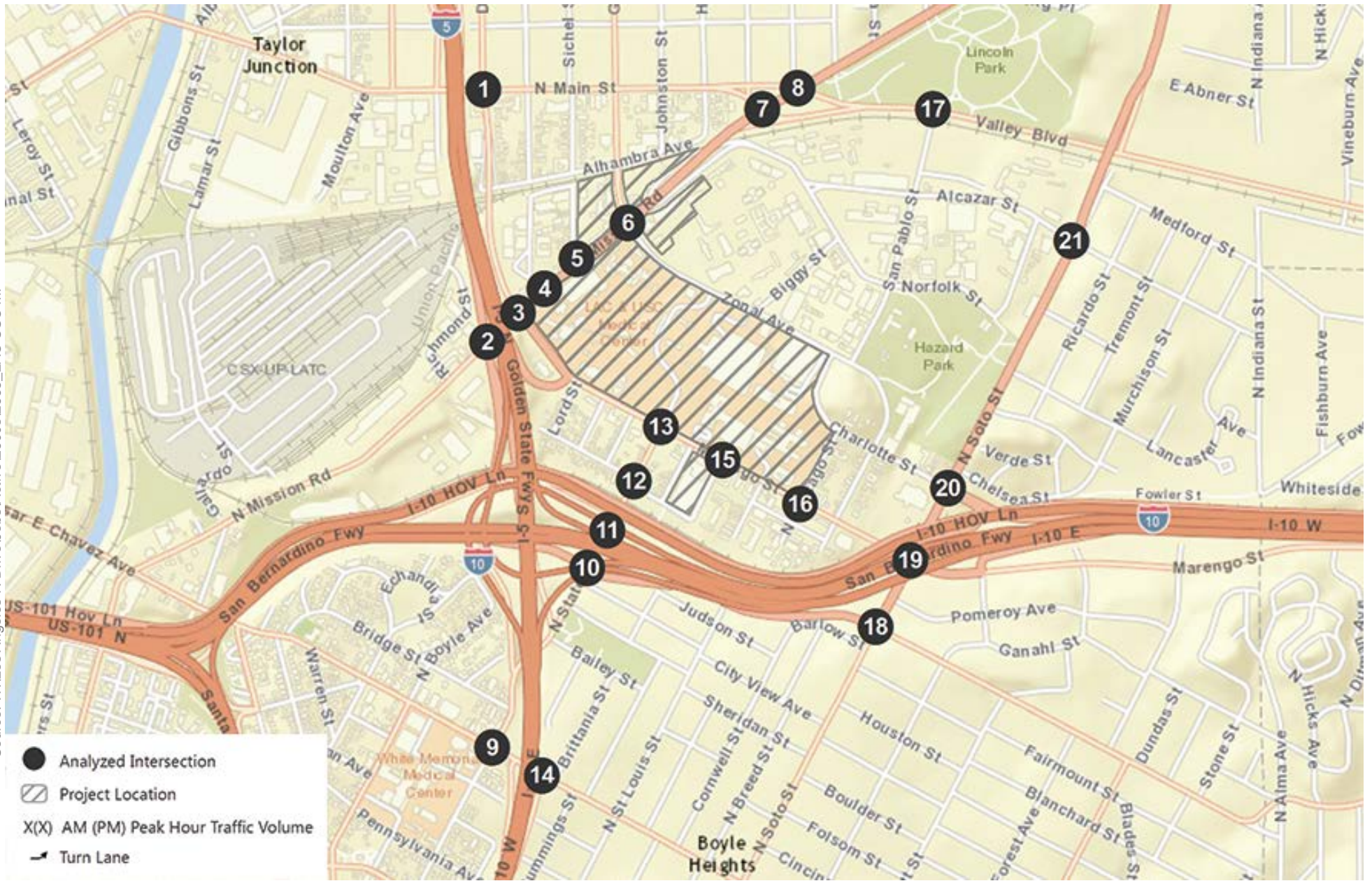
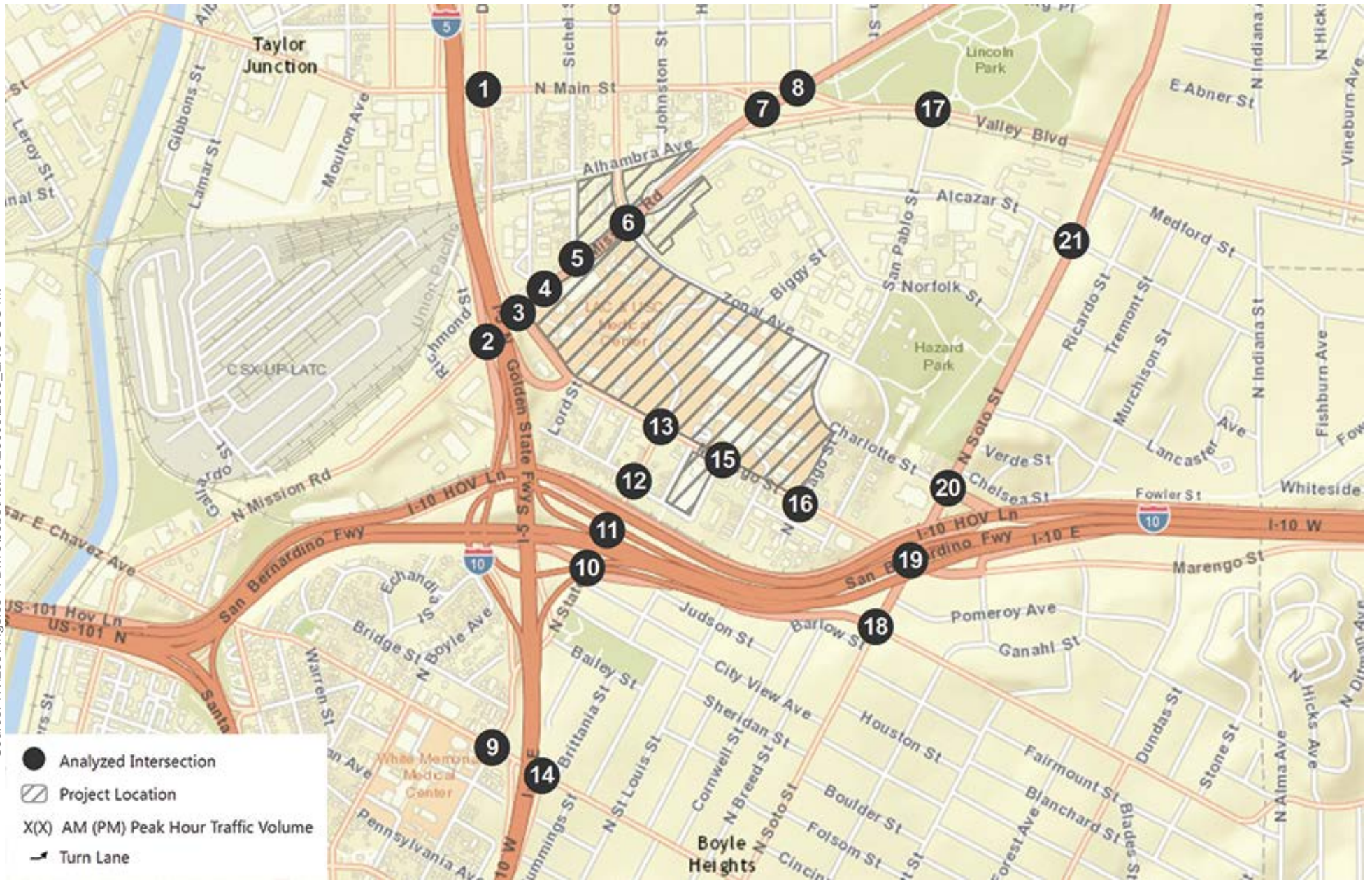


Figure 12
Peak Hour Traffic Volumes
and Lane Configurations -
Related Projects Only



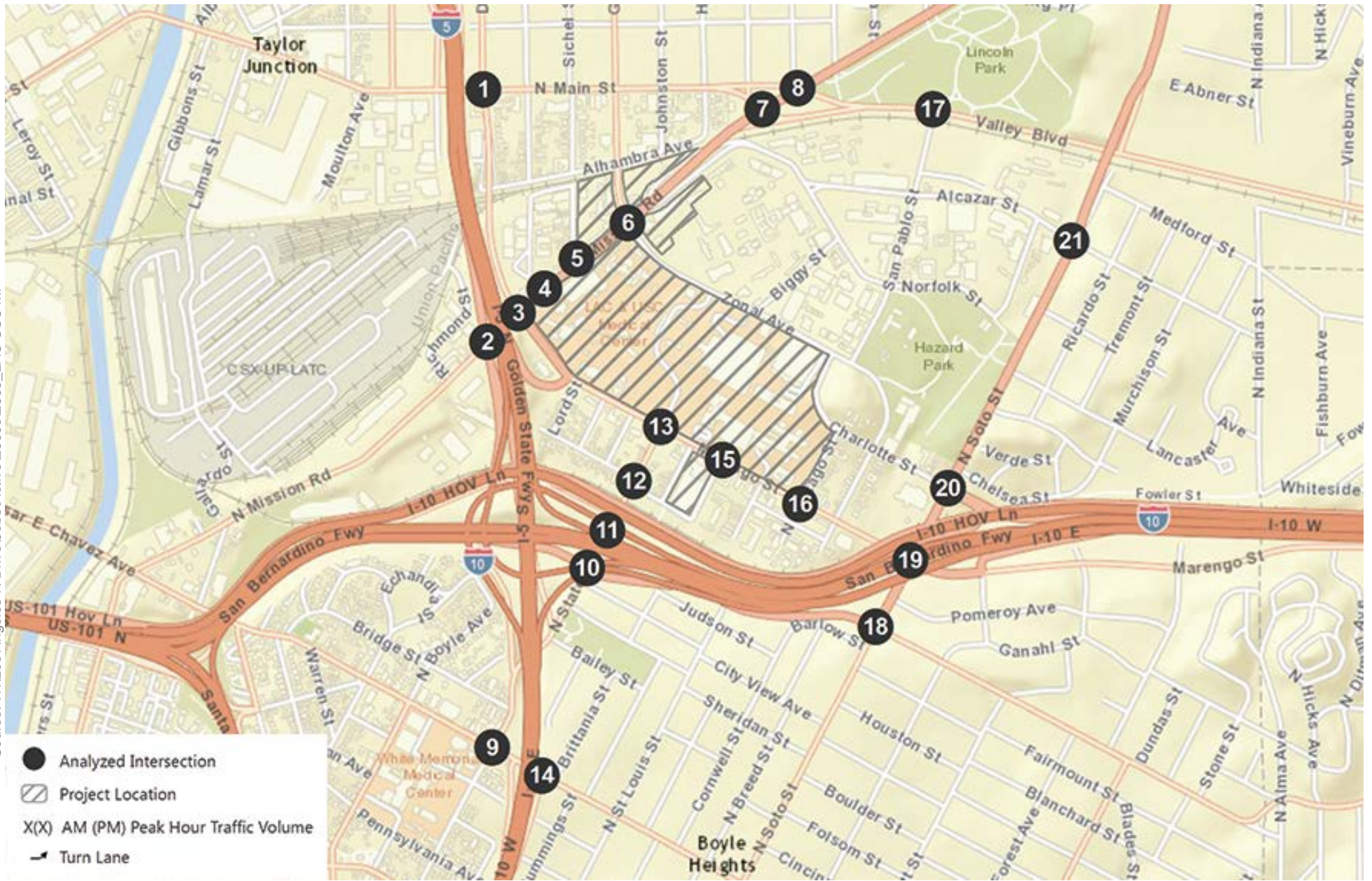


1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
<p>366 (94) 537 (312) 229 (128)</p> <p>170 (209) 899 (443) 74 (64)</p> <p>29 (80) 517 (828) 259 (197)</p> <p>165 (184) 389 (736) 36 (50)</p>	<p>361 (210) 38 (37) 610 (301)</p> <p>1,582 (875) 460 (427)</p> <p>819 (1,316) 16 (39)</p>	<p>399 (199) 345 (352) 42 (22)</p> <p>19 (64) 1,507 (976) 227 (482)</p> <p>82 (234) 997 (1,066) 318 (378)</p> <p>211 (112) 485 (679) 226 (183)</p>	<p>26 (36) 0 (1) 28 (36)</p> <p>14 (18) 1,796 (1,405) 9 (7)</p> <p>36 (39) 1,194 (1,240) 32 (1)</p> <p>26 (94) 1 (2) 7 (26)</p>
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St
<p>12 (64) 0 (0) 6 (32)</p> <p>39 (11) 1,827 (1,385)</p> <p>36 (19) 1,177 (1,245)</p>	<p>289 (107) 237 (72) 101 (37)</p> <p>74 (78) 1,412 (1,019) 135 (21)</p> <p>58 (125) 840 (1,132) 253 (78)</p> <p>115 (219) 144 (322) 59 (181)</p>	<p>1,415 (759) 174 (153)</p> <p>239 (278) 623 (773) 44 (30)</p> <p>441 (865)</p>	<p>269 (184) 1,122 (692)</p> <p>282 (185) 1,034 (731) 442 (234)</p> <p>17 (51) 655 (1,043)</p>

Figure 13
Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Base Year (2040) Conditions



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC_USC_MP



<p>9. State St /Cesar E. Chavez Ave</p>	<p>10. State St /I-10 EB Ramps</p>	<p>11. State St /I-10 WB Off-Ramp</p>	<p>12. State St /Pomeroy Ave</p>
<p>13. State St /Marengo St</p>	<p>14. I-5 NB Off-Ramp/Cesar E. Chavez Ave</p>	<p>15. Britannia St/Marengo St</p>	<p>16. Chicago St/Marengo St</p>

Figure 13
Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Base Year (2040) Conditions



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC USC MP

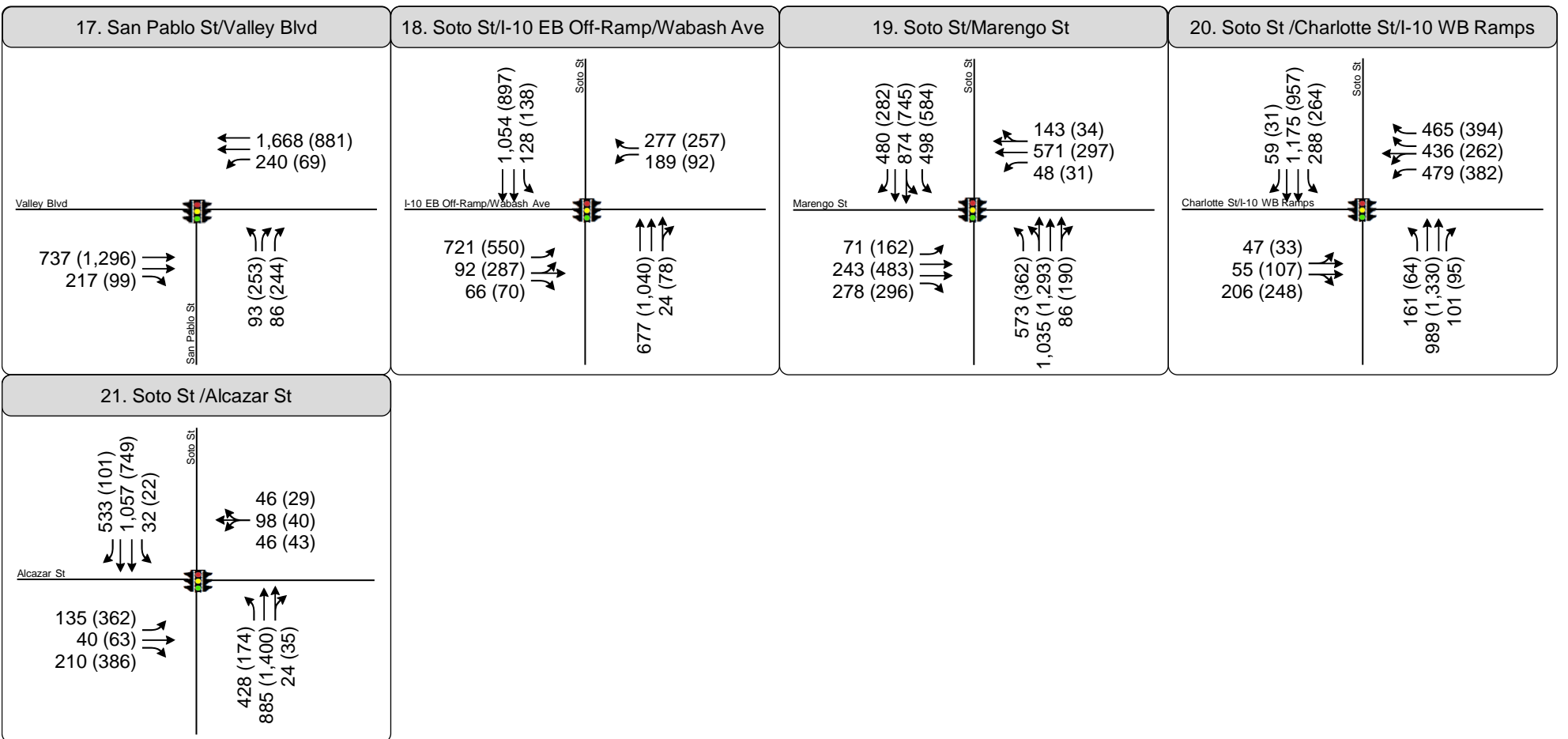
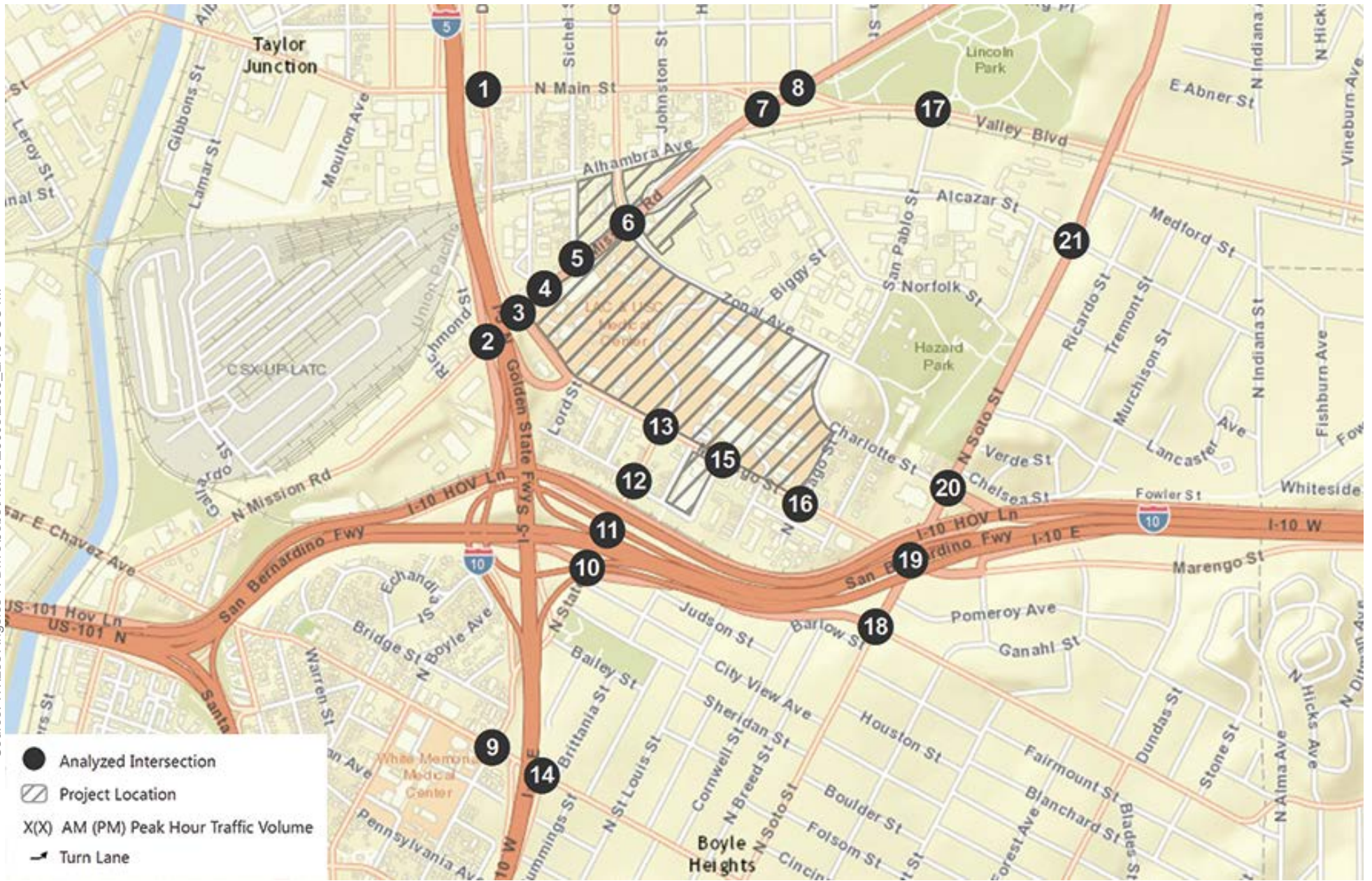
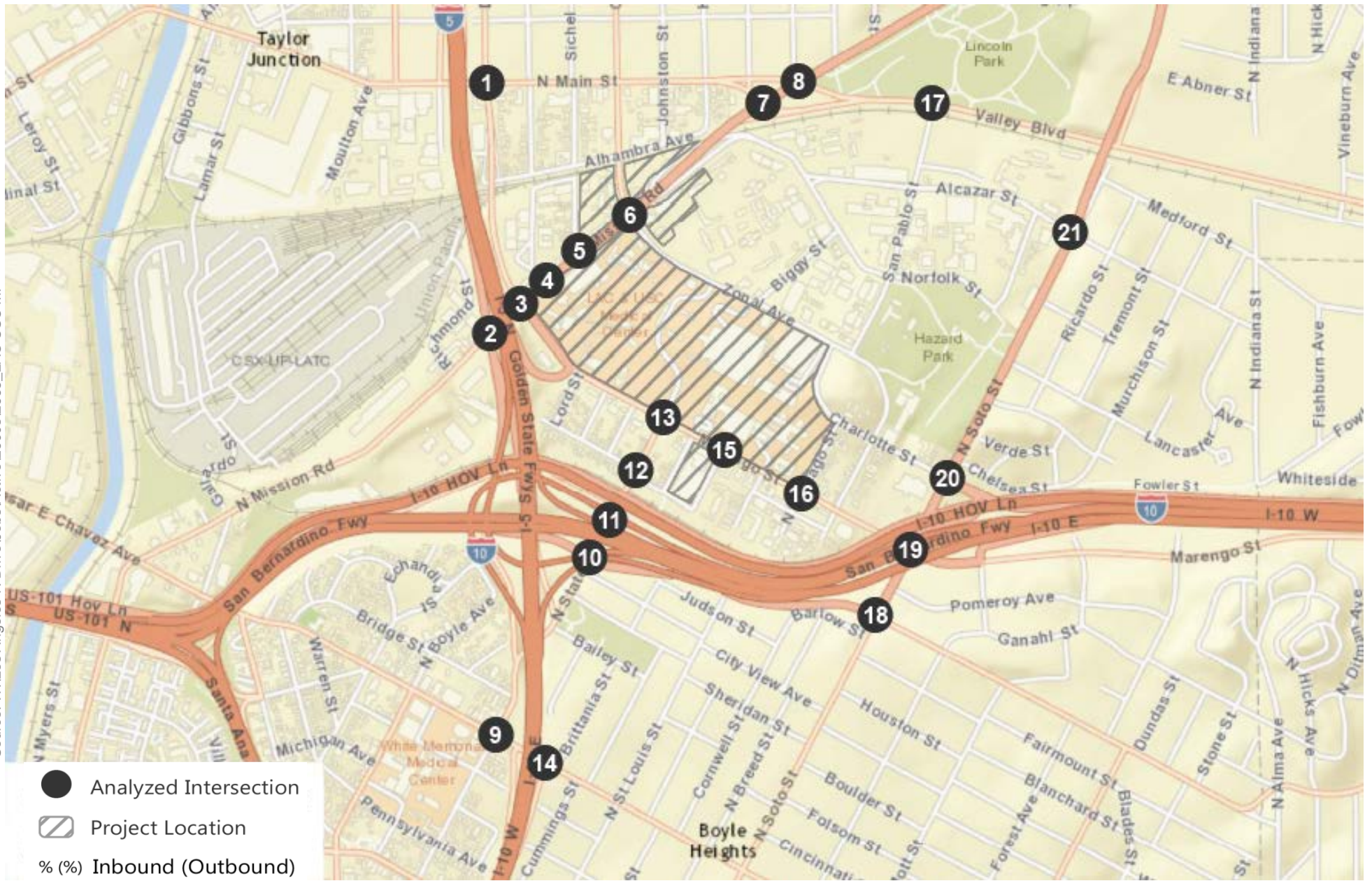


Figure 13
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Cumulative Base Year (2040) Conditions





1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St

Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 14A
 Cumulative Year (2040) Project Trip Distribution
 and Lane Configurations



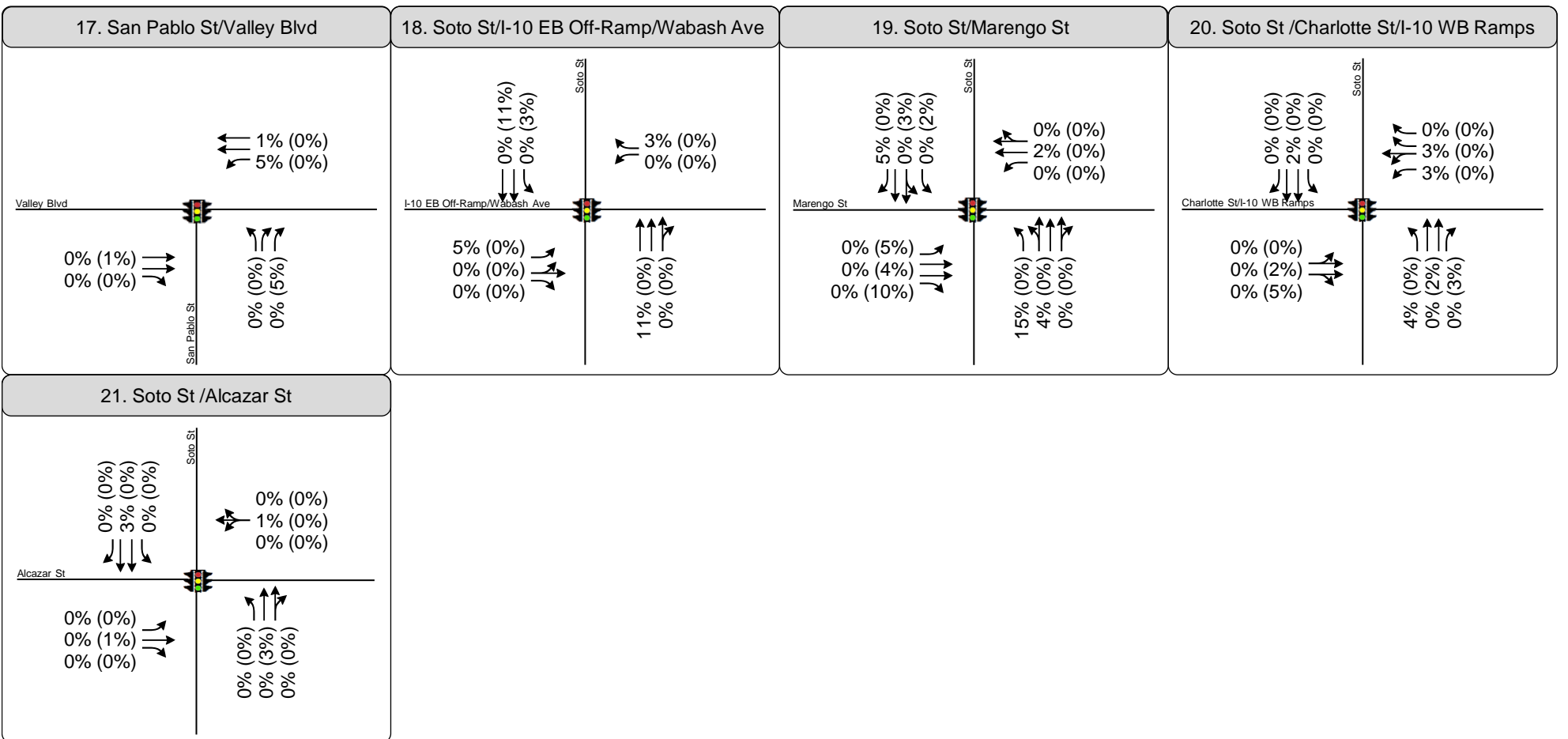


9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St

Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 14A
Cumulative Year (2040) Project Trip Distribution and Lane Configurations





Note: Trip distribution percentages are rounded to the nearest whole percentage.

Figure 14A
 Cumulative Year (2040) Project Trip Distribution
 and Lane Configurations





1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St

Figure 14B
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Cumulative Year (2040) Project Only





9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
13. State St /Marengo St	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St

Figure 14B
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Cumulative Year (2040) Project Only



Source: W:\Los Angeles N Drive\Jobs\Active\2600s\2663_LAC_USC_MP

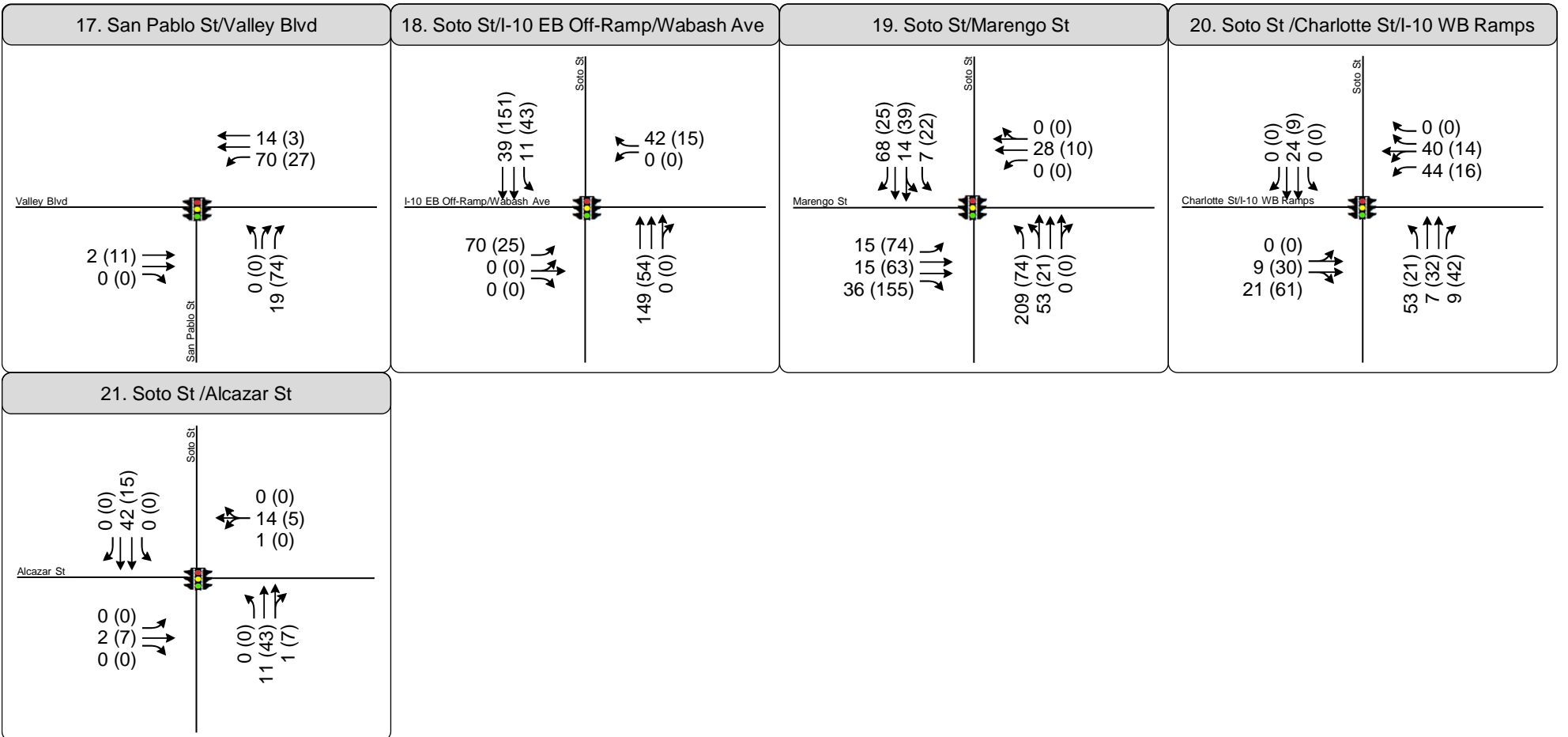
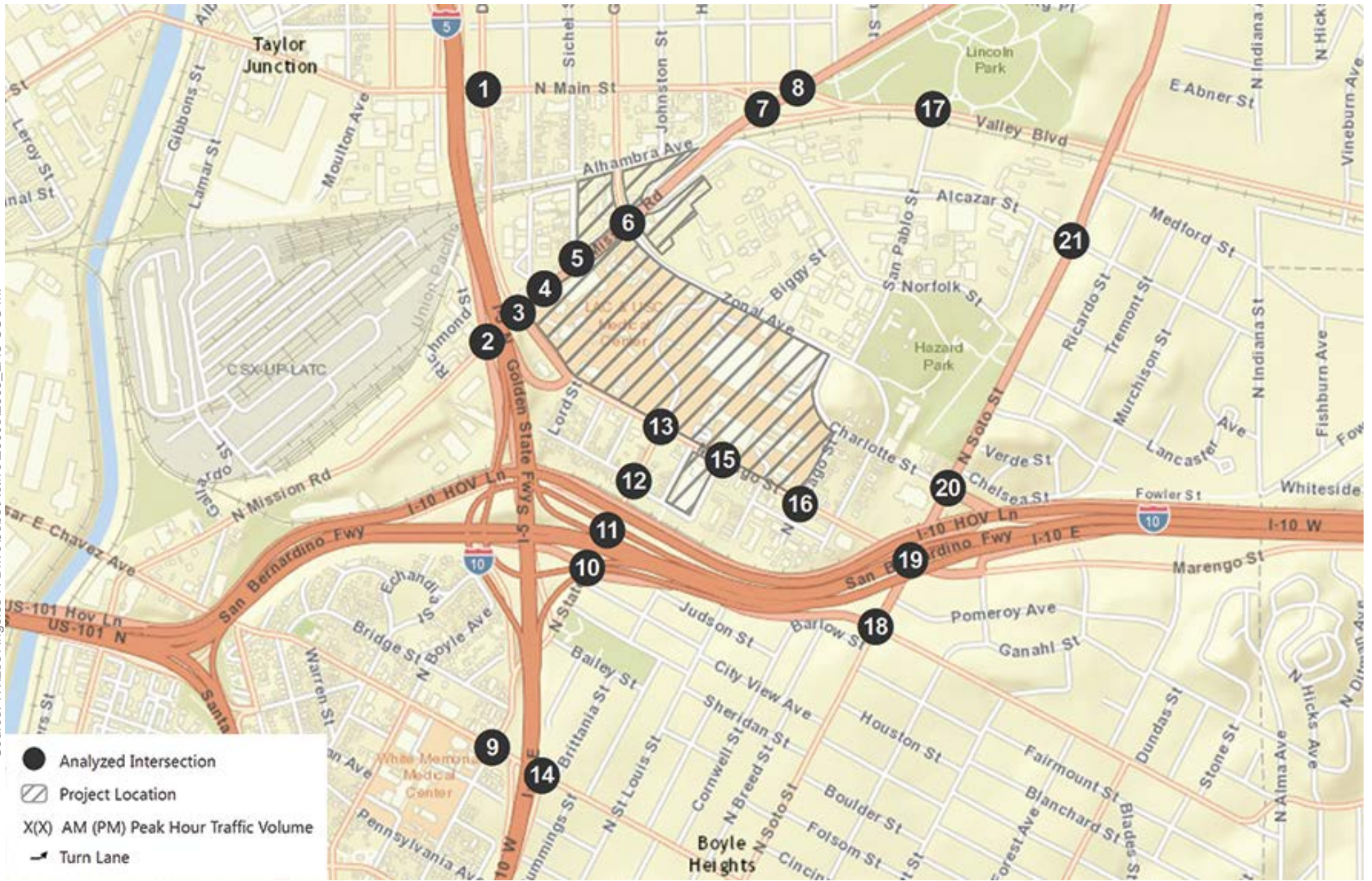
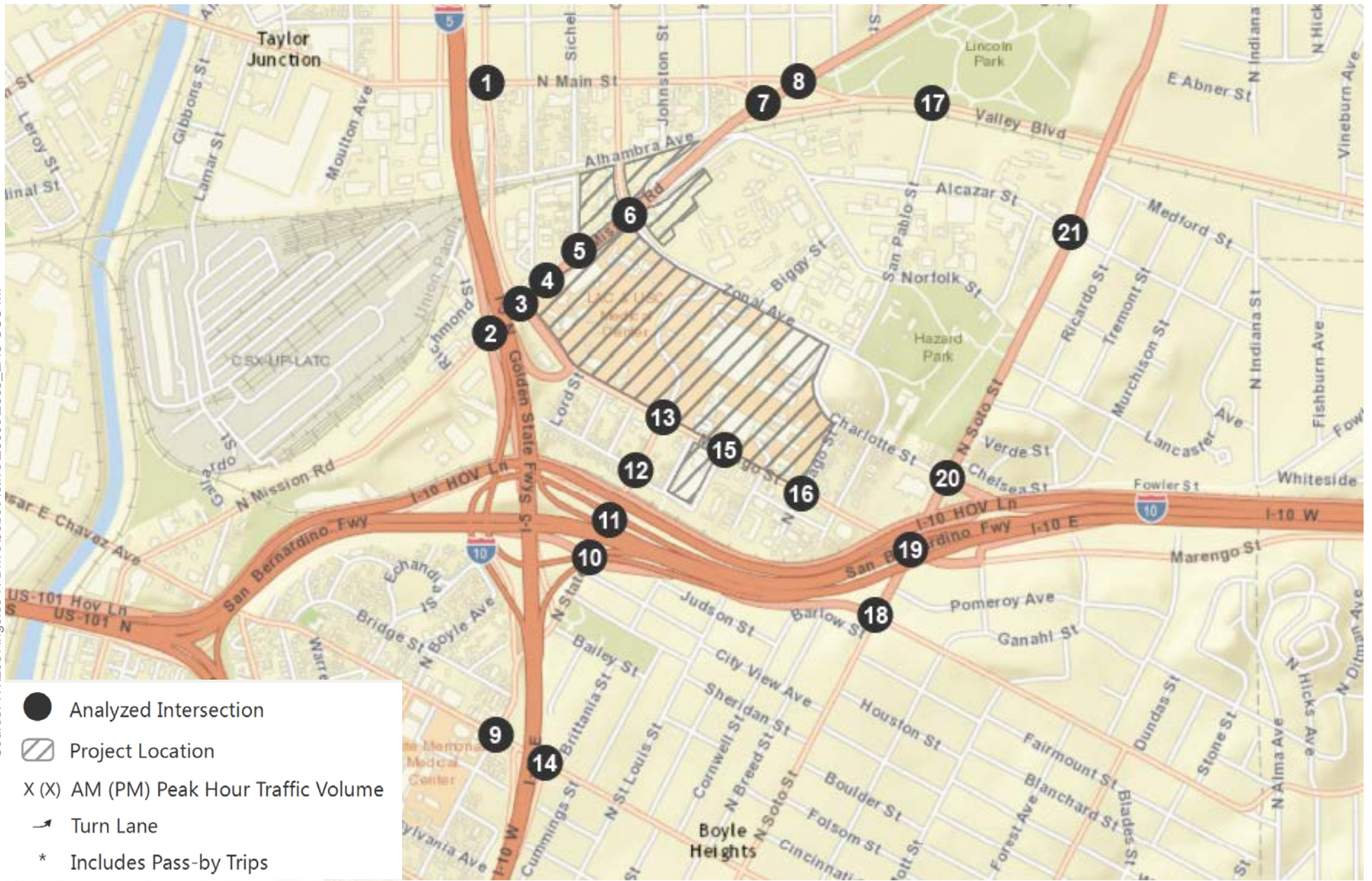


Figure 14B
Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Year (2040) Project Only



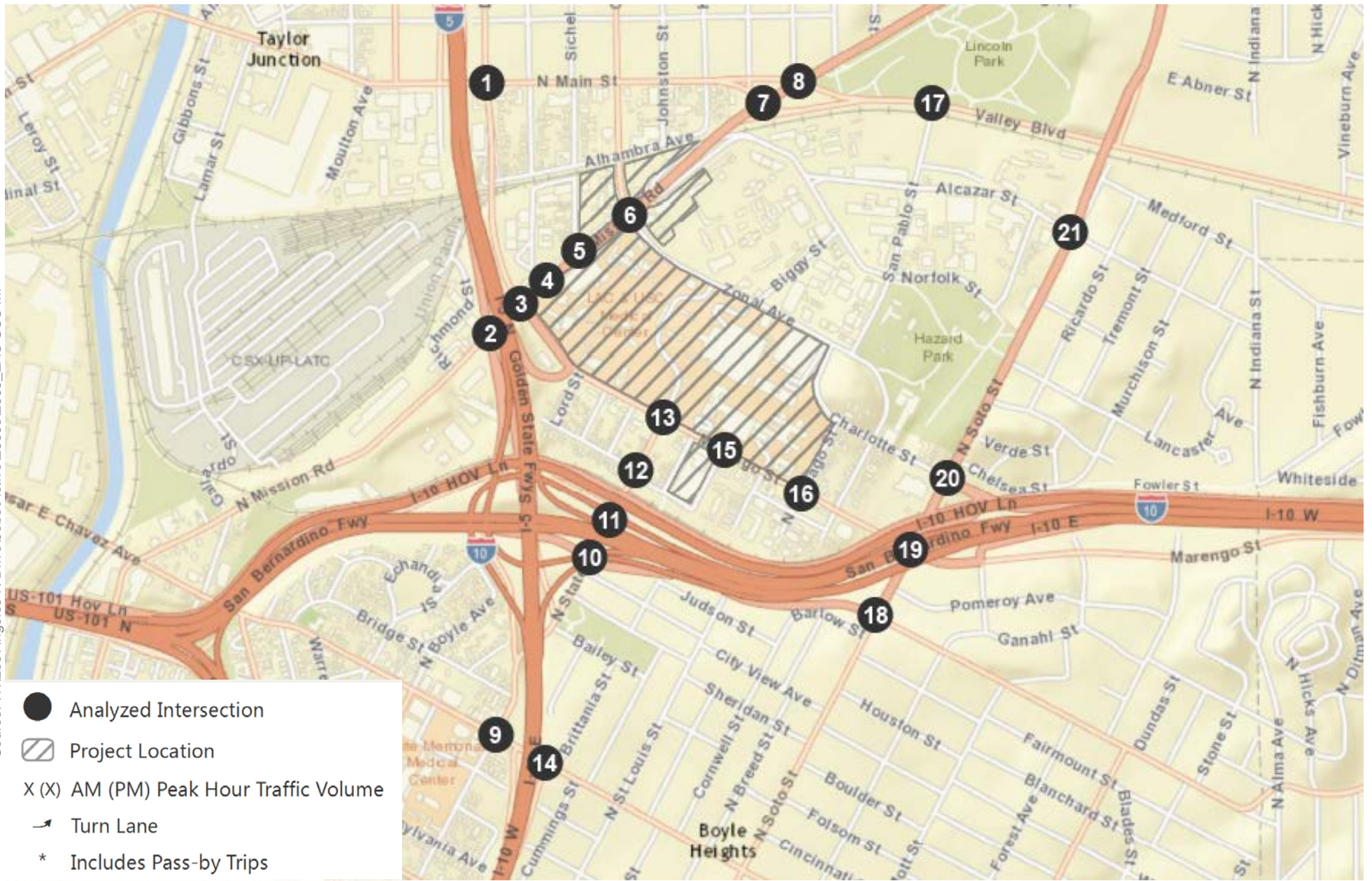


1. Daly St/Main St	2. I-5 SB Ramps/I-10 On-Ramp/Mission Rd	3. Daly St/Marengo St /Mission Rd	4. Workman St/Mission Rd
5. Sichel St/Mission Rd	6. Griffin Ave/Zonal Ave/Mission Rd*	7. Mission Rd/Valley Blvd	8. Mission Rd/Main St

Figure 15

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Year (2040) Plus Project Conditions

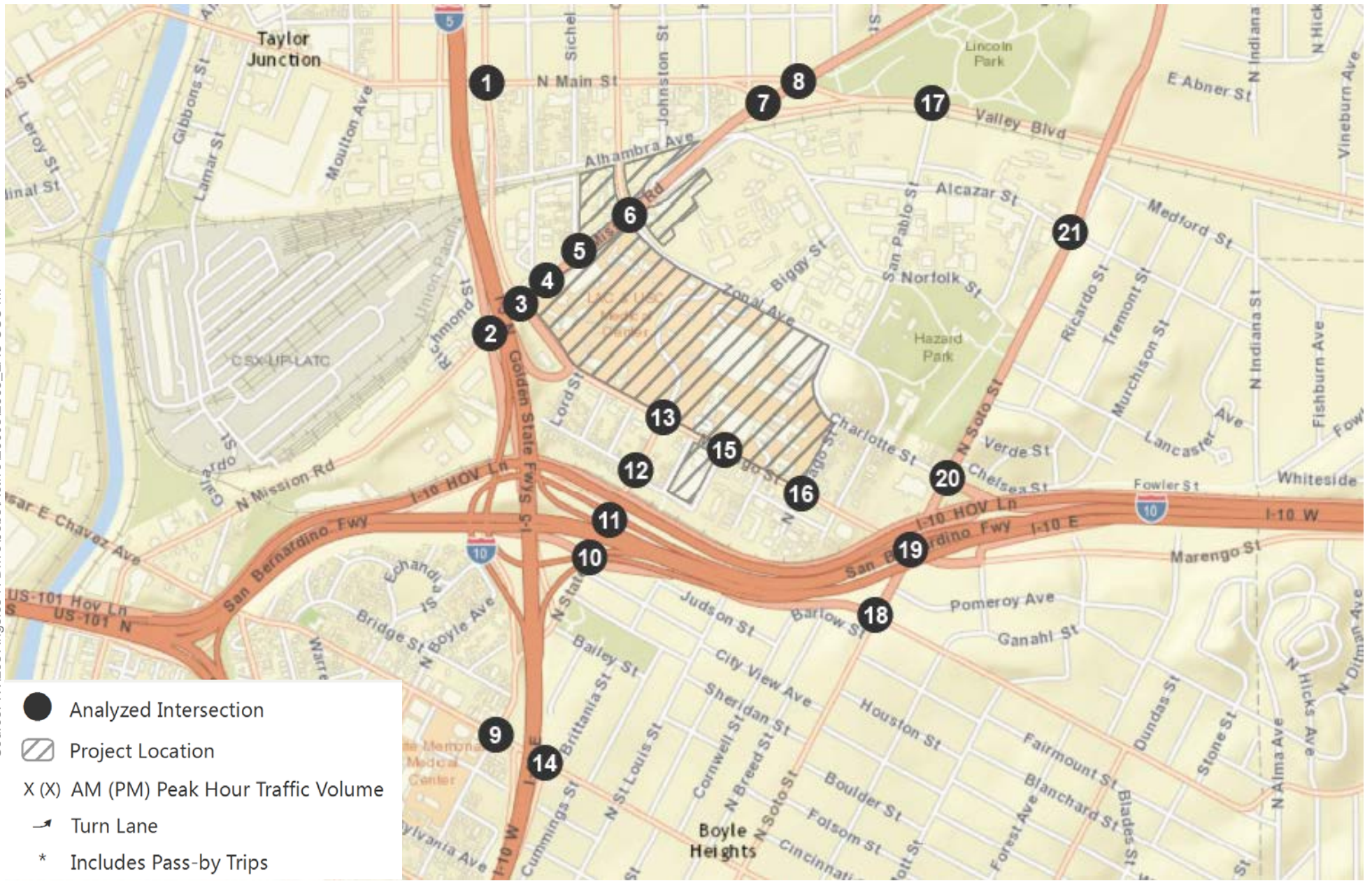




9. State St /Cesar E. Chavez Ave	10. State St /I-10 EB Ramps	11. State St /I-10 WB Off-Ramp	12. State St /Pomeroy Ave
<p>441 (59) 368 (615) 348 (256)</p> <p>644 (208) 1,049 (253) 127 (366)</p> <p>120 (55) 305 (338) 21 (146)</p> <p>33 (41) 197 (558) 71 (332)</p>	<p>1,015 (545) 194 (175)</p> <p>273 (199) 185 (324) 64 (531)</p> <p>730 (555) 225 (493)</p>	<p>669 (824)</p> <p>396 (132) 531 (178)</p> <p>998 (556)</p>	<p>10 (6) 495 (697)</p> <p>67 (125) 269 (382)</p> <p>2 (2) 30 (28)</p> <p>906 (538) 473 (125)</p>
13. State St /Marengo St*	14. I-5 NB Off-Ramp/Cesar E. Chavez Ave	15. Britannia St/Marengo St	16. Chicago St/Marengo St
<p>73 (109) 185 (388) 110 (274)</p> <p>174 (82) 1,131 (718) 186 (106)</p> <p>73 (56) 547 (624) 157 (102)</p> <p>331 (365) 495 (290) 76 (107)</p>	<p>1,467 (706)</p> <p>468 (864)</p> <p>553 (230) 108 (121)</p>	<p>1,464 (817)</p> <p>545 (826)</p> <p>44 (125) 135 (291)</p>	<p>165 (15) 24 (4) 55 (43)</p> <p>41 (7) 1,445 (838) 136 (71)</p> <p>33 (13) 533 (1,072) 82 (54)</p> <p>28 (14) 7 (3) 34 (21)</p>

Figure 15
Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Year (2040) Plus Project Conditions





17. San Pablo St/Valley Blvd	18. Soto St/I-10 EB Off-Ramp/Wabash Ave	19. Soto St/Marengo St	20. Soto St /Charlotte St/I-10 WB Ramps
<p> Valley Blvd 1,656 (877) 276 (79) 734 (1,281) 217 (98) San Pablo St 86 (217) 98 (276) </p>	<p> Soto St 1,070 (926) 133 (149) 293 (261) 189 (92) I-10 EB Off-Ramp/Wabash Ave 748 (557) 92 (287) 66 (70) 727 (1,051) 24 (78) </p>	<p> Soto St 532 (299) 874 (708) 500 (578) 141 (34) 584 (300) 48 (31) Marengo St 83 (215) 251 (512) 299 (373) 678 (390) 1,023 (1,286) 86 (190) </p>	<p> Soto St 45 (24) 1,195 (963) 288 (264) 465 (394) 437 (259) 510 (393) Charlotte St/I-10 WB Ramps 43 (15) 57 (99) 208 (205) 148 (57) 995 (1,357) 107 (121) </p>
21. Soto St /Alcazar St			
<p> Soto St 531 (100) 1,083 (755) 32 (22) 46 (29) 104 (41) 45 (43) Alcazar St 134 (358) 40 (61) 210 (386) 428 (174) 892 (1,420) 25 (41) </p>			

Figure 15

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Year (2040) Plus Project Conditions



IV. INTERSECTION IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by buildout of the LAC+USC Medical Center Master Plan project on the local street system. The analysis compares the projected levels of service at each study intersection under Existing Year plus Project and under cumulative conditions both with and without the project to determine potential impacts, using significance criteria established by the City of Los Angeles.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

Intersection Condition With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	> 0.70 - 0.80	Equal to or greater than 0.040
D	> 0.80 - 0.90	Equal to or greater than 0.020
E, F	> 0.90	Equal to or greater than 0.010

EXISTING YEAR PLUS PROJECT TRAFFIC IMPACT ANALYSIS

The Existing Year plus Project volumes as estimated in the previous chapter were analyzed to determine potential operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with buildout of the LAC+USC Medical Center Master Plan on the existing baseline conditions. Table 7 shows the results, and analysis sheets are provided in Appendix B. After applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed Project would result in significant impacts to the following four study intersections under Existing Year plus Project conditions:

1. Daly Street & Main Street (PM)
9. State Street & Cesar E. Chavez Boulevard (PM)
13. State Street & Marengo Street (AM and PM)
19. Soto Street & Marengo Street (AM)



**TABLE 7
EXISTING BASE AND EXISTING YEAR (2014) PLUS PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Peak Hour	Existing (2014) ¹		E+P (2014)		Project Increase In V/C	Significant Impact	E+P (2014) plus Mitigation ³		Project Increase In V/C	Significant Impact
				V/C ²	LOS	V/C ²	LOS			V/C ²	LOS		
1	Daly Street	Main Street	AM PM	0.755	C	0.769	C	0.014	NO	Physical Mitigation			
				0.655	B	0.714	C	0.059	YES	No Feasible Physical Mitigation			
				TDM Mitigation (-5% in Project Trips)									
				0.768	C	0.013	NO	0.713	C	0.058	YES		
2	I-5 SB Ramps/1-10 On-Ramp	Mission Road	AM	0.750	C	0.759	C	0.009	NO	No Significant Impact			
			PM	0.537	A	0.546	A	0.009	NO				
3	Daly Street/Marengo Street	Mission Road	AM	0.801	D	0.820	D	0.019	NO	No Significant Impact			
			PM	0.820	D	0.769	C	-0.051	NO				
4	Workman Street	Mission Road	AM	0.555	A	0.555	A	0.000	NO	No Significant Impact			
			PM	0.467	A	0.431	A	-0.036	NO				
5	Sichel Street	Mission Road	AM	0.535	A	0.571	A	0.036	NO	No Significant Impact			
			PM	0.402	A	0.396	A	-0.006	NO				
6	Griffin Avenue/Zonal Avenue	Mission Road	AM	0.629	B	0.651	B	0.022	NO	No Significant Impact			
			PM	0.515	A	0.581	A	0.066	NO				
7	Mission Road	Valley Boulevard	AM	0.734	C	0.738	C	0.004	NO	No Significant Impact			
			PM	0.779	C	0.795	C	0.016	NO				
8	Mission Road	Main Street	AM	0.605	B	0.616	B	0.011	NO	No Significant Impact			
			PM	0.473	A	0.493	A	0.020	NO				
9	State Street	Cesar E. Chavez Avenue	AM PM	0.691	B	0.726	C	0.035	NO	Physical Mitigation			
				0.769	C	0.804	D	0.035	YES	No Feasible Physical Mitigation			
				TDM Mitigation (-5% in Project Trips)									
				0.723	C	0.032	NO	0.800	C	0.031	NO		
10	State Street	I-10 EB Ramps	AM	0.593	A	0.641	B	0.048	NO	No Significant Impact			
			PM	0.643	B	0.673	B	0.030	NO				
11	State Street	I-10 WB Off-Ramp	AM	0.507	A	0.551	A	0.044	NO	No Significant Impact			
			PM	0.239	A	0.277	A	0.038	NO				
12	State Street	Pomeroy Avenue	AM	0.506	A	0.571	A	0.065	NO	No Significant Impact			
			PM	0.378	A	0.409	A	0.031	NO				
13	State Street	Marengo Street	AM PM	0.712	C	0.803	D	0.091	YES	Physical Mitigation			
				0.626	B	0.814	D	0.188	YES	No Feasible Physical Mitigation			
				TDM Mitigation (-5% in Project Trips)									
				0.740	C	0.028	NO	0.659	B	0.033	NO		
14	I-5 NB Off-Ramp	Cesar E. Chavez Avenue	AM	0.684	B	0.715	C	0.031	NO	No Significant Impact			
			PM	0.319	A	0.329	A	0.010	NO				
15	Brittania Street	Marengo Street	AM	0.407	A	0.460	A	0.053	NO	No Significant Impact			
			PM	0.383	A	0.364	A	-0.019	NO				
16	Chicago Street	Marengo Street	AM	0.487	A	0.511	A	0.024	NO	No Significant Impact			
			PM	0.335	A	0.341	A	0.006	NO				
17	San Pablo Street	Valley Boulevard	AM	0.494	A	0.485	A	-0.009	NO	No Significant Impact			
			PM	0.473	A	0.453	A	-0.020	NO				
18	Soto Street	I-10 EB Off-Ramp/Wabash Avenue	AM	0.642	B	0.666	B	0.024	NO	No Significant Impact			
			PM	0.637	B	0.648	B	0.011	NO				
19	Soto Street	Marengo Street	AM PM	0.817	D	0.877	D	0.060	YES	Physical Mitigation			
				0.710	C	0.738	C	0.028	NO	No Feasible Physical Mitigation			
				TDM Mitigation (-5% in Project Trips)									
				0.871	D	0.054	YES	0.734	C	0.024	NO		
20	Soto Street	Charlotte Street/I-10 WB Ramps	AM	0.873	D	0.889	D	0.016	NO	No Significant Impact			
			PM	0.882	D	0.866	D	-0.016	NO				
21	Soto Street	Alcazar Street	AM	0.689	B	0.700	B	0.011	NO	No Significant Impact			
			PM	0.683	B	0.692	B	0.009	NO				

Notes:
 ** Indicated oversaturated conditions. Delay cannot be calculated.
¹ Existing traffic counts were collected in mid-May 2014 towards the end of the Spring semester at the USC Health Science Campus. In order to reflect regular school year conditions, student-related trip estimates were assigned to the existing roadway network.
² The signalized intersections listed above are currently operating under the ATSAC system. A total credit of 0.07 V/C ratio was included in this analysis for all signalized intersections.
³ Mitigation measures proposed at significantly impacted intersections are either physical mitigation measures, such as changes in lane geometry or signal control, or a TDM measure that reduces the project volumes traversing an intersection by 5%.

CUMULATIVE BASE INTERSECTION OPERATING CONDITIONS

The year 2040 future base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 8 summarizes the future LOS. As indicated, all but two of the 21 intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours. The intersections of Daly Street/Marengo Street & Mission Road (study intersection 3) and Soto Street & Charlotte Street/I-10 Westbound On-/Off-Ramps (study intersection 20) are projected to operate at LOS E during one or both of the peak hours.

The projected Cumulative Year plus Project peak hour traffic volumes shown in Figure 14 were analyzed to determine the projected year 2040 operating conditions with the addition of the proposed project traffic. The results of the Cumulative Year plus Project analysis are presented in Table 8, and analysis sheets are provided in Appendix B. Using the criteria for determination of significant impacts, the proposed Project would create significant traffic impacts at the following four analyzed intersections under Cumulative Year plus Project conditions:

9. State Street & Cesar E. Chavez Boulevard (PM)
13. State Street & Marengo Street (AM and PM)
19. Soto Street & Marengo Street (AM and PM)
20. Soto Street & Charlotte Street/I-10 Westbound On-/Off-Ramps (AM)

Unsignalized Intersection Signal Warrant Analysis

The intersection of State Street & Zonal Avenue is currently unsignalized. The City of Los Angeles traffic analysis methodology and significance criteria are for signalized intersections only. As such, the City does not provide impact thresholds for unsignalized intersections. Rather, the LADOT Traffic Study Policies & Procedures states that "unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device."

Traffic volumes and lane configurations, as presented in Appendix C, were used to prepare signal warrant analyses at the unsignalized intersections under Existing, Existing Year plus Project, Cumulative Base Year, and Cumulative Year plus Project conditions. Based on the peak hour volume warrant thresholds, a signal would be warranted during one or both peak hours under each plus project scenario. Table 9 shows a summary of the signal warrant analysis results. Analysis sheets are also provided in Appendix C.



**TABLE 8
CUMULATIVE BASE AND CUMULATIVE YEAR (2040) PLUS PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Peak Hour	Cumulative Base (2040)		C+P (2040)		Project Increase In V/C	Significant Impact	C+P (2040) plus Mitigation ²		Project Increase In V/C	Significant Impact
				V/C ¹	LOS	V/C ¹	LOS			V/C ¹	LOS		
1	Daly Street	Main Street	AM	0.786	C	0.801	D	0.015	NO	No Significant Impact			
			PM	0.739	C	0.747	C	0.008	NO				
2	I-5 SB Ramps/1-10 On-Ramp	Mission Road	AM	0.809	D	0.820	D	0.011	NO	No Significant Impact			
			PM	0.574	A	0.584	A	0.010	NO				
3	Daly Street/Marengo Street	Mission Road	AM	0.842	D	0.861	D	0.019	NO	No Significant Impact			
			PM	0.901	E	0.850	D	-0.051	NO				
4	Workman Street	Mission Road	AM	0.581	A	0.581	A	0.000	NO	No Significant Impact			
			PM	0.512	A	0.476	A	-0.036	NO				
5	Sichel Street	Mission Road	AM	0.558	A	0.595	A	0.037	NO	No Significant Impact			
			PM	0.442	A	0.436	A	-0.006	NO				
6	Griffin Avenue/Zonal Avenue	Mission Road	AM	0.659	B	0.679	B	0.020	NO	No Significant Impact			
			PM	0.563	A	0.599	A	0.036	NO				
7	Mission Road	Valley Boulevard	AM	0.817	D	0.820	D	0.003	NO	No Significant Impact			
			PM	0.826	D	0.842	D	0.016	NO				
8	Mission Road	Main Street	AM	0.630	B	0.641	B	0.011	NO	No Significant Impact			
			PM	0.492	A	0.511	A	0.019	NO				
9	State Street	Cesar E. Chavez Avenue	AM	0.731	C	0.765	C	0.034	NO	Physical Mitigation			
			PM	0.839	D	0.875	D	0.036	YES	No Feasible Physical Mitigation			
			TDM Mitigation (-5% in Project Trips)										
			0.763	C	0.032	NO	0.870	D	0.031	YES			
10	State Street	I-10 EB Ramps	AM	0.635	B	0.679	B	0.044	NO	No Significant Impact			
			PM	0.691	B	0.720	C	0.029	NO				
11	State Street	I-10 WB Off-Ramp	AM	0.543	A	0.587	A	0.044	NO	No Significant Impact			
			PM	0.256	A	0.293	A	0.037	NO				
12	State Street	Pomeroy Avenue	AM	0.531	A	0.595	A	0.064	NO	No Significant Impact			
			PM	0.391	A	0.436	A	0.045	NO				
13	State Street	Marengo Street	AM	0.751	C	0.843	D	0.092	YES	Physical Mitigation			
			PM	0.686	B	0.859	D	0.173	YES	No Feasible Mitigation			
			TDM Mitigation (-5% in Project Trips)										
			0.773	C	0.022	NO	0.692	B	0.006	NO			
14	I-5 NB Off-Ramp	Cesar E. Chavez Avenue	AM	0.727	C	0.758	C	0.031	NO	No Significant Impact			
			PM	0.331	A	0.341	A	0.010	NO				
15	Brittania Street	Marengo Street	AM	0.425	A	0.478	A	0.053	NO	No Significant Impact			
			PM	0.415	A	0.369	A	-0.046	NO				
16	Chicago Street	Marengo Street	AM	0.510	A	0.535	A	0.025	NO	No Significant Impact			
			PM	0.343	A	0.345	A	0.002	NO				
17	San Pablo Street	Valley Boulevard	AM	0.518	A	0.509	A	-0.009	NO	No Significant Impact			
			PM	0.547	A	0.525	A	-0.022	NO				
18	Soto Street	I-10 EB Off-Ramp/Wabash Avenue	AM	0.705	C	0.729	C	0.024	NO	No Significant Impact			
			PM	0.685	B	0.696	B	0.011	NO				
19	Soto Street	Marengo Street	AM	0.897	D	0.955	E	0.058	YES	Physical Mitigation			
			PM	0.788	C	0.814	D	0.026	YES	No Feasible Mitigation			
			TDM Mitigation (-5% in Project Trips)										
			0.949	E	0.052	YES	0.811	D	0.023	YES			
20	Soto Street	Charlotte Street/I-10 WB Ramps	AM	0.966	E	0.976	E	0.010	YES	Physical Mitigation			
			PM	0.967	E	0.952	E	-0.015	NO	No Feasible Mitigation			
			TDM Mitigation (-5% in Project Trips)										
			0.973	E	0.007	NO	0.948	E	-0.019	NO			
21	Soto Street	Alcazar Street	AM	0.800	C	0.812	D	0.012	NO	No Significant Impact			
			PM	0.752	C	0.759	C	0.007	NO				

Notes:

** Indicated oversaturated conditions. Delay cannot be calculated.

¹ The signalized intersections listed above are assumed to operate under both the ATSAC and ATCS system by 2040. A total credit of 0.10 V/C ratio was included in this analysis for all signalized intersections.

² Mitigation measures proposed at significantly impacted intersections are either physical mitigation measures, such as changes in lane geometry or signal control, or a TDM measure that reduces the project volumes traversing an intersection by 5%.

**TABLE 9
INTERSECTION
SIGNAL WARRANT ANALYSIS¹**

ID	N/S Street Name	E/W Street Name	Peak Hour	Existing (2014) Signal Met?	Existing (Year 2014) Plus Project Signal Met?	Cumulative Base (Year 2040) Signal Met?	Cumulative (Year 2040) Plus Project Signal Met?
22	State Street	Zonal Avenue	AM PM	NO NO	NO YES	NO NO	YES YES

Notes:

¹ In accordance with LADOT guidelines, the unsignalized intersection above was analyzed for signal warrants but not for level of service impacts.

TRANSPORTATION DEMAND MANAGEMENT MEASURES

The LAC+USC Medical Center is long-established at this site and has an ongoing program of transportation demand management (TDM) measures to minimize single-occupant auto trips and to support non-automotive trips. Ongoing measures include regularly scheduled newsletters and rideshare events, rideshare matching services, a transit information center with commuter information kiosks, flexible time schedules for many employees, guaranteed rides home, preferential parking for rideshare commuters and bicycle parking. The proposed Master Plan project supports those measures and includes design features that would be expected to enhance the usage of walking, biking, and transit modes as alternatives to the automobile. Potential additional TDM program elements that could be explored to reduce vehicle trips include:

- provide bicycle parking for new development that exceeds the County's code requirement;
- provide other bicycle-supportive amenities such as bicycle lockers;
- locate a station of a bicycle-sharing system on-site;
- expand the County-operated Wellness Center Shuttle to include more stops on or near the site; and,
- work cooperatively with other transit providers (Metro, LADOT, Metrolink, Foothill Transit, USC) to establish new transit stops or stations or to upgrade existing transit stops adjacent to the Medical Center or in the local area.

If these actions were to result in a 5% reduction in net new peak hour trips to and from the campus, relative to the what is analyzed in this study, the impact at State Street & Cesar E. Chavez Boulevard (Study Intersection 9) under Existing plus Project conditions would be mitigated, though that intersection would remain impacted under Cumulative Year plus Project conditions. In addition, the cumulative impact at Soto Street & Charlotte Street/I-10 Westbound On-/Off-Ramps (Study Intersection 20) under Cumulative Year plus Project conditions would be mitigated. The other locations identified where significant impacts were identified would be partially mitigated through expanded TDM measures, as shown in Tables 7 and 8.

INTERSECTION MITIGATION MEASURES

The traffic impact analysis determined that the Project would result in significant impacts at up to five locations under plus project conditions during one or both peak hours. Proposed mitigation measures for each impact are described below.

Intersection with Proposed Physical Mitigation Measures

The following impacts would be able to be mitigated to less than significant levels with improvements to the roadway network, as described below.

State Street & Marengo Street (Study Intersection 13)

The intersection of State Street & Marengo Street has a significant impact during the AM and PM peak hours under Existing Year plus Project conditions and under Cumulative Year plus Project conditions. Full mitigation of the impact consists of separate elements. One element is to widen and reconfigure the



southbound approach on State Street (within the LAC+USC Medical Center) to provide one left-turn lane, one through lane and one shared through/right-turn lane. Traffic signal enhancements, such as additional closed-circuit television cameras, may also be included. Another element of the proposed mitigation measure would be to relocate the westbound bus stop eastward to allow for the introduction of a separate westbound right-turn lane. Consultation with affected transit providers would be necessary, as well as with LADOT in order to relocate this bus stop. Partial mitigation would be achieved if only one of these elements were implemented.

The aforementioned physical improvements are subject to LADOT's acceptance and approval, and if LADOT determines that one or more of proposed improvements are not feasible, the impacts at the affected intersections would remain significant and unavoidable.

Intersections with No Feasible Physical Mitigation Measures

The significantly impacted locations listed below do not have feasible mitigation measures, and impacts at these intersections would be considered to be "significant and unavoidable." This is generally due to the intersection being fully built out or otherwise physically constrained, or the potential improvement conflicting with current transportation policy.

Daly Street & Main Street (Study Intersection 1)

The intersection of Daly Street & Main Street has a significant impact during the PM peak hour under Existing Year plus Project conditions. A potential mitigation measure was explored that would reconfigure the eastbound approach to provide a separate right-turn lane, resulting in one shared through/left-turn lane, one through lane and one right-turn lane. This improvement was determined to be infeasible due to the constrained roadway width (56 feet curb to curb) and need to maintain sufficient lane widths. Furthermore, the City's Bicycle Master Plan indicates the long-term intent to provide a bicycle lane on this segment of Main Street, which also limits the ability to reconfigure the roadway to provide additional vehicular capacity. This impact would be considered significant and unavoidable.

State Street & Cesar E. Chavez Boulevard (Study Intersection 9)

The intersection of State Street & Cesar E. Chavez Boulevard has a significant impact during the PM peak hour under Existing Year plus Project conditions and under Cumulative Year plus Project conditions. A mitigation measure was explored that would reconfigure the functional right-turn lane on the northbound approach to provide additional through capacity, resulting in one left-turn lane, one through lane and one shared through/right-turn lane. This was not acceptable to LADOT, however, due to concerns related to intersection geometry and consistency with the plan to maintain and enhance the bicycle-friendly characteristics of State Street in this area. As discussed above, the project impact would be fully mitigated through an expanded TDM program but the cumulative impact would remain significant and unavoidable.

Soto Street & Marengo Street (Study Intersection 19)

The intersection of Soto Street & Marengo Street has a significant impact during the AM peak hour under Existing Year plus Project conditions and during the AM and PM peak hours under Cumulative Year plus Project conditions. A potential mitigation measure was explored that would provide dual left-turn lanes on the northbound and southbound approaches. These changes would require a signal phasing modification as well, changing the north/south approaches from split phasing to providing protected left-



turn phasing instead. The existing raised center medians would need to be modified within the overall 80-foot roadway width. The intersection is entirely on a bridge structure over the I-10 Freeway and the City's Bicycle Master Plan indicates a long-term intent to create a bicycle lane or other bikeway on Soto Street. Because a similar mitigation measure was proposed for a different project and was ultimately determined to be infeasible, this impact would be considered significant and unavoidable.

Soto Street & Charlotte Street/I-10 Westbound On-/Off-Ramps (Study Intersection 20)

The intersection of Soto Street & Charlotte Street/I-10 Westbound On-/Off-Ramps has a significant impact during the AM peak hour under Cumulative Year plus Project conditions. A potential mitigation measure was explored that would reconfigure the southbound right-turn lane to a shared through/right-turn lane, providing additional through capacity. This was found to be inadequate, however, because the southbound left-turn movement is critical. The possibility of reconfiguring the southbound approach to provide dual left-turn lanes was explored and found to fully mitigate the identified impact. The resulting configuration would be two left-turn lanes, one through lane and one shared through/right-turn lane. However this is not recommended because it would create an entrapment lane (the number one southbound lane on Soto Street) that would not be readily visible to approaching southbound drivers due to topography at this location. Slightly farther south, the southbound curb lane on Soto Street becomes a dedicated right-turn lane at the intersection with Marengo Street, which would create an undesirable weaving pattern of southbound traffic on this segment of Soto Street. Furthermore, the City's Bicycle Master Plan indicates a long-term intent to create a bicycle lane or other bikeway on Soto Street. For these reasons these potential physical improvements appear infeasible. The cumulative impact at this location would be fully mitigated, however, through an expansion of the existing TDM program.



V. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

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

In addition, the *Agreement between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures* (City of Los Angeles, October 2013), sets forth criteria for when a freeway impact analysis should be conducted. Thus, a freeway screening analysis was conducted for the project to determine whether a freeway impact analysis would be required.

CMP GUIDELINES

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

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

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

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

Arterial Monitoring Station Analysis

The CMP arterial monitoring stations nearest to the project study area are listed below. Each one is over three miles from the project site:

- Valley Boulevard & I-710 Northbound Ramps (Arterial Monitoring Station 1)
- Fremont Avenue & Valley Boulevard (Arterial Monitoring Station 68)
- Alameda Street & Washington Boulevard (Arterial Monitoring Station 43)



Based on the project trip generation estimates and the trip assignments discussed and shown above, the project would add fewer than 50 net new peak hour vehicle trips through any of these arterial monitoring stations; as such, no further analysis of CMP arterial intersections is required, and CMP arterial intersection impacts are considered to be less than significant.

Freeway Mainline Monitoring Station Analysis

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in the CMP. The CMP mainline freeway monitoring locations nearest to the project site are:

- I-10 at East LA City Limit (Freeway Monitoring Station 1014)
- I-5 at Ferris Avenue (Freeway Monitoring Station 1003)
- I-5 at Stadium Way (Freeway Monitoring Station 1004)
- US 101 south of Vignes Street (Freeway Monitoring Station 1036)

According to the project trip generation estimates developed in Chapter III and the project-only traffic assignments, the proposed project is expected to add less than 150 one-way trips at any freeway monitoring location and would therefore not trigger the freeway analysis criteria at these locations. Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vph, no further CMP freeway analysis is required, and CMP freeway impacts are considered to be less than significant.

CMP TRANSIT IMPACT ANALYSIS

As discussed in Chapter II, the LAC+USC Medical Center campus is served by extensive bus service provided by the Los Angeles County Metropolitan Authority (Metro) and other providers. Over 20 bus routes in all provide service to stops within and adjacent to the site, and at the in-line station on the El Monte busway immediately south of the site. Current schedules indicate that, in combination, these bus routes provide hundreds of buses per direction per weekday. In the AM and PM peak hours (defined as 7:30 to 8:30 AM and 4:30 to 5:30 PM by the CMP), there are over 60 buses.

Significance Criteria

Project impacts on public transit services would be considered significant if the project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.

Transit Impact Analysis

The proposed project would have an estimated increase in vehicle trip generation of approximately 842 net vehicle trips during the AM peak hour and 598 during the PM peak hour before the transit credit. Applying the AVR factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 1,179 and 837 person trips during the AM and PM peak hours, respectively. The CMP provides that, of the total net person trips of a project, 15% of total person trips generated would be assigned as transit riders for projects, which are primarily commercial and located within ¼ mile of a



transit center, in this case the in-line station on the El Monte Busway. Following this approach, the project would generate an estimated increase of 177 transit trips during the AM peak hour and 126 transit trips during the PM peak hour, and no significant impacts to the transit system would be anticipated. Given the frequency and density of existing bus transit service in close proximity to the project site, the incremental transit riders (an average of three or fewer passengers per bus) resulting from the project are not anticipated to result in a significant impact on the transit lines serving the area.

FREEWAY SCREENING ANALYSIS

In addition to the CMP Freeway Impact Analysis, the *Agreement between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures*, sets forth criteria for when a freeway impact analysis should be conducted. Therefore, a freeway screening analysis was conducted to determine whether a freeway impact analysis would be required for the LAC+USC Medical Center Master Plan project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described in Appendix D.

Based on the results of the freeway screening analysis, the project-added trips to each freeway mainline segment and ramp most likely used by project traffic, do not trigger the screening thresholds. Since the project would not meet the criteria requiring a freeway impact analysis, there is no need to look at segments further away and overall no further freeway analysis under the City's agreement with the Department of Transportation was required.



VI. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic impacts of the proposed LAC+USC Medical Center Master Plan. The following summarizes the key findings of the study:

- AM and PM peak hour capacity analyses were conducted for a total of 21 intersections on the street system in the vicinity of the medical center campus. All of these intersections currently operate at LOS D or better during the AM or PM peak hours.
- Buildout of the proposed Master Plan is anticipated by the Year 2040. Buildout anticipates the development of replacement and expansion of many existing medical care facilities, introduction of wellness-oriented commercial and meeting space, research & development space and new community-oriented open space amenities. The project is estimated to generate a net incremental increase of approximately 711 during the weekday AM peak hour, and about 502 trips during the PM peak hour.
- The LOS analysis for the Existing Year plus Project scenario (using the City of Los Angeles significance criteria) determined that the project would result in significant impacts at four study intersections under the Existing Year plus Project scenario. Physical and operational mitigation measures were developed that could fully mitigate two of the impacts. Due to physical constraints, however, no feasible mitigation measures were identified for the other two impacted intersections.
- Under Cumulative Base Year (2040) (i.e., no project) conditions, two of the analyzed intersections are projected to operate at undesirable LOS E conditions. The cumulative base forecasts include traffic generated by related projects in the area and a background traffic growth factor.
- The LOS analysis for the Cumulative Year plus Project scenario (using the City of Los Angeles significance criteria) determined that the project would result in significant impacts at four study intersections under the Cumulative Year plus Project scenario. Physical and operational mitigation measures were developed that could fully mitigate two of the impacts. Due to physical constraints, however, no feasible mitigation measures were identified for the other two impacted intersections.
- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on the regional transit system. No mitigations would therefore be required.
- Freeway screening analysis at freeway mainline segments and ramps most likely used by project traffic, do not trigger the screening thresholds set forth in the *Agreement between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures*. Therefore, no freeway analysis under the City's agreement with the Department of Transportation was required.



REFERENCES

2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, City of Los Angeles, March 2011.

Agreement between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures, City of Los Angeles, October 2013.

Final Draft 2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October 2010.

Traffic Study Policies and Procedures, City of Los Angeles, June 2013

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

APPENDIX A
TURNING MOVEMENT COUNT SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-001

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Daly St			Daly St			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	2	0	0	1	1	
7:00 AM	28	46	0	31	76	42	7	73	39	11	149	35	537
7:15 AM	31	68	4	40	106	56	3	75	52	17	200	34	686
7:30 AM	47	96	11	54	115	78	8	122	68	12	236	43	890
7:45 AM	39	112	5	47	110	86	4	120	70	17	227	37	874
8:00 AM	40	59	4	39	123	83	10	118	50	20	203	37	786
8:15 AM	28	92	14	39	142	95	5	88	54	20	171	42	790
8:30 AM	30	65	9	45	124	84	6	105	83	21	175	39	786
8:45 AM	15	83	19	30	93	37	13	60	91	10	170	25	646
9:00 AM	24	55	14	36	104	47	14	108	72	12	100	23	609
9:15 AM	16	59	8	49	112	49	15	76	64	15	102	34	599
9:30 AM	14	39	4	51	109	44	8	64	55	13	77	30	508
9:45 AM	23	65	9	37	68	38	12	77	46	12	79	31	497
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	335	839	101	498	1282	739	105	1086	744	180	1889	410	8208
	26.27%	65.80%	7.92%	19.77%	50.89%	29.34%	5.43%	56.12%	38.45%	7.26%	76.20%	16.54%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	154	359	34	179	490	342	27	448	242	69	837	159	3340
PEAK HR FACTOR :	0.877			0.916			0.905			0.915			0.938

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

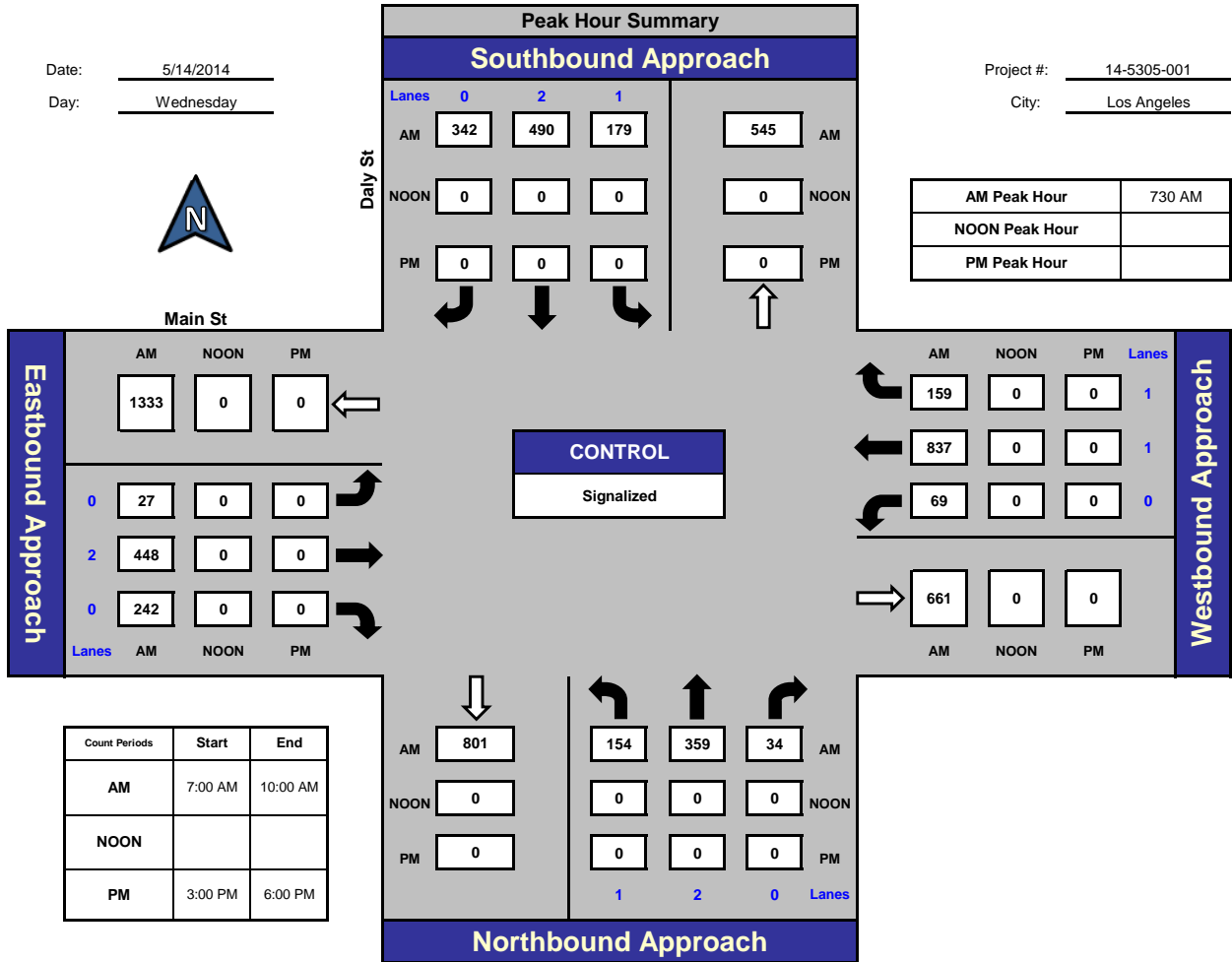
Daly St and Main St, Los Angeles

Date: 5/14/2014

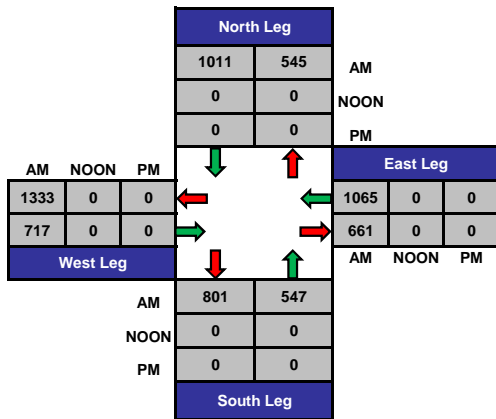
Day: Wednesday

Project #: 14-5305-001

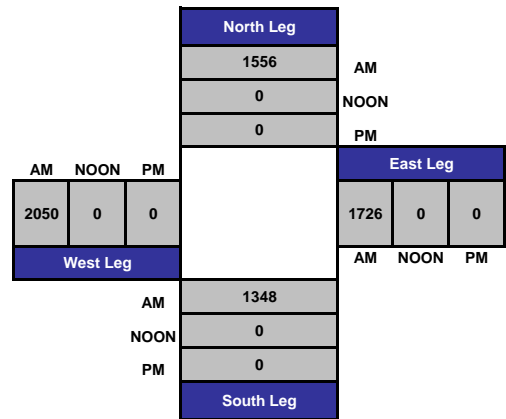
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-001
 N/S Street: Daly St
 E/W Street: Main St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	4	2	8	4	8	3	2
7:15 AM	2	22	5	8	21	8	1	10
7:30 AM	7	14	4	10	7	5	3	1
7:45 AM	6	13	4	8	3	3	5	1
8:00 AM	4	17	2	3	7	3	1	4
8:15 AM	8	3	6	4	1	4	2	5
8:30 AM	8	0	1	2	3	7	2	2
8:45 AM	3	7	2	2	4	6	0	1
9:00 AM	5	2	2	3	3	6	1	1
9:15 AM	4	3	3	5	2	7	1	4
9:30 AM	2	3	1	3	2	4	0	1
9:45 AM	0	2	2	2	0	2	1	2
TOTALS	49	90	34	58	57	63	20	34

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-001
 N/S Street: Daly St
 E/W Street: Main St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	1	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	2	0
7:30 AM	0	3	0	0	1	0	0	0	0	0	2	1
7:45 AM	0	1	0	0	1	0	0	3	0	0	3	0
8:00 AM	0	0	0	0	1	0	0	2	0	1	5	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	1	0	0	0	1	1	2	0	0	1	1
8:45 AM	0	0	0	0	1	1	0	0	0	0	2	0
9:00 AM	0	0	0	0	0	0	0	2	1	0	1	0
9:15 AM	0	0	0	0	0	0	0	1	1	0	5	0
9:30 AM	0	0	0	0	1	0	0	4	0	0	2	1
9:45 AM	1	1	0	0	0	0	0	0	0	0	1	0
TOTALS	1	7	0	0	7	2	1	17	2	1	29	3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-002

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			I-5 SB Ramps/I-10 On-Ramp			I-5 SB Ramps/I-10 On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	145	6	92	334	0	117	2	67	0	0	0	60
7:15 AM	0	152	5	111	325	0	129	1	92	0	0	0	66
7:30 AM	0	245	4	98	349	0	139	0	94	0	0	0	49
7:45 AM	0	169	2	109	366	0	152	2	83	0	0	0	68
8:00 AM	0	165	4	104	424	0	85	0	68	0	0	0	64
8:15 AM	0	149	4	109	386	0	95	6	61	0	0	0	68
8:30 AM	0	168	11	115	376	0	104	0	71	0	0	0	68
8:45 AM	0	143	7	104	369	0	101	1	110	0	0	0	68
9:00 AM	0	158	3	119	354	0	83	2	44	0	0	0	79
9:15 AM	0	110	5	109	270	0	83	7	81	0	0	0	78
9:30 AM	0	112	14	93	273	0	67	1	60	0	0	0	59
9:45 AM	0	132	10	104	192	0	81	5	58	0	0	0	60
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1848	75	1267	4018	0	1236	27	889	0	0	0	9360
	0.00%	96.10%	3.90%	23.97%	76.03%	0.00%	57.43%	1.25%	41.31%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	0	731	15	422	1464	0	505	3	337	0	0	0	3477
PEAK HR FACTOR :	0.749			0.893			0.891			0.000			0.936

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

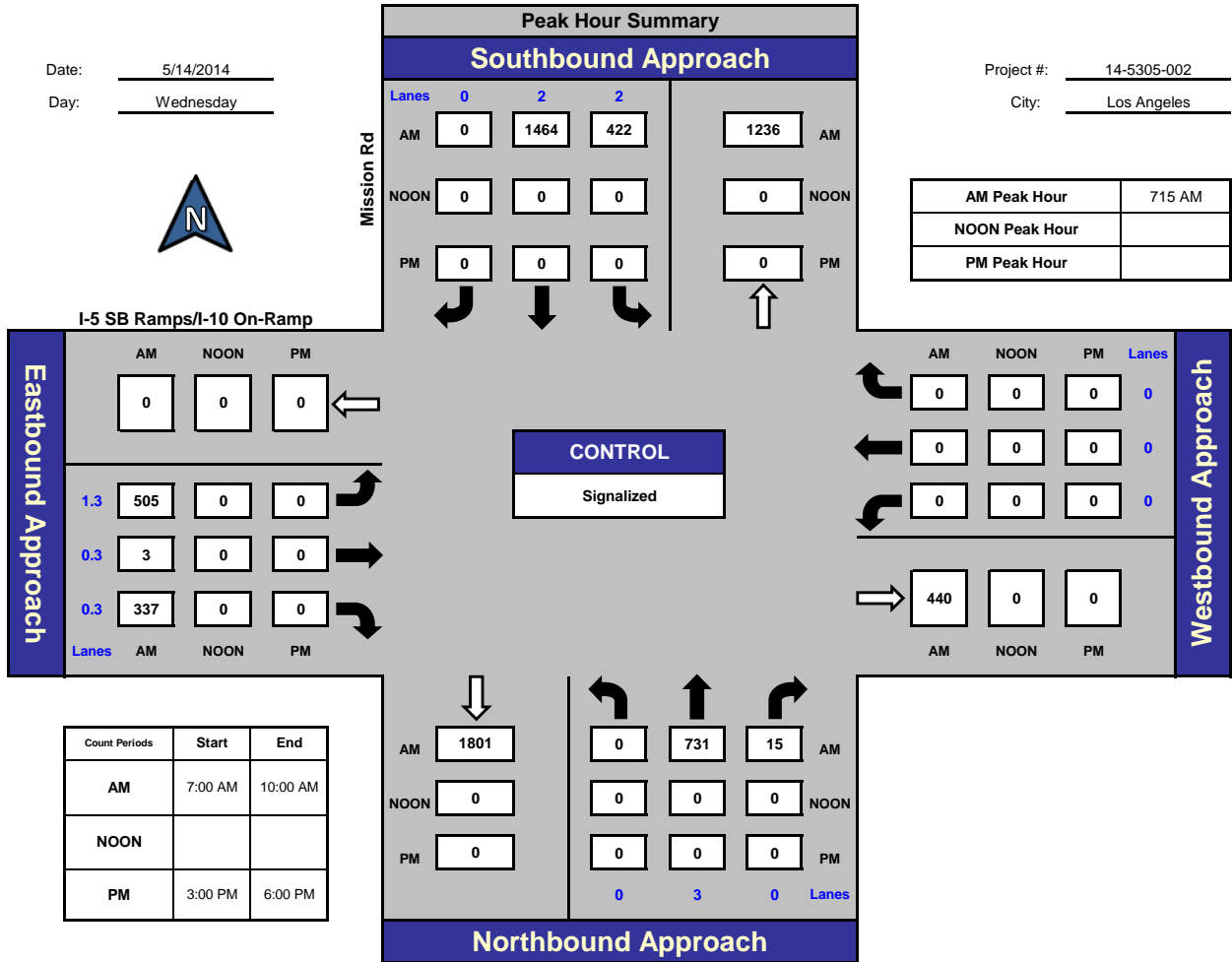
Mission Rd and I-5 SB Ramps/I-10 On-Ramp, Los Angeles

Date: 5/14/2014

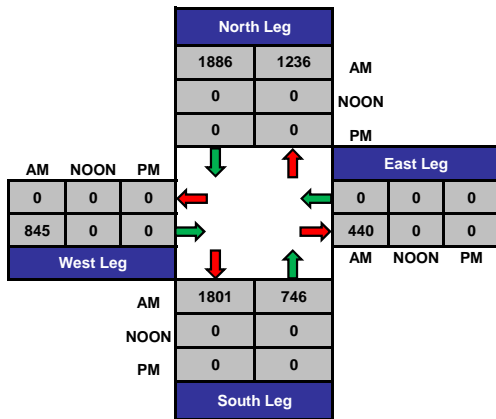
Day: Wednesday

Project #: 14-5305-002

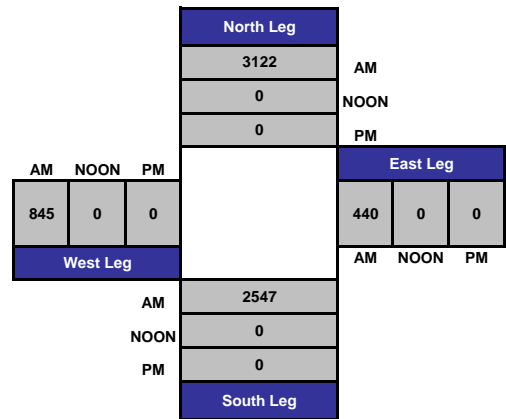
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-003

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Daly St/Marengo St			Daly St/Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	1.5	1.5	1	2	1	
7:00 AM	12	163	84	48	347	2	12	73	53	37	88	60	979
7:15 AM	28	162	80	36	323	3	13	88	55	44	100	56	988
7:30 AM	23	216	106	53	328	5	14	73	83	46	120	55	1122
7:45 AM	21	218	90	60	328	5	5	77	90	54	111	49	1108
8:00 AM	17	223	48	40	393	3	8	82	106	45	113	50	1128
8:15 AM	16	179	49	39	339	4	7	84	94	50	105	55	1021
8:30 AM	7	188	64	50	346	2	12	85	102	30	94	36	1016
8:45 AM	28	155	54	50	312	3	8	86	89	53	87	41	966
9:00 AM	17	174	57	58	335	9	15	90	125	38	47	32	997
9:15 AM	19	140	38	55	254	6	14	75	96	38	47	44	826
9:30 AM	11	129	36	61	241	3	7	90	78	38	40	21	755
9:45 AM	23	137	58	50	193	9	6	64	52	37	63	27	719
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	222	2084	764	600	3739	54	121	967	1023	510	1015	526	11625
	7.23%	67.88%	24.89%	13.66%	85.11%	1.23%	5.73%	45.81%	48.46%	24.87%	49.49%	25.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	77	836	293	192	1388	17	34	316	373	195	449	209	4379
PEAK HR FACTOR :	0.874			0.916			0.922			0.965			0.971

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

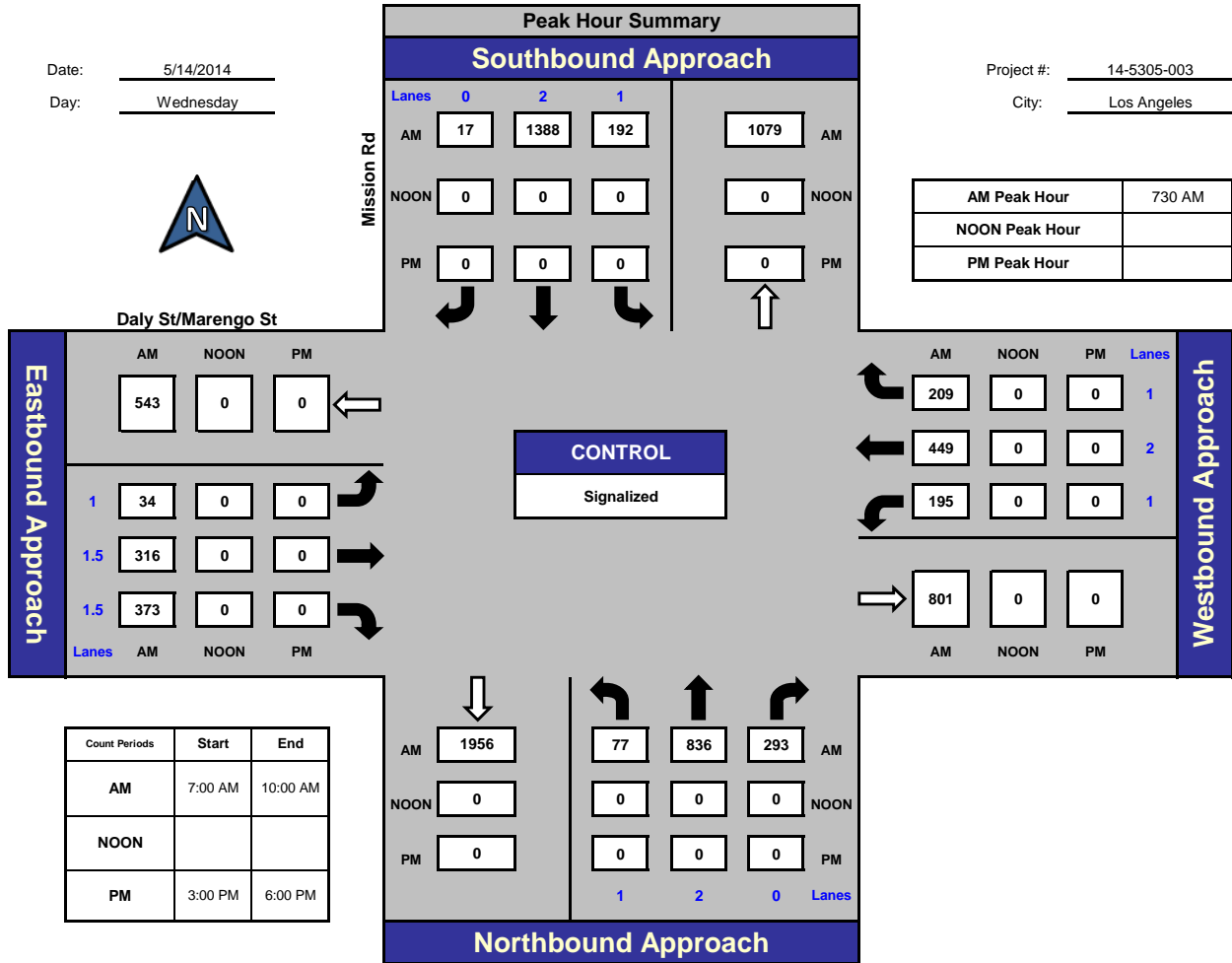
Mission Rd and Daly St/Marengo St, Los Angeles

Date: 5/14/2014

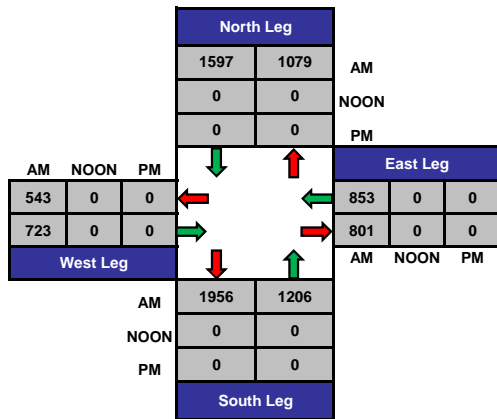
Day: Wednesday

Project #: 14-5305-003

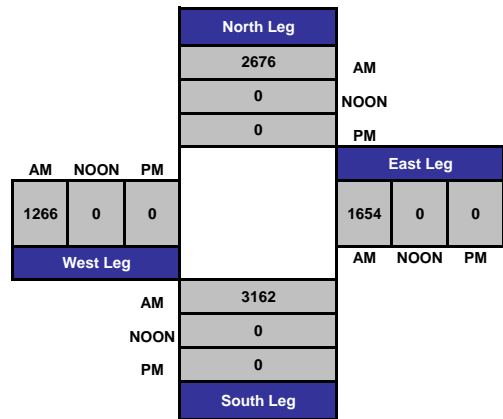
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-003
 N/S Street: Mission Rd
 E/W Street: Daly St/Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	2	5	2	7	2	1	9
7:15 AM	6	1	11	2	0	2	3	3
7:30 AM	2	7	3	1	7	1	3	1
7:45 AM	5	4	5	3	2	4	3	2
8:00 AM	0	1	3	2	6	5	3	2
8:15 AM	3	4	10	3	3	4	3	4
8:30 AM	11	3	1	0	6	2	2	3
8:45 AM	6	2	3	7	6	6	5	3
9:00 AM	1	2	0	5	5	1	1	4
9:15 AM	5	1	1	0	2	5	2	3
9:30 AM	3	2	9	1	8	1	3	4
9:45 AM	2	1	5	0	3	1	5	1
TOTALS	48	30	56	26	55	34	34	39

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-003
 N/S Street: Mission Rd
 E/W Street: Daly St/Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5338-001

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Workman			Workman			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	6	213	12	2	376	0	1	0	4	2	1	1	618
7:15 AM	3	219	8	2	413	1	5	0	4	10	0	2	667
7:30 AM	10	292	5	1	400	5	4	0	5	5	1	1	729
7:45 AM	11	246	13	1	410	3	9	0	5	6	0	2	706
8:00 AM	10	257	4	4	414	4	8	0	10	3	0	2	716
8:15 AM	6	228	7	0	386	1	6	1	6	4	1	1	647
8:30 AM	6	238	3	1	390	3	3	0	6	4	0	0	654
8:45 AM	8	206	5	4	348	3	5	0	3	3	0	0	585
9:00 AM	8	203	1	0	376	3	5	0	5	2	0	2	605
9:15 AM	5	168	2	0	329	2	4	0	2	2	0	0	514
9:30 AM	5	153	2	0	278	3	5	0	6	2	0	3	457
9:45 AM	9	155	2	0	229	3	5	0	6	5	0	0	414
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	87	2578	64	15	4349	31	60	1	62	48	3	14	7312
	3.19%	94.47%	2.35%	0.34%	98.95%	0.71%	48.78%	0.81%	50.41%	73.85%	4.62%	21.54%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	34	1014	30	8	1637	13	26	0	24	24	1	7	2818
PEAK HR FACTOR :	0.878			0.982			0.694			0.667			0.966

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

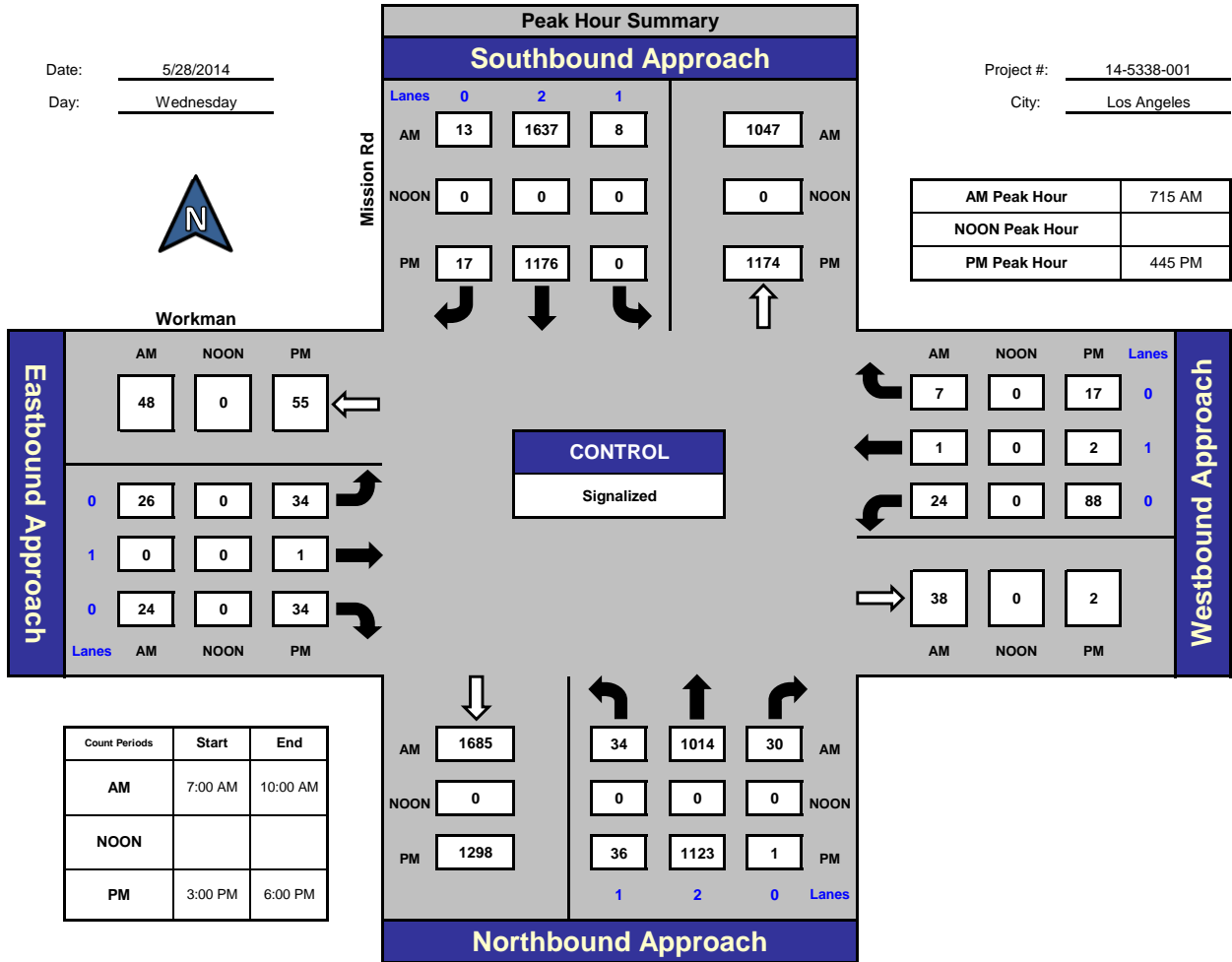
Mission Rd and Workman, Los Angeles

Date: 5/28/2014

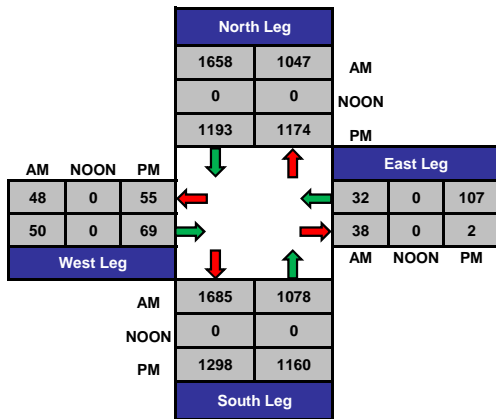
Day: Wednesday

Project #: 14-5338-001

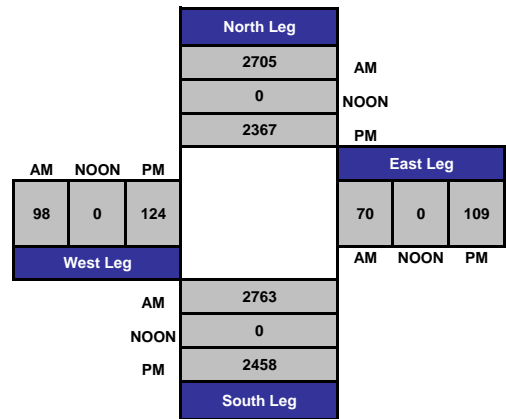
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5338-001
 N/S Street: Mission Rd
 E/W Street: Workman
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	4	1	1	4
7:15 AM	0	0	10	0	0	3	3	6
7:30 AM	0	0	2	1	2	4	2	4
7:45 AM	1	4	1	2	3	1	3	1
8:00 AM	4	0	2	1	2	1	2	2
8:15 AM	4	2	3	3	0	2	5	6
8:30 AM	0	2	5	1	2	0	4	4
8:45 AM	2	0	2	3	1	2	2	7
9:00 AM	2	1	1	1	1	0	5	4
9:15 AM	2	3	0	0	0	0	3	1
9:30 AM	3	1	1	0	0	3	6	6
9:45 AM	1	3	0	0	3	0	4	3
TOTALS	20	16	27	12	18	17	40	48

School-Aged Pedestrians

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

NOON

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	2	3	0	4	0	2	5
3:15 PM	0	2	0	2	4	5	8	8
3:30 PM	0	0	2	0	2	1	2	5
3:45 PM	0	1	3	0	4	1	5	3
4:00 PM	2	0	0	1	1	0	5	5
4:15 PM	0	0	1	0	0	0	2	1
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	2	1
5:00 PM	0	0	0	1	0	1	3	5
5:15 PM	0	0	1	1	0	0	5	8
5:30 PM	0	1	0	0	0	0	6	8
5:45 PM	0	0	2	1	3	3	3	5
TOTALS	2	6	13	6	18	11	43	54

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5315-001

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Sichel St			Sichel St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	12	189			329	4	0		3				537
7:15 AM	5	204			446	11	0		2				668
7:30 AM	7	253			440	8	1		3				712
7:45 AM	4	230			431	9	2		2				678
8:00 AM	11	253			400	8	1		1				674
8:15 AM	12	262			395	11	2		5				687
8:30 AM	5	234			392	7	1		5				644
8:45 AM	14	203			401	10	2		7				637
9:00 AM	8	213			331	5	1		2				560
9:15 AM	8	183			309	5	0		0				505
9:30 AM	8	176			254	6	4		6				454
9:45 AM	9	177			264	6	4		7				467
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	103	2577	0	0	4392	90	18	0	43	0	0	0	7223
	3.84%	96.16%	0.00%	0.00%	97.99%	2.01%	29.51%	0.00%	70.49%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	34	998	0	0	1666	36	6	0	11	0	0	0	2751
PEAK HR FACTOR :	0.942			0.950			0.607			0.000			0.966

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

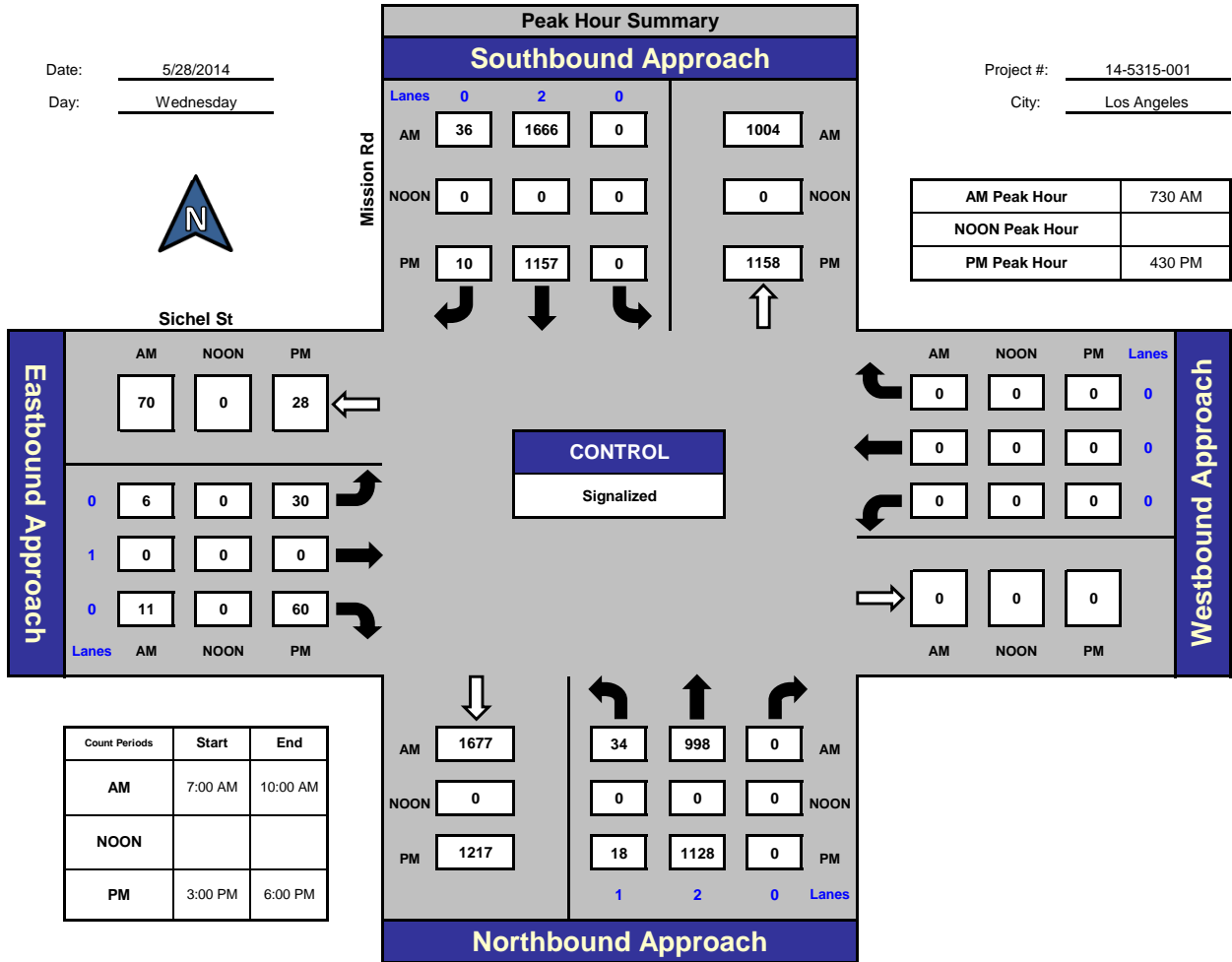
Mission Rd and Sichel St, Los Angeles

Date: 5/28/2014

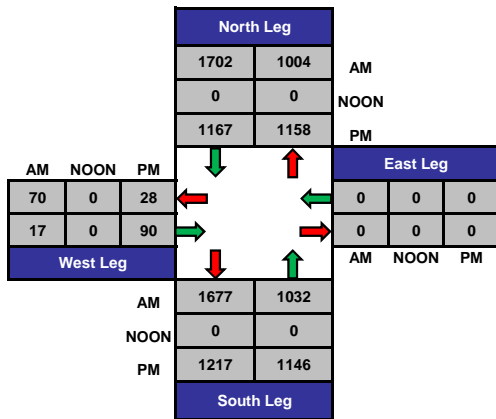
Day: Wednesday

Project #: 14-5315-001

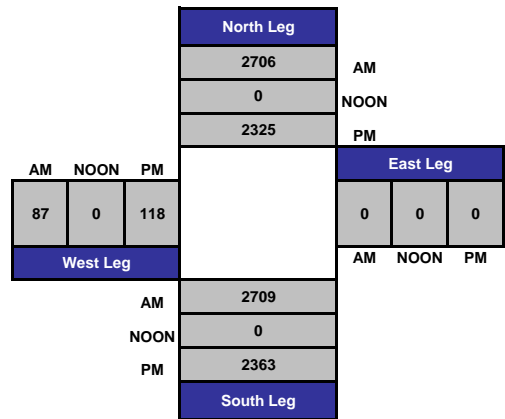
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5315-001
 N/S Street: Mission Rd
 E/W Street: Sichel St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	0	0	0	0	6	1
7:15 AM	0	1	0	0	0	0	2	0
7:30 AM	2	1	1	0	0	0	7	0
7:45 AM	0	0	0	0	0	0	3	1
8:00 AM	2	2	0	0	0	0	2	5
8:15 AM	2	3	1	0	0	0	4	2
8:30 AM	0	1	2	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	0	3
9:00 AM	1	1	0	0	0	0	2	4
9:15 AM	1	0	0	1	0	0	2	7
9:30 AM	0	1	0	0	0	0	2	3
9:45 AM	0	1	0	0	0	0	1	3
TOTALS	8	14	4	1	0	0	33	34

School-Aged Pedestrians

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

NOON

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	0	0	0	0	7	8
3:15 PM	1	0	0	0	0	0	0	4
3:30 PM	1	0	0	0	0	0	3	6
3:45 PM	0	0	0	1	0	0	8	3
4:00 PM	0	0	0	1	0	0	2	5
4:15 PM	0	0	0	1	0	0	0	2
4:30 PM	1	0	1	0	0	0	2	1
4:45 PM	2	1	0	0	0	0	3	3
5:00 PM	2	0	0	0	0	0	0	7
5:15 PM	1	1	0	0	0	0	4	6
5:30 PM	1	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	0	4	2
TOTALS	11	4	1	3	0	0	33	53

BIKES

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

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-5305-004

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Griffin Ave/Zonal Ave			Griffin Ave/Zonal Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	10	128	42	21	386	1	3	37	36	16	17	6	703
7:15 AM	14	146	39	20	331	8	14	60	52	13	25	20	742
7:30 AM	21	180	60	25	288	14	25	70	67	29	44	17	840
7:45 AM	12	200	54	33	332	14	21	58	66	29	42	14	875
8:00 AM	11	152	61	27	323	19	22	50	72	19	21	10	787
8:15 AM	10	168	43	34	340	22	26	36	65	25	26	12	807
8:30 AM	15	152	55	38	284	19	19	41	83	15	19	13	753
8:45 AM	8	124	65	31	296	19	23	47	71	16	23	9	732
9:00 AM	8	134	66	11	305	7	11	39	77	16	14	12	700
9:15 AM	11	122	45	15	218	6	9	28	62	18	13	12	559
9:30 AM	8	105	45	16	227	9	14	22	51	15	15	15	542
9:45 AM	8	94	49	13	179	2	12	15	41	23	24	13	473
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	136	1705	624	284	3509	140	199	503	743	234	283	153	8513
	5.52%	69.17%	25.31%	7.22%	89.22%	3.56%	13.77%	34.81%	51.42%	34.93%	42.24%	22.84%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	54	700	218	119	1283	69	94	214	270	102	133	53	3309
PEAK HR FACTOR :	0.914			0.929			0.892			0.800			0.945

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

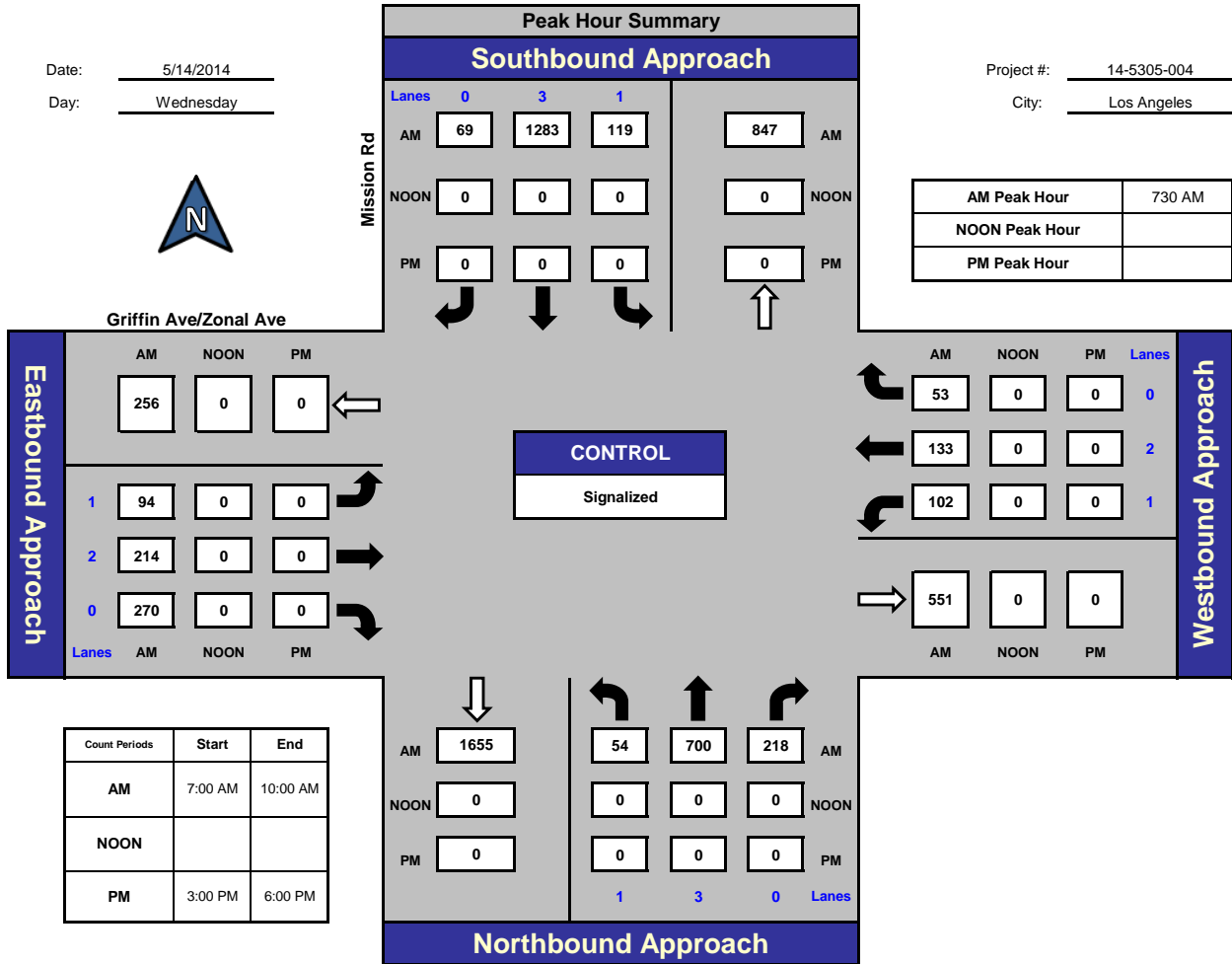
Mission Rd and Griffin Ave/Zonal Ave, Los Angeles

Date: 5/14/2014

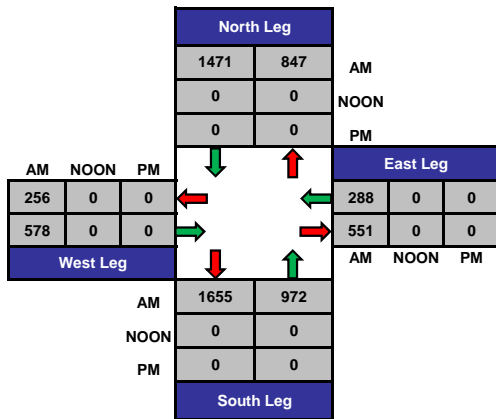
Day: Wednesday

Project #: 14-5305-004

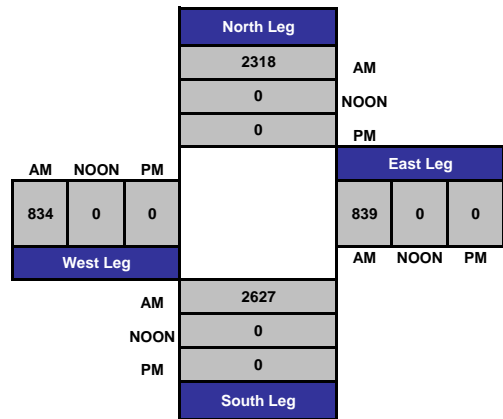
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT# 14-5305-004
 N/S Street: Mission Rd
 E/W Street: Griffin Ave/Zonal Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	1	4	5	1	4	1
7:15 AM	5	0	5	4	11	2	4	2
7:30 AM	9	2	7	4	6	2	4	0
7:45 AM	6	0	4	4	7	7	2	3
8:00 AM	2	2	8	4	9	8	0	3
8:15 AM	5	1	4	0	10	2	5	1
8:30 AM	2	1	2	2	7	1	3	0
9:00 AM	5	1	10	0	9	7	4	1
9:15 AM	1	1	2	2	3	3	0	2
9:30 AM	2	1	2	3	5	3	2	2
9:45 AM	0	5	1	7	6	3	0	4
TOTALS	41	10	47	29	79	38	30	16

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-004
 N/S Street: Mission Rd
 E/W Street: Griffin Ave/Zonal Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-005

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Valley Blvd			Valley Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	57	16	17	363	0	30	102	8	0	0	0	593
7:15 AM	0	85	25	28	400	0	38	98	14	0	0	0	688
7:30 AM	0	102	29	39	289	0	74	137	10	0	0	0	680
7:45 AM	0	124	31	52	306	0	56	142	6	0	0	0	717
8:00 AM	0	88	33	36	293	0	52	139	11	0	0	0	652
8:15 AM	0	104	34	28	317	0	45	111	13	0	0	0	652
8:30 AM	0	122	30	33	313	0	52	127	15	0	0	0	692
8:45 AM	0	82	29	23	248	0	40	72	18	0	0	0	512
9:00 AM	0	88	38	16	210	0	41	130	24	0	0	0	547
9:15 AM	0	73	27	15	208	0	50	104	16	0	0	0	493
9:30 AM	0	65	23	15	206	0	43	112	4	0	0	0	468
9:45 AM	0	64	19	24	188	0	30	89	12	0	0	0	426
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1054	334	326	3341	0	551	1363	151	0	0	0	7120
	0.00%	75.94%	24.06%	8.89%	91.11%	0.00%	26.68%	66.00%	7.31%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	399	118	155	1288	0	220	516	41	0	0	0	2737
PEAK HR FACTOR :	0.834			0.843			0.879			0.000			0.954

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

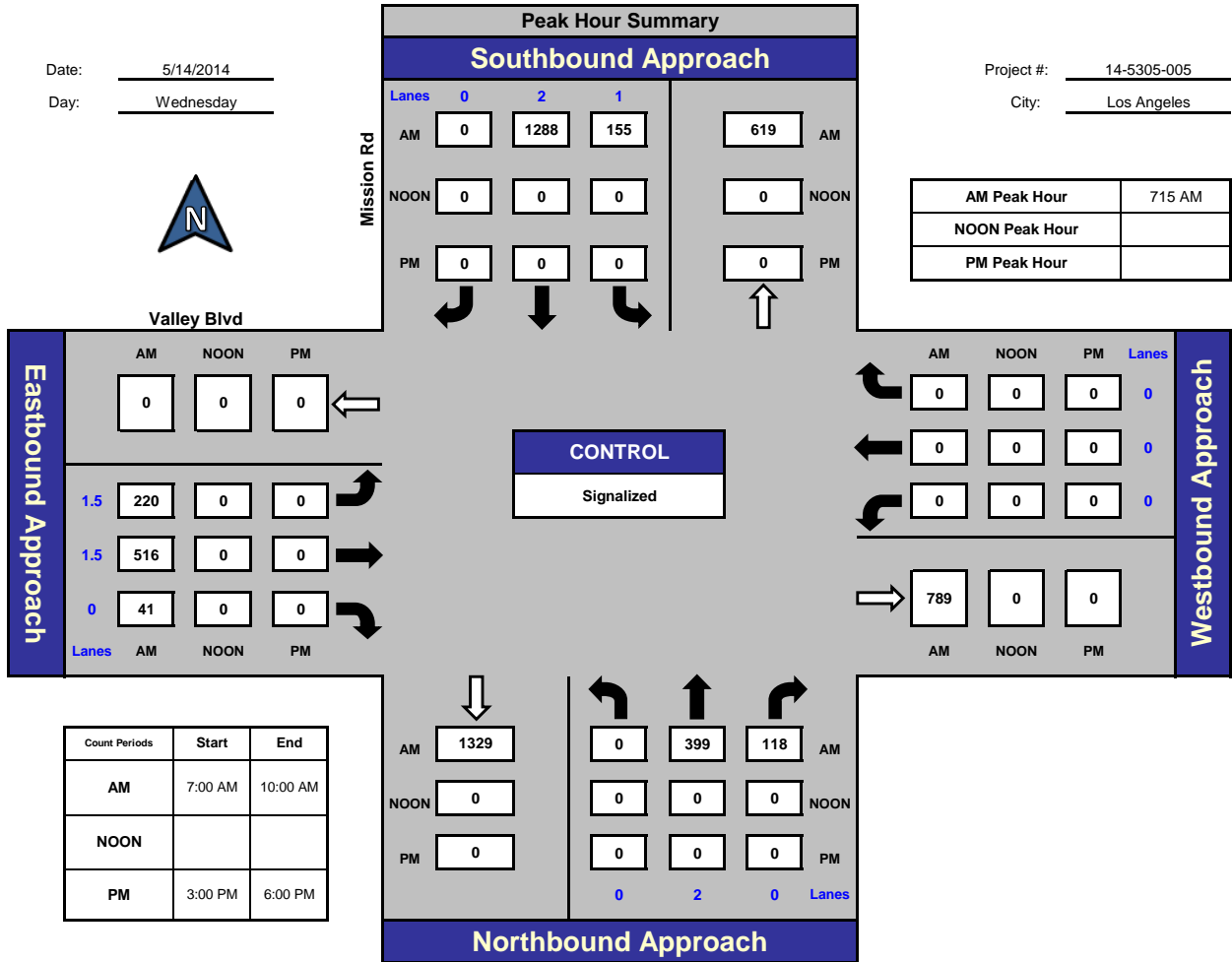
Mission Rd and Valley Blvd, Los Angeles

Date: 5/14/2014

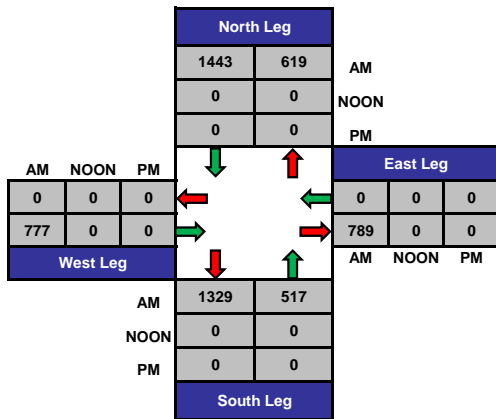
Day: Wednesday

Project #: 14-5305-005

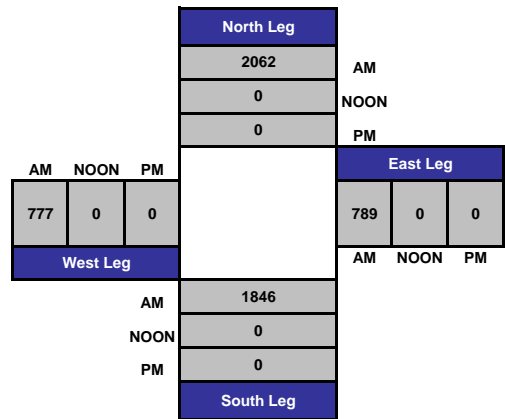
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-005
 N/S Street: Mission Rd
 E/W Street: Valley Blvd
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	4	0	2	3
7:15 AM	0	0	1	1	2	0	3	3
7:30 AM	0	0	1	0	1	1	0	2
7:45 AM	0	0	2	0	1	2	0	3
8:00 AM	0	0	0	0	2	1	2	4
8:15 AM	0	0	2	0	0	2	1	3
8:30 AM	0	0	2	1	0	1	1	1
8:45 AM	0	0	0	1	1	2	0	1
9:00 AM	0	0	0	0	0	2	0	4
9:15 AM	0	0	1	0	0	2	3	1
9:30 AM	0	0	0	0	1	0	1	1
9:45 AM	0	0	2	0	3	0	0	1
TOTALS	0	0	12	3	15	13	13	27

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-005
 N/S Street: Mission Rd
 E/W Street: Valley Blvd
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	3	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	2	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	1	0	0	0	0
8:30 AM	0	0	0	1	1	0	0	2	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	3	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	1	0	0	0	0
TOTALS	0	8	0	1	11	0	1	12	0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-006

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	0	2	1	0	0	0	1	2	1	
7:00 AM	0	90	0	0	288	42	0	0	0	101	143	38	702
7:15 AM	3	107	0	0	292	51	0	0	0	124	217	56	850
7:30 AM	1	181	0	0	240	66	0	0	0	95	250	65	898
7:45 AM	3	163	0	0	252	67	0	0	0	100	250	83	918
8:00 AM	1	144	0	0	240	64	0	0	0	76	205	55	785
8:15 AM	1	134	0	0	247	54	0	0	0	103	186	52	777
8:30 AM	1	183	0	0	250	61	0	0	0	103	188	47	833
8:45 AM	3	100	0	0	175	48	0	0	0	79	192	49	646
9:00 AM	1	136	0	0	176	39	0	0	0	67	114	36	569
9:15 AM	5	107	0	0	167	44	0	0	0	55	131	26	535
9:30 AM	4	106	0	0	179	44	0	0	0	55	98	36	522
9:45 AM	4	92	0	0	149	31	0	0	0	54	103	35	468
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	27	1543	0	0	2655	611	0	0	0	1012	2077	578	8503
	1.72%	98.28%	0.00%	0.00%	81.29%	18.71%	#DIV/0!	#DIV/0!	#DIV/0!	27.60%	56.64%	15.76%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	8	595	0	0	1024	248	0	0	0	395	922	259	3451
PEAK HR FACTOR :	0.828			0.927			0.000			0.910			0.940

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

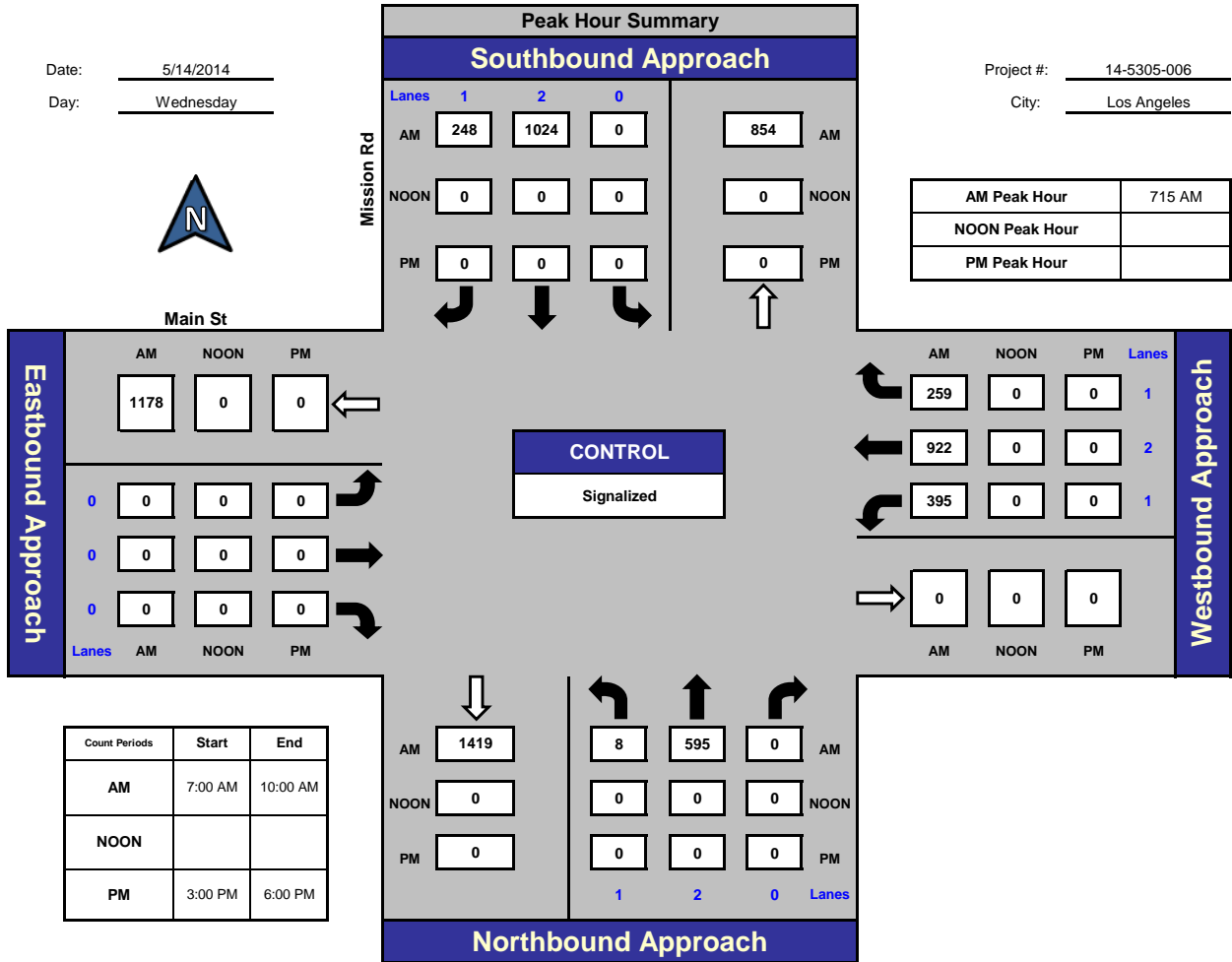
Mission Rd and Main St, Los Angeles

Date: 5/14/2014

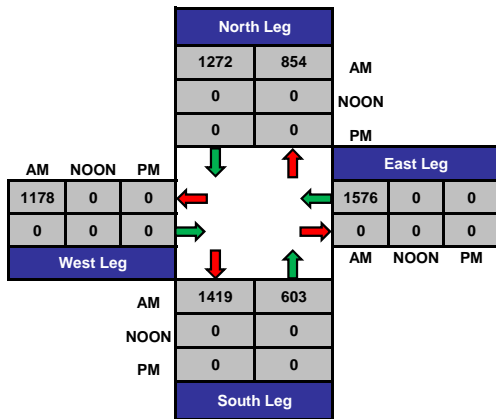
Day: Wednesday

Project #: 14-5305-006

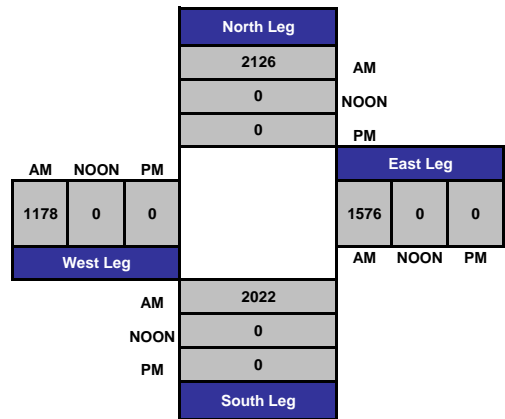
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-006
 N/S Street: Mission Rd
 E/W Street: Main St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-106

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Mission Rd			Mission Rd			Gates St/N Main St			Gates St/N Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	0	2	1	0	1	0	1	2	1	
7:00 AM	5	0	0	0	0	0	0	0	2	0	6	0	13
7:15 AM	2	0	0	0	0	0	0	0	6	0	7	0	15
7:30 AM	3	0	0	0	0	1	0	0	9	0	14	0	27
7:45 AM	2	0	0	0	0	0	0	1	9	0	13	0	25
8:00 AM	1	0	0	0	0	2	0	0	12	0	6	0	21
8:15 AM	3	0	0	0	0	2	0	0	4	0	5	0	14
8:30 AM	2	0	0	0	0	1	0	1	8	0	2	0	14
8:45 AM	5	0	0	0	0	2	0	0	5	0	3	0	15
9:00 AM	4	0	0	0	0	2	0	1	5	0	3	0	15
9:15 AM	2	0	0	0	0	1	0	0	7	0	1	0	11
9:30 AM	2	0	0	0	0	4	0	1	4	0	4	0	15
9:45 AM	3	0	0	0	0	1	0	1	7	0	3	0	15
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	34	0	0	0	0	16	0	5	78	0	67	0	200
	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	6.02%	93.98%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	8	0	0	0	0	3	0	1	36	0	40	0	88
PEAK HR FACTOR :	0.667			0.375			0.771			0.714			0.815

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

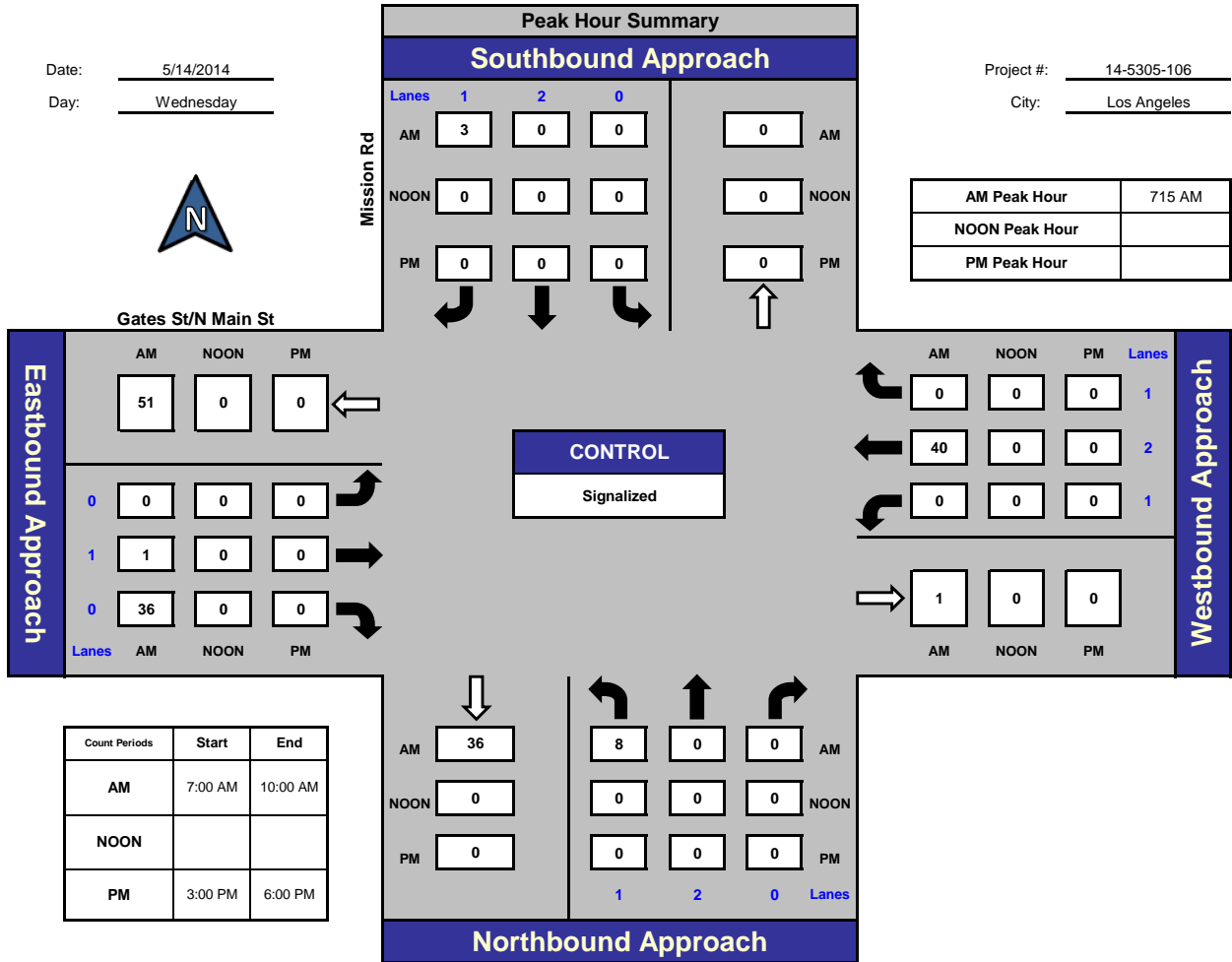
Mission Rd and Gates St/N Main St, Los Angeles

Date: 5/14/2014

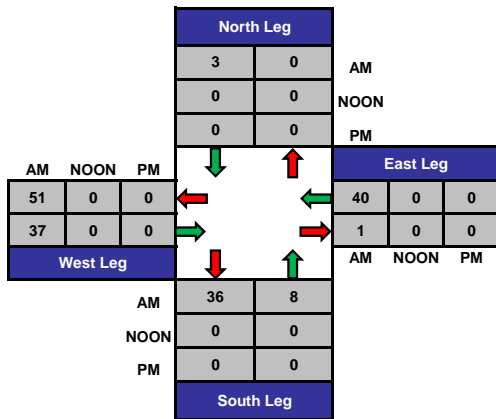
Day: Wednesday

Project #: 14-5305-106

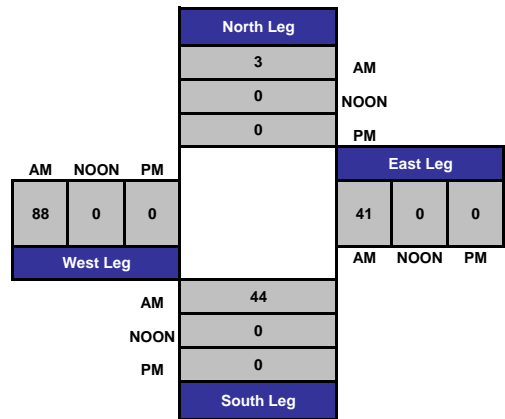
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-106
 N/S Street: Mission Rd
 E/W Street: Gates St/Main St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-007

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

NS/EW Streets:	AM												TOTAL
	State St			State St			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	1	1	1	1	3	0	1	2	1	
7:00 AM	8	57	16	60	59	117	17	39	4	22	197	119	715
7:15 AM	4	51	17	82	86	116	17	49	5	20	229	131	807
7:30 AM	7	52	14	79	88	97	28	61	2	18	256	150	852
7:45 AM	8	37	15	84	71	86	24	102	7	36	267	124	861
8:00 AM	12	24	15	60	73	98	17	66	6	23	232	118	744
8:15 AM	13	27	6	64	76	120	26	51	4	30	242	106	765
8:30 AM	19	27	11	62	74	109	18	67	2	19	198	81	687
8:45 AM	10	25	17	67	67	136	13	60	4	15	188	84	686
9:00 AM	16	19	14	76	68	127	19	53	5	10	171	73	651
9:15 AM	13	20	16	69	63	113	18	67	9	12	166	72	638
9:30 AM	9	24	19	78	63	104	20	67	4	14	129	53	584
9:45 AM	14	19	15	72	39	84	15	73	5	9	163	60	568
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	133	382	175	853	827	1307	232	755	57	228	2438	1171	8558
	19.28%	55.36%	25.36%	28.56%	27.69%	43.76%	22.22%	72.32%	5.46%	5.94%	63.54%	30.52%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	31	164	61	305	318	397	86	278	20	97	984	523	3264
PEAK HR FACTOR :	0.877			0.898			0.722			0.939			0.948

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

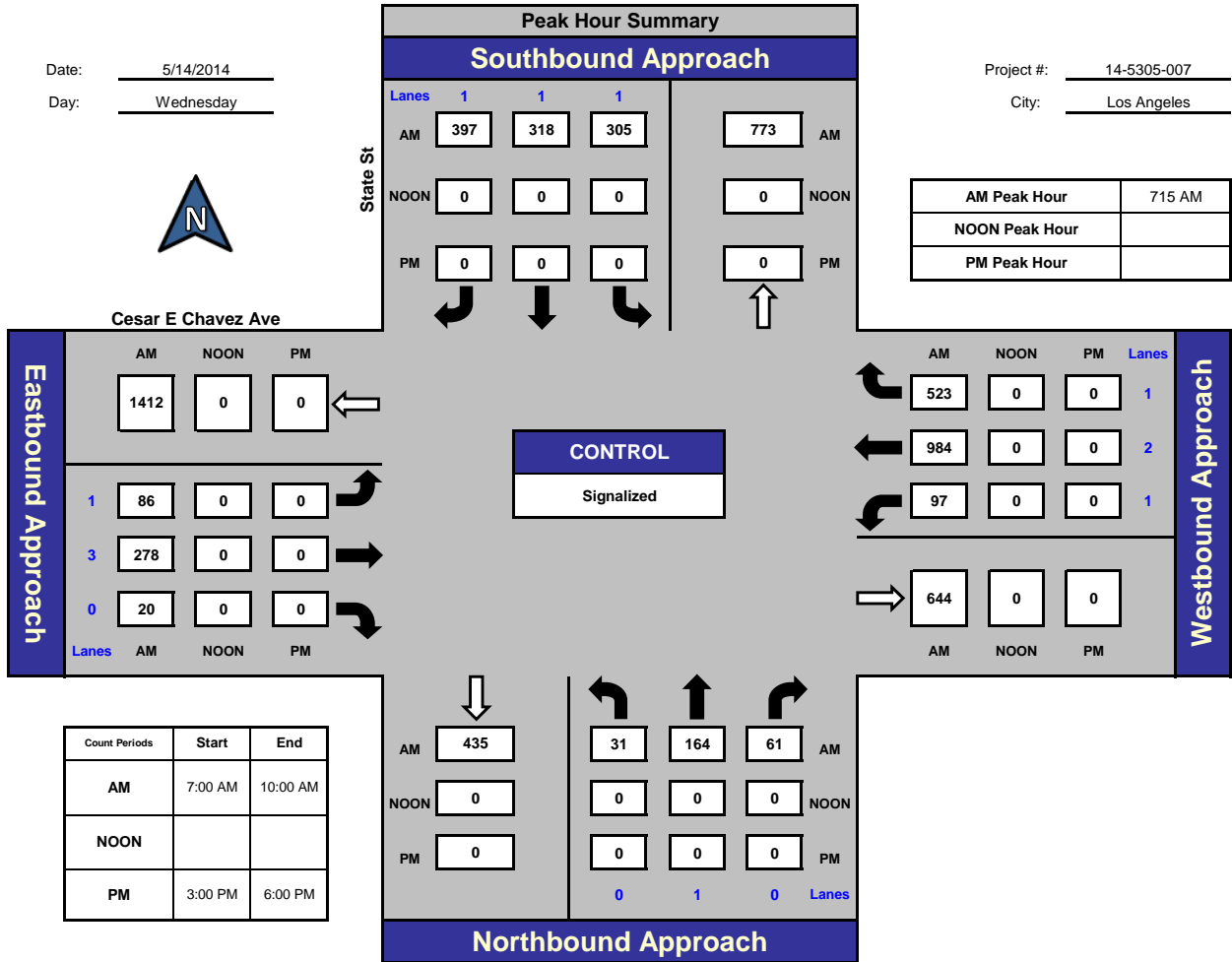


National Data & Surveying Services

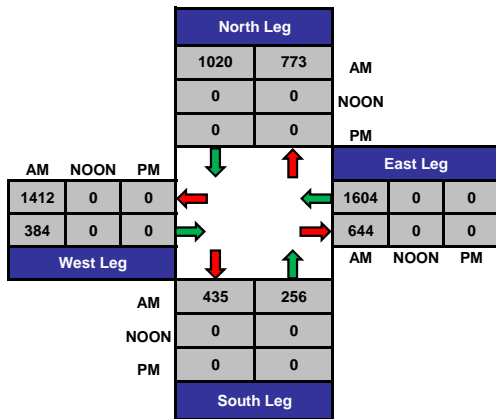
State St and Cesar E Chavez Ave., Los Angeles

Date: 5/14/2014
Day: Wednesday

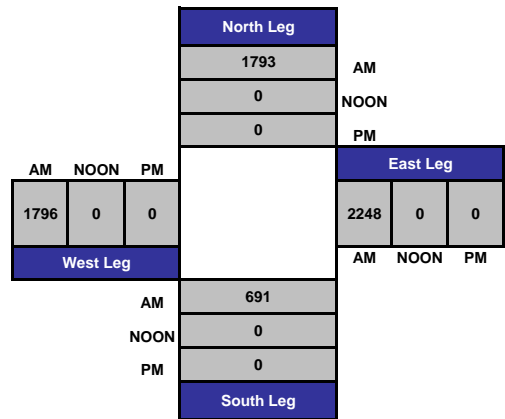
Project #: 14-5305-007
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-007
 N/S Street: State St
 E/W Street: Cesar E Chavez Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-009

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

NS/EW Streets:	AM												TOTAL
	State St			State St			I-10 EB Ramps			I-10 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
7:00 AM	0	108	42	24	156	0	39	21	10	0	0	0	400
7:15 AM	0	110	68	39	247	0	45	26	13	0	0	0	548
7:30 AM	0	153	53	44	249	0	67	35	14	0	0	0	615
7:45 AM	0	167	54	47	174	0	62	37	25	0	0	0	566
8:00 AM	0	131	32	33	225	0	46	21	8	0	0	0	496
8:15 AM	0	113	29	20	214	0	44	19	19	0	0	0	458
8:30 AM	0	74	37	36	171	0	40	20	8	0	0	0	386
8:45 AM	0	80	34	29	208	0	39	30	11	0	0	0	431
9:00 AM	0	82	27	32	215	0	31	25	8	0	0	0	420
9:15 AM	0	78	29	31	167	0	36	15	7	0	0	0	363
9:30 AM	0	67	26	26	159	0	25	18	12	0	0	0	333
9:45 AM	0	69	30	23	121	0	22	28	13	0	0	0	306
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1232	461	384	2306	0	496	295	148	0	0	0	5322
	0.00%	72.77%	27.23%	14.28%	85.72%	0.00%	52.82%	31.42%	15.76%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	561	207	163	895	0	220	119	60	0	0	0	2225
PEAK HR FACTOR :	0.869			0.903			0.804			0.000			0.904

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

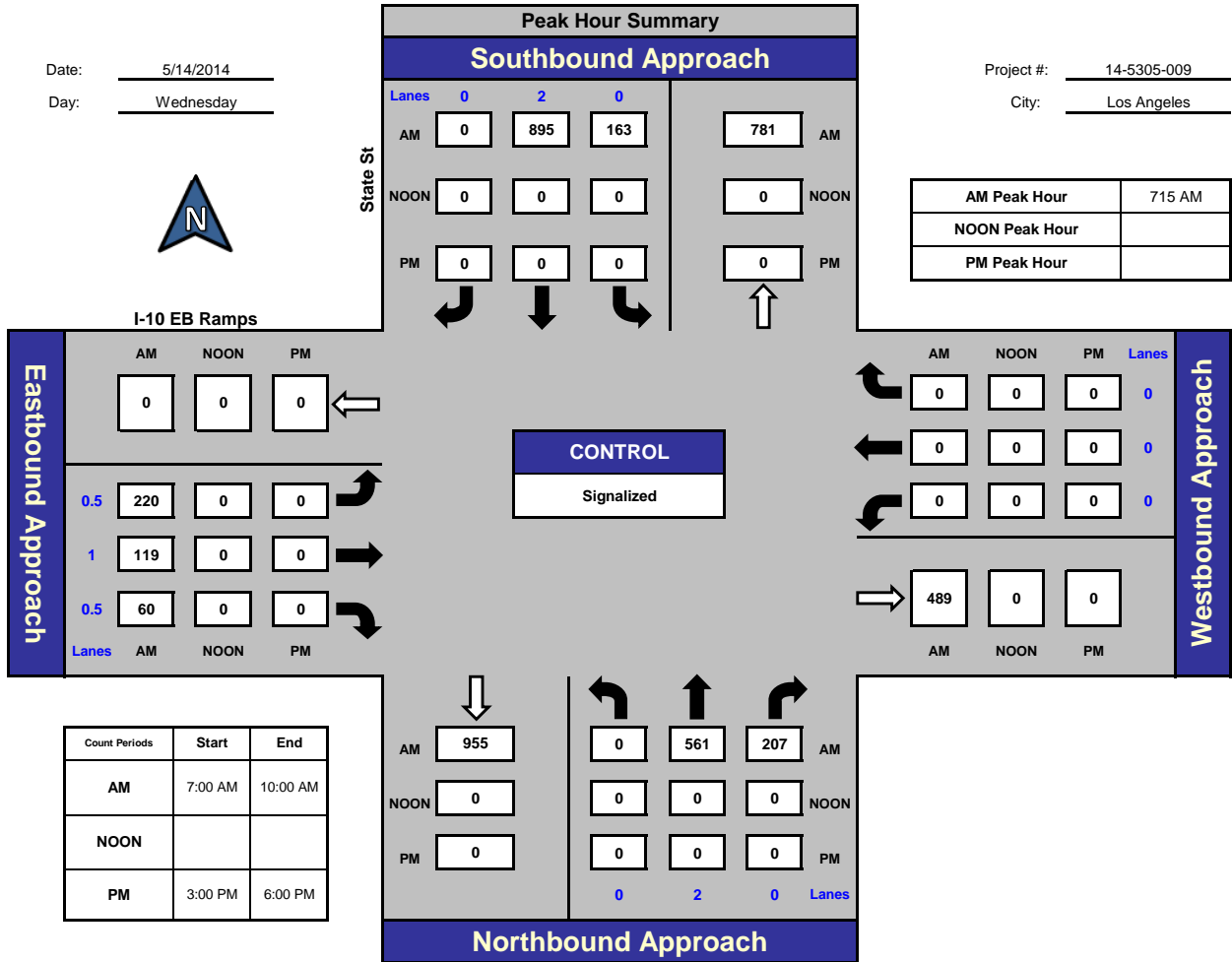
State St and I-10 EB Ramps, Los Angeles

Date: 5/14/2014

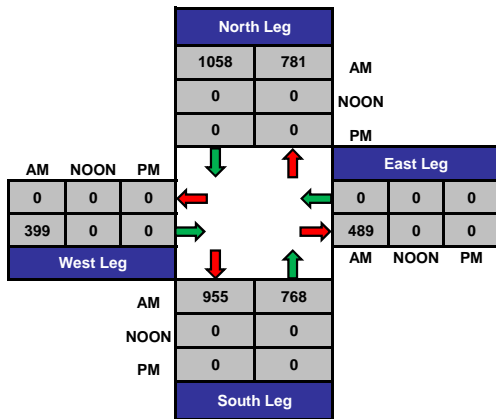
Day: Wednesday

Project #: 14-5305-009

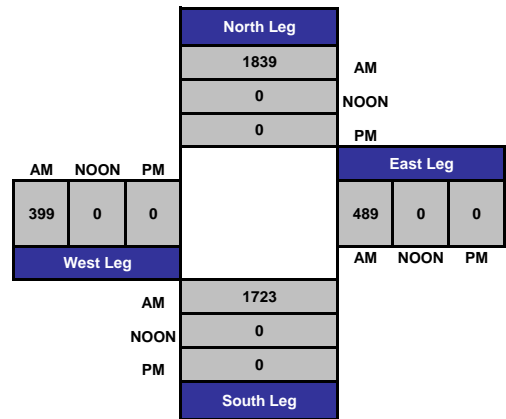
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-009
 N/S Street: State St
 E/W Street: I-10 EB Ramps
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	9	0	0	3
7:15 AM	0	0	0	0	5	4	1	2
7:30 AM	0	0	0	1	7	5	0	0
7:45 AM	0	0	0	0	5	4	1	1
8:00 AM	0	0	1	1	5	3	0	2
8:15 AM	0	0	0	0	4	1	0	0
8:30 AM	0	0	0	0	0	1	1	0
8:45 AM	0	0	0	1	3	1	2	0
9:00 AM	0	0	0	1	6	2	0	2
9:15 AM	0	0	0	0	4	2	0	1
9:30 AM	0	0	0	0	3	1	1	2
9:45 AM	0	0	0	1	1	2	0	0
TOTALS	0	0	1	5	52	26	6	13

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-010

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	State St			State St			I-10 WB Off-Ramp			I-10 WB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	5	143	0	0	79	13	0	0	0	98	0	86	424
7:15 AM	2	152	0	0	123	19	0	0	0	153	0	92	541
7:30 AM	2	206	0	0	185	21	0	0	0	118	0	79	611
7:45 AM	2	234	0	0	147	30	0	0	0	77	0	68	558
8:00 AM	2	176	0	0	116	20	0	0	0	130	0	85	529
8:15 AM	3	157	0	0	104	12	0	0	0	138	0	64	478
8:30 AM	0	117	0	0	113	11	0	0	0	104	0	48	393
8:45 AM	1	113	0	0	108	9	0	0	0	116	0	60	407
9:00 AM	0	112	0	0	106	14	0	0	0	144	0	49	425
9:15 AM	2	113	0	0	101	15	0	0	0	109	0	30	370
9:30 AM	1	91	0	0	91	10	0	0	0	85	0	37	315
9:45 AM	2	89	0	0	72	10	0	0	0	65	0	28	266
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	22	1703	0	0	1345	184	0	0	0	1337	0	726	5317
	1.28%	98.72%	0.00%	0.00%	87.97%	12.03%	#DIV/0!	#DIV/0!	#DIV/0!	64.81%	0.00%	35.19%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	8	768	0	0	571	90	0	0	0	478	0	324	2239
PEAK HR FACTOR :	0.822			0.802			0.000			0.818			0.916

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

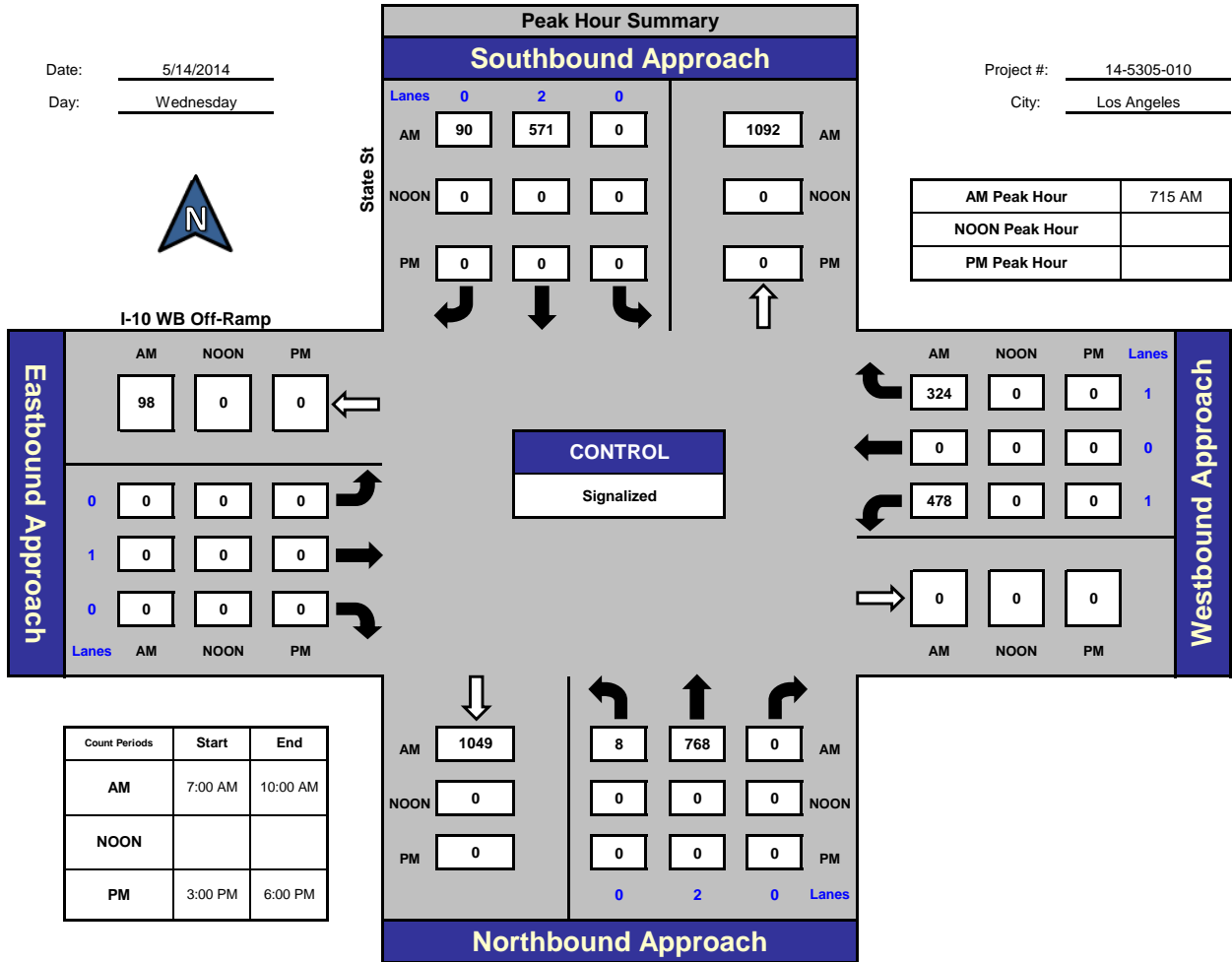


National Data & Surveying Services

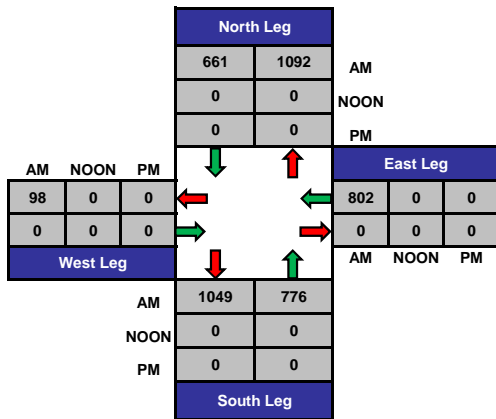
State St and I-10 WB Off-Ramp, Los Angeles

Date: 5/14/2014
Day: Wednesday

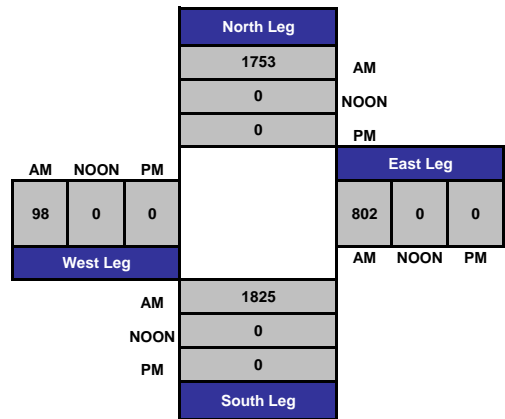
Project #: 14-5305-010
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-010
 N/S Street: State St
 E/W Street: I-10 WB Off-Ramp
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Thursday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	7	0	0	4
7:15 AM	0	0	0	0	7	3	1	2
7:30 AM	0	0	0	0	6	6	0	1
7:45 AM	0	0	0	0	5	3	0	0
8:00 AM	0	0	0	0	4	2	1	1
8:15 AM	0	0	0	0	5	4	0	0
8:30 AM	0	0	0	0	4	3	1	0
8:45 AM	0	0	0	0	2	7	2	0
9:00 AM	0	0	0	0	10	7	0	6
9:15 AM	0	0	0	0	4	2	0	0
9:30 AM	0	0	0	0	3	1	0	2
9:45 AM	0	0	1	0	3	0	0	0
TOTALS	0	0	1	0	60	38	5	16

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-011

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

NS/EW Streets:	AM												TOTAL
	State St			State St			Pomeroy Ave			Pomeroy Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	130	103	1	72	1	0	0	7	15	0	2	331
7:15 AM	9	134	94	0	70	1	0	0	6	73	1	18	406
7:30 AM	5	145	128	0	93	0	2	0	7	104	3	17	504
7:45 AM	7	182	124	0	109	5	0	0	9	56	3	12	507
8:00 AM	11	166	81	0	116	3	0	0	6	15	0	3	401
8:15 AM	3	148	72	0	97	3	0	0	5	19	0	4	351
8:30 AM	5	128	36	0	79	1	0	0	3	26	0	1	279
8:45 AM	5	122	42	0	102	2	0	0	9	17	3	7	309
9:00 AM	2	120	39	0	107	4	0	0	4	14	0	6	296
9:15 AM	2	114	24	0	93	0	1	1	9	13	1	12	270
9:30 AM	4	104	23	0	83	2	0	0	4	16	1	3	240
9:45 AM	3	93	19	0	64	1	0	0	3	17	1	4	205
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	56	1586	785	1	1085	23	3	1	72	385	13	89	4099
	2.31%	65.35%	32.34%	0.09%	97.84%	2.07%	3.95%	1.32%	94.74%	79.06%	2.67%	18.28%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	32	627	427	0	388	9	2	0	28	248	7	50	1818
PEAK HR FACTOR :	0.867			0.834			0.833			0.615			0.896

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

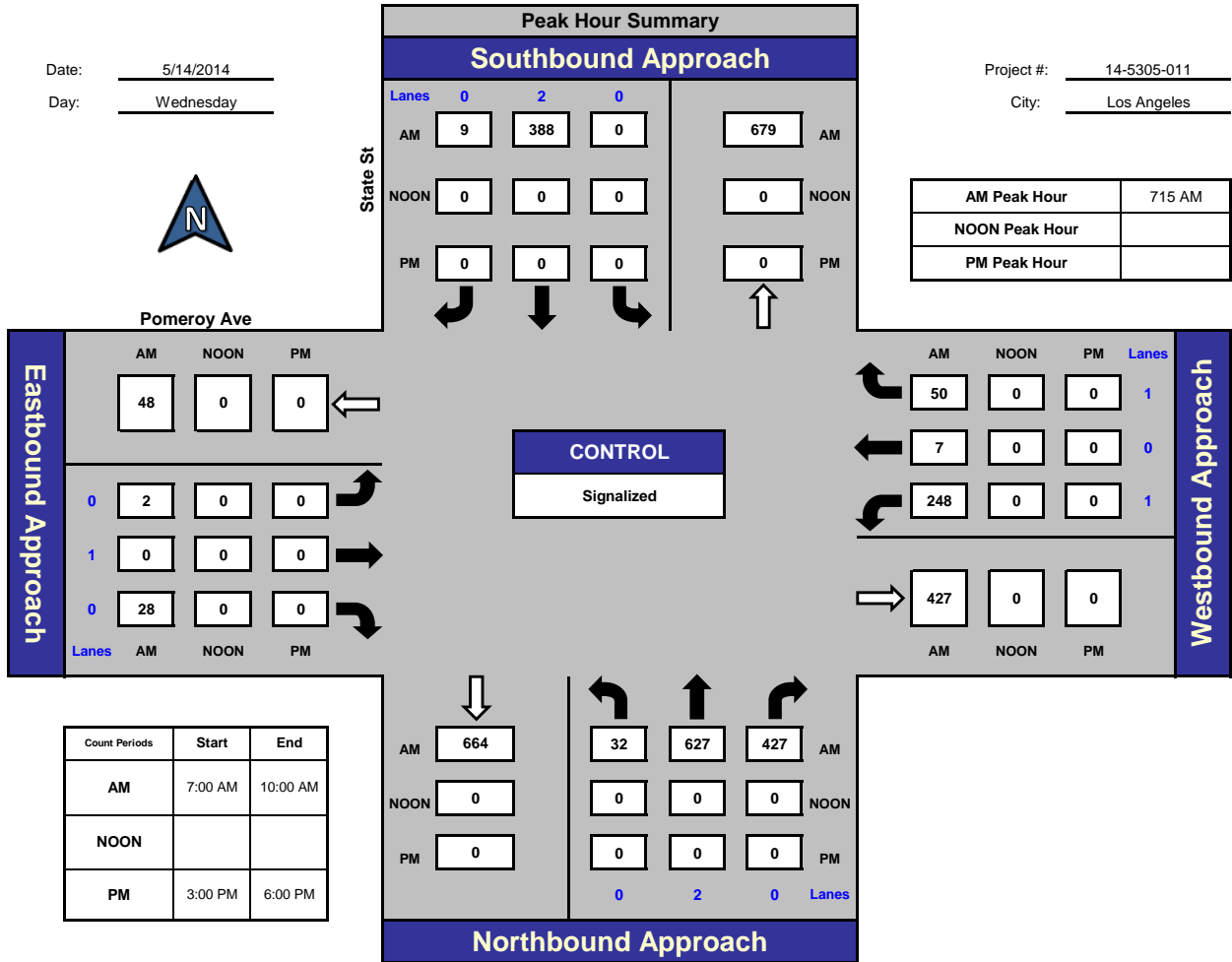
State St and Pomeroy Ave, Los Angeles

Date: 5/14/2014

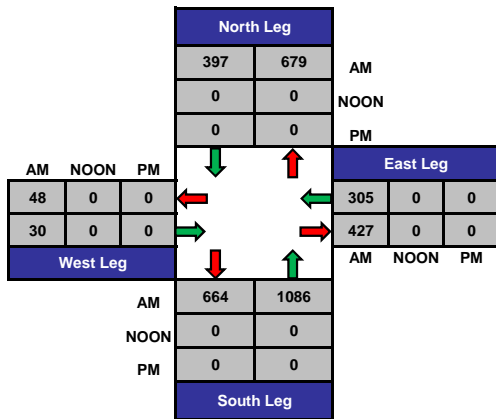
Day: Wednesday

Project #: 14-5305-011

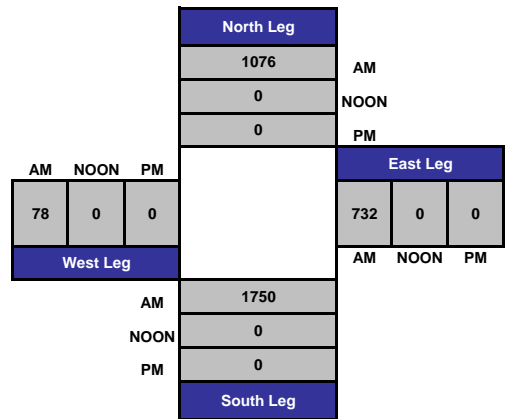
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-011
 N/S Street: State St
 E/W Street: Pomeroy Ave
 DATE: 5/14/2014
 CITY:

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	0	0	7	1	0	1
7:15 AM	1	1	0	0	3	3	1	1
7:30 AM	2	1	0	0	3	0	0	1
7:45 AM	1	1	0	0	3	2	1	1
8:00 AM	3	3	0	0	1	4	1	0
8:15 AM	2	0	0	0	2	1	0	2
8:30 AM	0	1	0	0	1	1	0	0
8:45 AM	0	1	0	0	0	1	0	0
9:00 AM	0	1	0	0	5	0	3	0
9:15 AM	1	3	0	0	3	3	0	0
9:30 AM	4	0	0	0	0	6	1	1
9:45 AM	0	1	0	0	2	2	0	1
TOTALS	16	16	0	0	30	24	7	8

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-011
 N/S Street: State St
 E/W Street: Pomeroy Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-012

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

NS/EW Streets:	AM												TOTAL
	State St			State St			Marengo St			Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	60	50	18	13	10	12	19	125	28	32	160	18	545
7:15 AM	84	45	17	13	16	12	14	135	33	16	192	19	596
7:30 AM	74	57	27	10	27	12	18	160	35	34	275	18	747
7:45 AM	85	78	24	14	27	24	15	141	36	41	239	24	748
8:00 AM	84	60	20	18	38	18	17	124	35	37	233	28	712
8:15 AM	81	61	16	16	14	13	17	101	34	42	232	24	651
8:30 AM	54	56	15	15	26	19	18	108	36	31	227	23	628
8:45 AM	57	50	16	28	30	27	21	115	43	25	171	23	606
9:00 AM	52	46	21	16	28	28	20	100	47	35	125	21	539
9:15 AM	58	46	15	17	24	16	16	80	41	18	134	15	480
9:30 AM	42	51	17	25	19	24	15	105	43	20	96	30	487
9:45 AM	43	29	20	13	16	12	12	118	29	16	124	17	449
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	774	629	226	198	275	217	202	1412	440	347	2208	260	7188
	47.51%	38.61%	13.87%	28.70%	39.86%	31.45%	9.83%	68.74%	21.42%	12.33%	78.44%	9.24%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	324	256	87	58	106	67	67	526	140	154	979	94	2858
PEAK HR FACTOR :	0.892			0.780			0.860			0.938			0.955

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

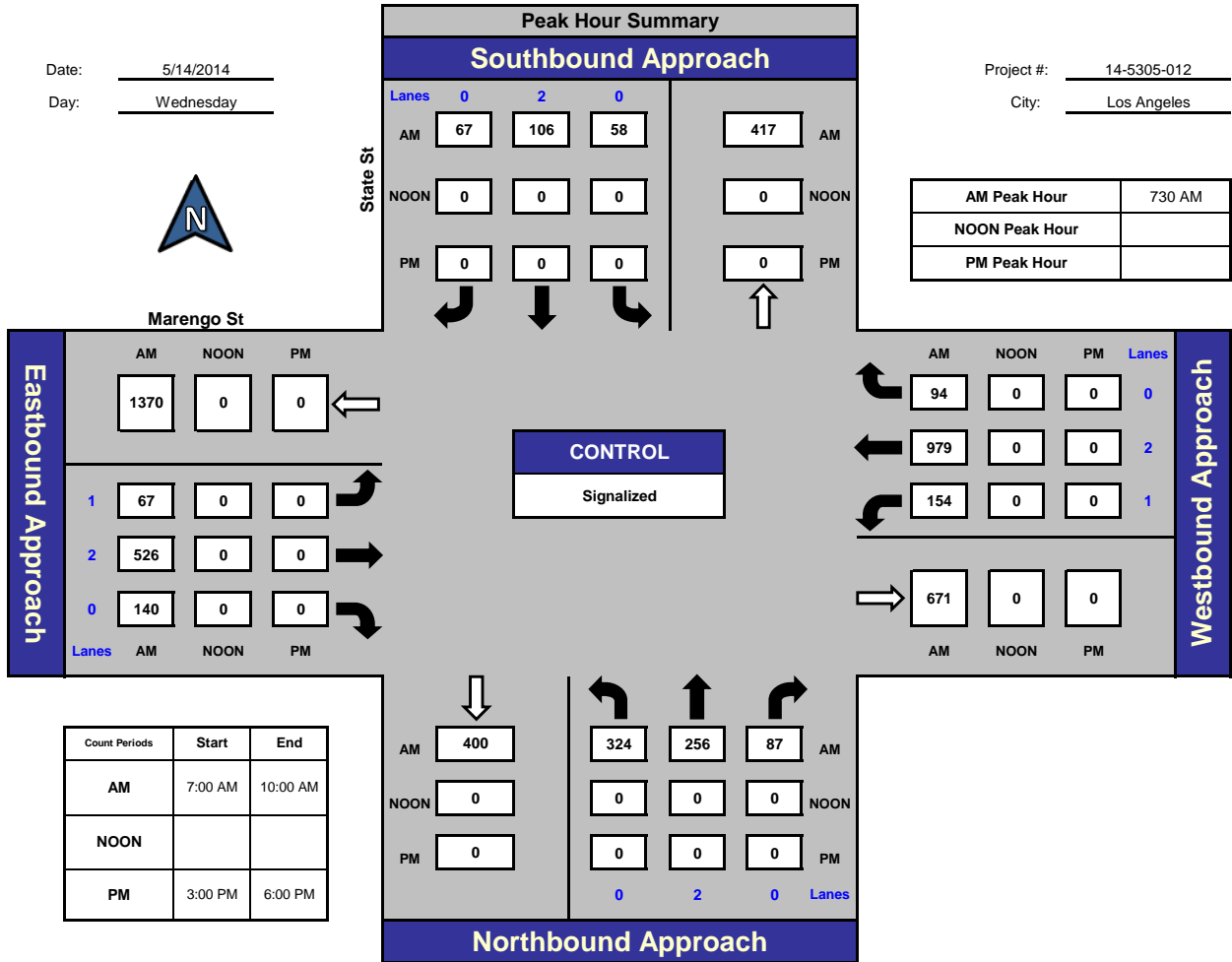
State St and Marengo St, Los Angeles

Date: 5/14/2014

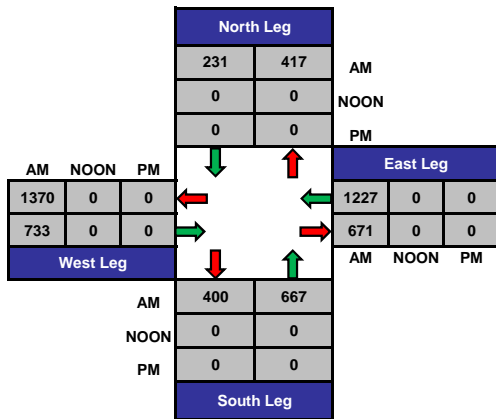
Day: Wednesday

Project #: 14-5305-012

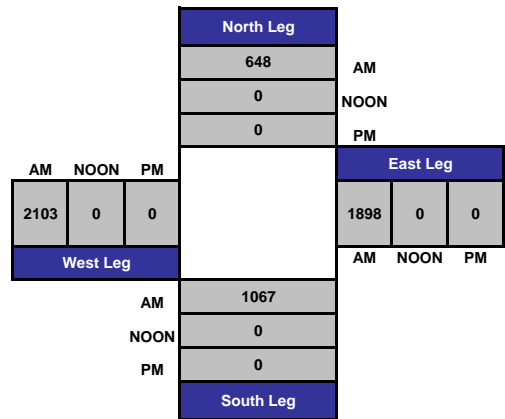
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-012
 N/S Street: State St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	9	11	16	10	37	3	5	5
7:15 AM	17	5	13	14	35	5	11	4
7:30 AM	7	6	11	8	45	7	7	6
7:45 AM	11	7	16	15	33	5	6	3
8:00 AM	7	4	13	4	46	7	5	0
8:15 AM	12	8	13	12	9	16	5	3
8:30 AM	13	6	14	12	35	11	7	5
8:45 AM	7	3	19	10	49	15	9	9
9:00 AM	16	3	15	4	18	11	2	3
9:15 AM	13	13	11	8	27	24	2	4
9:30 AM	4	6	14	6	29	20	8	5
9:45 AM	5	3	17	12	52	14	4	7
TOTALS	121	75	172	115	415	138	71	54

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-012
 N/S Street: State St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-008

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	I-5 NB Off-Ramp			I-5 NB Off-Ramp			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	109	0	24	0	0	3	0	70	0	0	272	0	478
7:15 AM	100	0	16	0	0	2	0	80	0	0	344	0	542
7:30 AM	126	0	24	0	0	0	0	87	0	0	341	0	578
7:45 AM	118	0	29	0	0	2	0	147	0	0	353	0	649
8:00 AM	126	0	32	0	0	0	0	104	0	0	283	0	545
8:15 AM	115	0	25	0	0	2	0	78	0	0	305	0	525
8:30 AM	84	0	21	0	0	2	0	102	0	0	248	0	457
8:45 AM	102	0	19	0	0	3	0	101	0	0	214	0	439
9:00 AM	91	0	25	0	0	1	0	89	0	0	188	0	394
9:15 AM	90	0	22	0	0	1	1	93	0	0	196	0	403
9:30 AM	80	0	28	0	0	0	0	100	0	0	170	0	378
9:45 AM	87	0	28	0	0	3	0	109	0	0	173	1	401
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	80.74%	0.00%	19.26%	0.00%	0.00%	100.00%	0.09%	99.91%	0.00%	0.00%	99.97%	0.03%	5789
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	470	0	101	0	0	4	0	418	0	0	1321	0	2314
PEAK HR FACTOR :	0.903			0.500			0.711			0.936			0.891

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

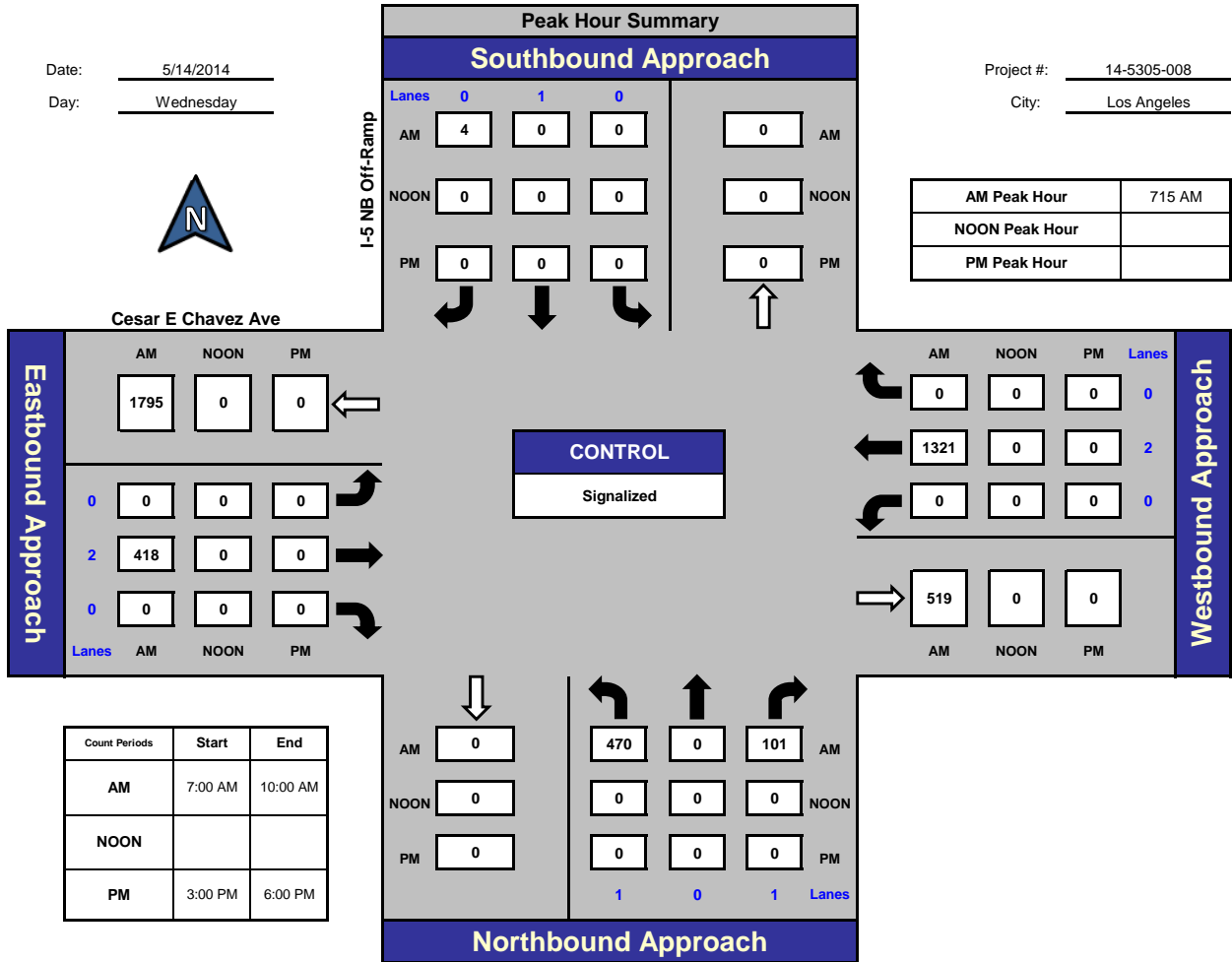


National Data & Surveying Services

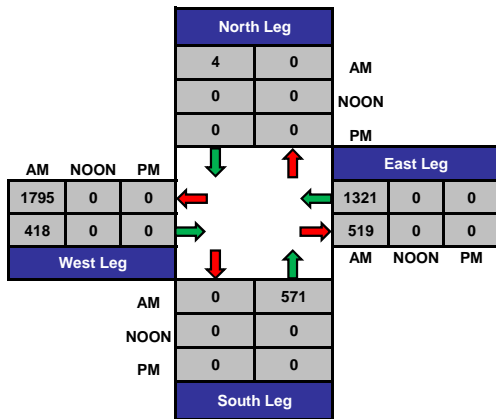
I-5 NB Off-Ramp and Cesar E Chavez Ave., Los Angeles

Date: 5/14/2014
Day: Wednesday

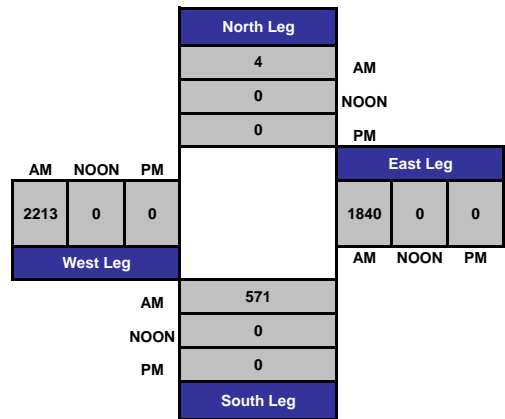
Project #: 14-5305-008
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-008
 N/S Street: I-5 NB Off-Ramp
 E/W Street: Cesar E Chavez Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5490_003

Day: THURSDAY

City: City of Los Angeles

Date: 12/6/2012

AM

NS/EW Streets:	Brittania St			Brittania St			Marengo St			Marengo St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	0	2	0	0	2	0	
7:00 AM	6		11					98			227		342
7:15 AM	12		21					99			265		397
7:30 AM	11		44					133			281		469
7:45 AM	9		36					145			357		547
8:00 AM	9		21					127			285		442
8:15 AM	5		19					102			257		383
8:30 AM	11		11					101			205		328
8:45 AM	10		14					106			195		325
9:00 AM	16		18					116			182		332
9:15 AM	12		21					124			144		301
9:30 AM	14		16					124			150		304
9:45 AM	9		17					121			112		259
TOTAL VOLUMES :	124	0	249	0	0	0	0	1396	0	0	2660	0	4429
APPROACH %'s :	33.24%	0.00%	66.76%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	41	0	122	0	0	0	0	504	0	0	1188	0	1855
PEAK HR FACTOR :	0.741			0.000			0.869			0.832			0.848

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



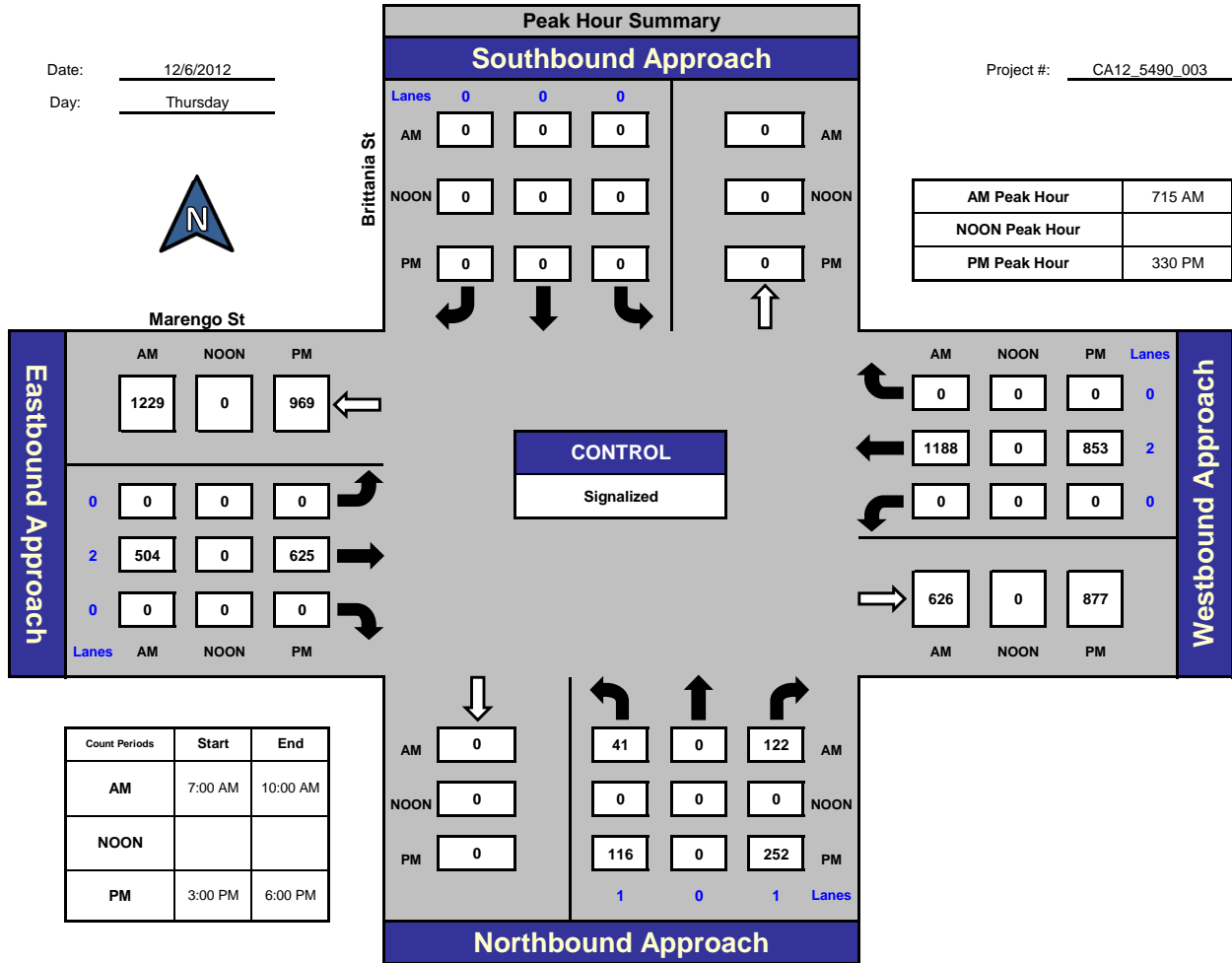
National Data & Surveying Services

Brittania St and Marengo St, City of Los Angeles

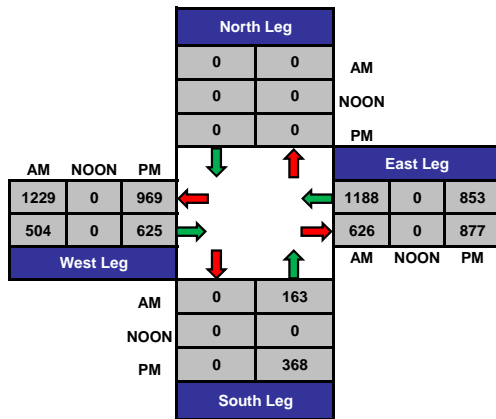
Date: 12/6/2012

Day: Thursday

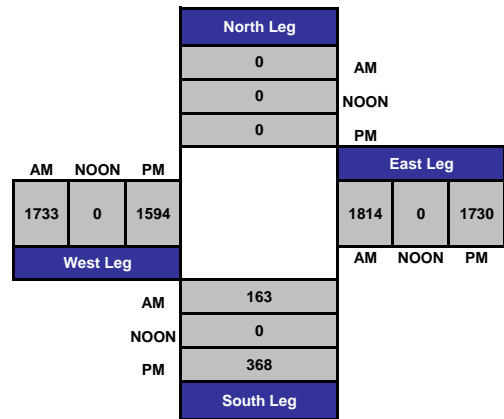
Project #: CA12_5490_003



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-013

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM														
NS/EW Streets:	Chicago St			Chicago St			Marengo St			Marengo St				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	1	0	0.5	0.5	1	1	2	0	1	2	0		
7:00 AM	0	0	1	4	0	19	9	88	3	4	243	6	377	
7:15 AM	3	0	0	8	1	24	13	110	9	6	247	12	433	
7:30 AM	2	3	5	20	3	58	29	122	11	9	297	13	572	
7:45 AM	6	1	8	18	6	63	24	126	17	27	267	21	584	
8:00 AM	11	1	10	8	8	30	17	99	34	51	287	13	569	
8:15 AM	7	2	9	4	5	16	3	100	15	40	305	6	512	
8:30 AM	3	0	7	4	1	13	8	94	10	30	292	5	467	
8:45 AM	5	2	8	4	1	9	14	88	10	13	237	5	396	
9:00 AM	3	0	4	5	1	19	10	92	7	9	176	6	332	
9:15 AM	0	2	3	5	0	23	6	90	7	8	163	6	313	
9:30 AM	5	1	13	7	0	23	13	97	3	7	145	2	316	
9:45 AM	4	0	7	2	0	22	8	103	7	5	139	1	298	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	49	12	75	89	26	319	154	1209	133	209	2798	96	5169	
	36.03%	8.82%	55.15%	20.51%	5.99%	73.50%	10.29%	80.82%	8.89%	6.74%	90.17%	3.09%		
PEAK HR START TIME :	730 AM												TOTAL	
PEAK HR VOL :	26	7	32	50	22	167	73	447	77	127	1156	53	2237	
PEAK HR FACTOR :	0.739			0.687			0.894			0.952			0.958	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

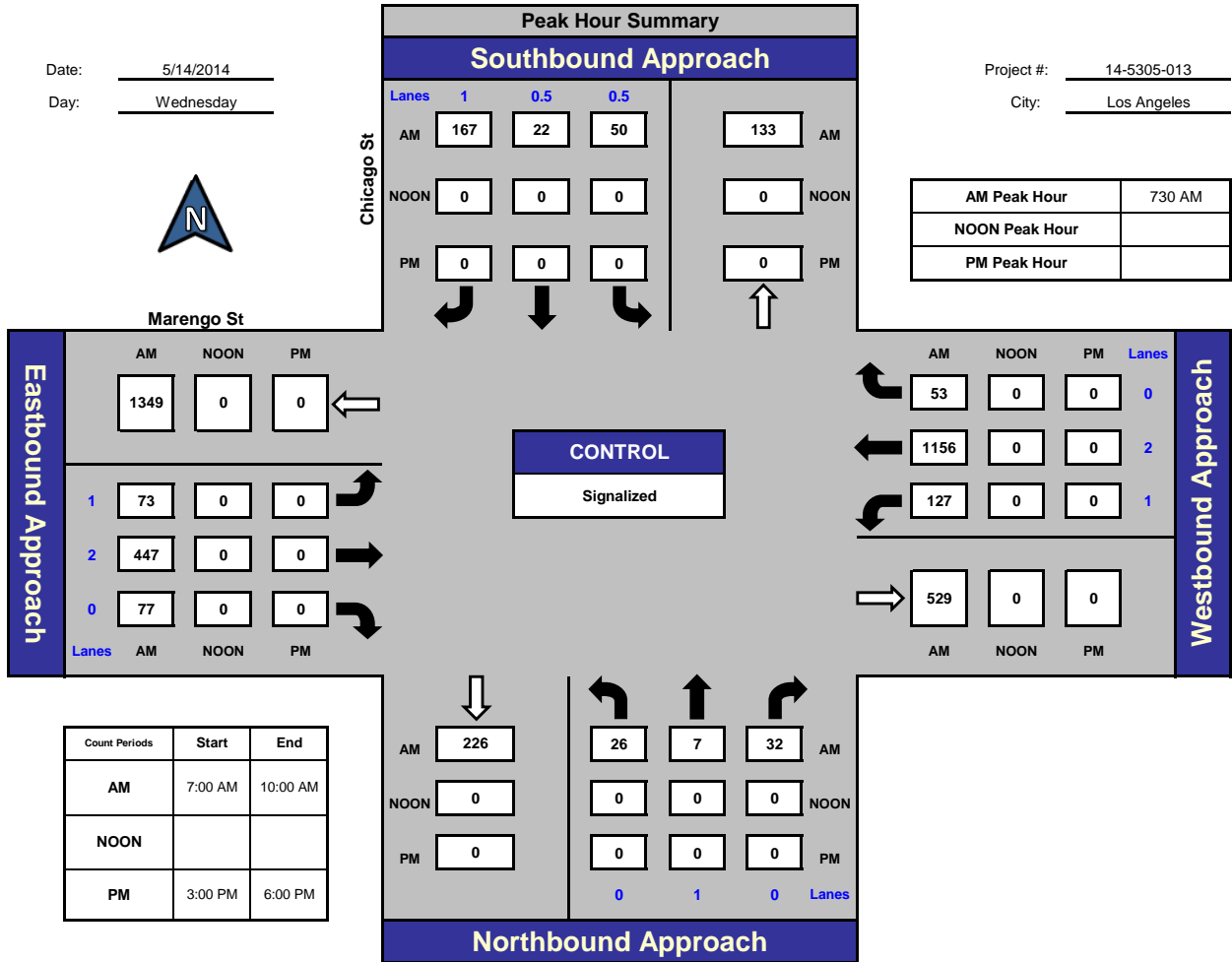
Chicago St and Marengo St, Los Angeles

Date: 5/14/2014

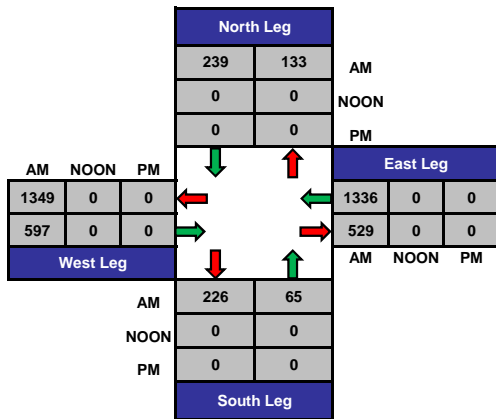
Day: Wednesday

Project #: 14-5305-013

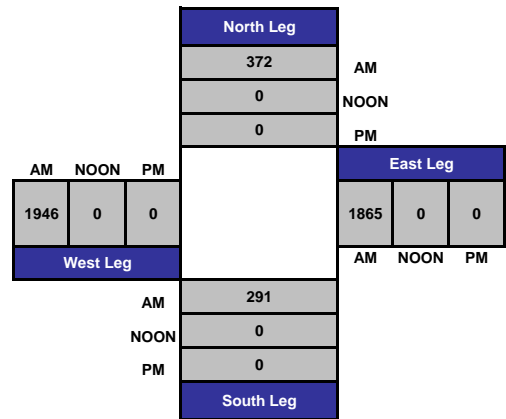
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-013
 N/S Street: Chicago St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	2	1	0	0	0	0
7:15 AM	5	4	11	1	1	2	3	4
7:30 AM	7	6	6	2	1	3	1	2
7:45 AM	3	5	1	1	0	5	1	3
8:00 AM	4	3	13	5	1	2	6	3
8:15 AM	1	2	5	3	0	2	0	1
8:30 AM	2	2	5	5	0	5	0	2
8:45 AM	1	3	1	0	0	2	1	0
9:00 AM	1	3	4	2	0	1	0	1
9:15 AM	0	2	1	2	0	0	1	0
9:30 AM	3	1	1	0	0	0	3	0
9:45 AM	0	3	4	3	4	0	4	1
TOTALS	28	34	54	25	7	22	20	17

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-013
 N/S Street: Chicago St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-014

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM														
NS/EW Streets:	San Pablo St			San Pablo St			Valley Blvd			Valley Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1	0	2	0	0	0	0	2	1	1	2	0		
7:00 AM	7	0	11	0	0	0	0	94	21	23	289	0	445	
7:15 AM	12	0	18	0	0	0	0	140	23	38	387	0	618	
7:30 AM	18	0	16	0	0	0	0	184	29	59	413	0	719	
7:45 AM	27	0	28	0	0	0	0	170	36	54	407	0	722	
8:00 AM	7	0	6	0	0	0	0	190	24	9	349	0	585	
8:15 AM	0	0	0	0	0	0	0	155	0	0	343	0	498	
8:30 AM	0	0	0	0	0	0	0	187	2	0	348	0	537	
8:45 AM	19	0	10	0	0	0	0	118	27	37	306	0	517	
9:00 AM	13	0	10	0	0	0	0	143	31	33	216	0	446	
9:15 AM	15	0	17	0	0	0	0	139	22	15	204	0	412	
9:30 AM	20	0	13	0	0	0	0	140	18	20	186	0	397	
9:45 AM	17	0	7	0	0	0	0	110	25	19	183	0	361	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	155	0	136	0	0	0	0	1770	258	307	3631	0	6257	
	53.26%	0.00%	46.74%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	87.28%	12.72%	7.80%	92.20%	0.00%		
PEAK HR START TIME :	715 AM													TOTAL
PEAK HR VOL :	64	0	68	0	0	0	0	684	112	160	1556	0	2644	
PEAK HR FACTOR :	0.600			0.000			0.930			0.909			0.916	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

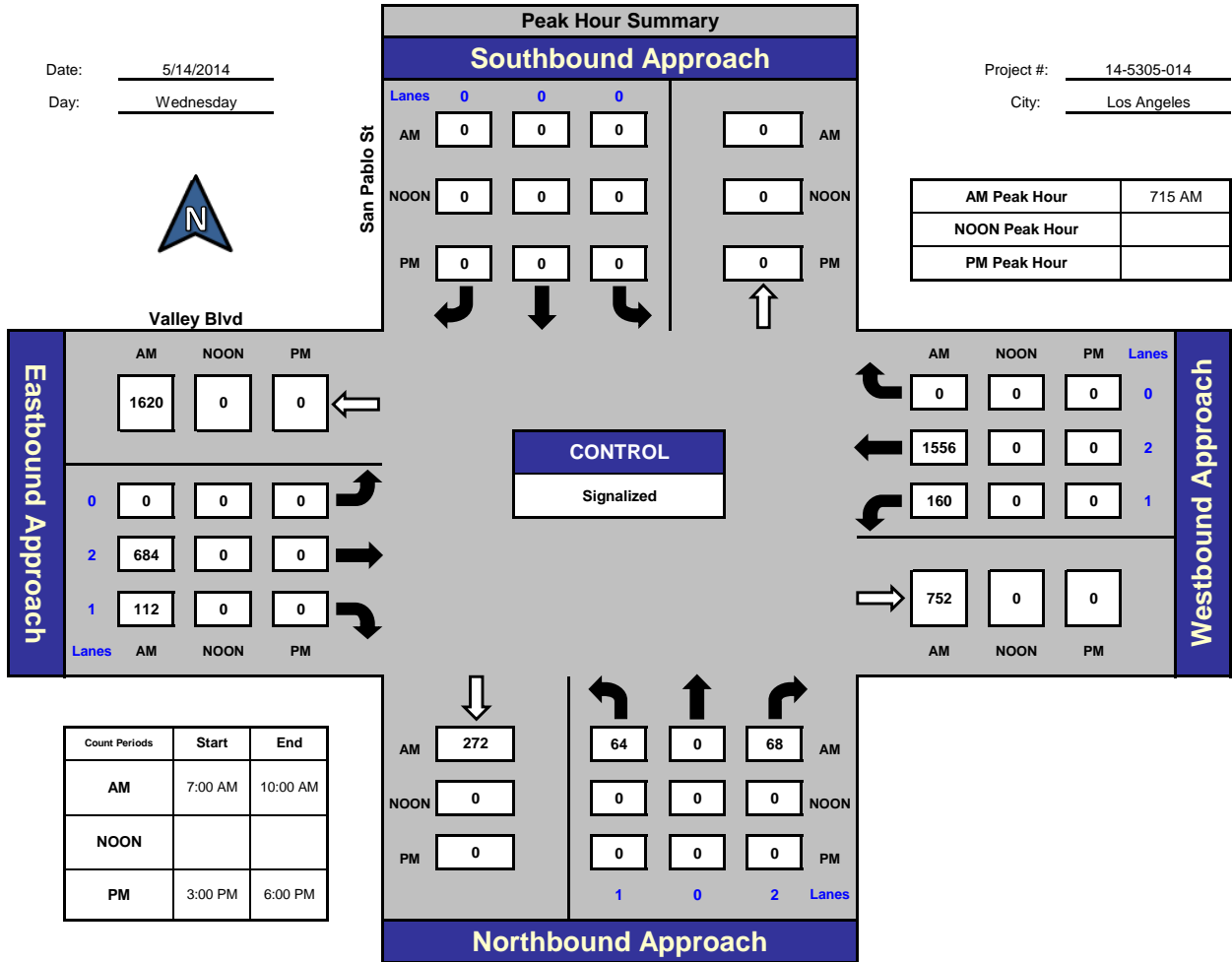
San Pablo St and Valley Blvd, Los Angeles

Date: 5/14/2014

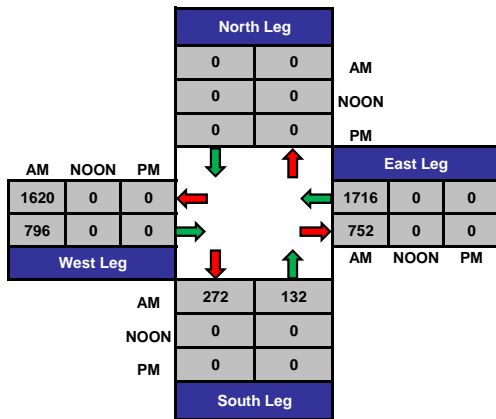
Day: Wednesday

Project #: 14-5305-014

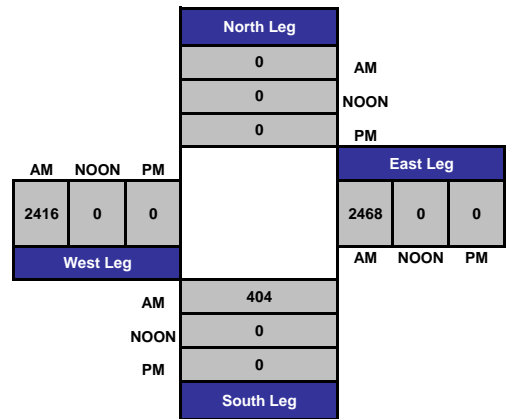
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-014
 N/S Street: San Pablo St
 E/W Street: Valley Blvd
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-5305-015

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Soto St			Soto St			I-10 EB Off-Ramp/Wabash Ave			I-10 EB Off-Ramp/Wabash Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	3	0	1	2	0	1.5	0.5	1	1	0	1	
7:00 AM	0	152	4	21	161	0	112	14	7	32	0	40	543
7:15 AM	0	191	5	20	237	0	120	17	11	46	0	56	703
7:30 AM	0	142	8	26	229	0	136	20	12	50	0	62	685
7:45 AM	0	122	6	36	241	0	147	18	20	48	0	59	697
8:00 AM	0	118	3	33	225	0	164	31	19	33	0	69	695
8:15 AM	0	169	10	25	263	0	96	17	10	25	0	59	674
8:30 AM	0	179	6	30	209	0	88	20	11	21	0	50	614
8:45 AM	0	122	15	26	234	0	89	24	10	29	0	50	599
9:00 AM	0	123	11	32	181	0	75	16	18	17	0	38	511
9:15 AM	0	120	9	23	181	0	80	15	15	22	0	57	522
9:30 AM	0	109	12	27	156	0	90	9	6	20	0	26	455
9:45 AM	0	125	4	27	118	0	67	22	15	19	0	38	435
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1672	93	326	2435	0	1264	223	154	362	0	604	7133
	0.00%	94.73%	5.27%	11.81%	88.19%	0.00%	77.03%	13.59%	9.38%	37.47%	0.00%	62.53%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	573	22	115	932	0	567	86	62	177	0	246	2780
PEAK HR FACTOR :	0.759			0.945			0.835			0.944			0.989

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

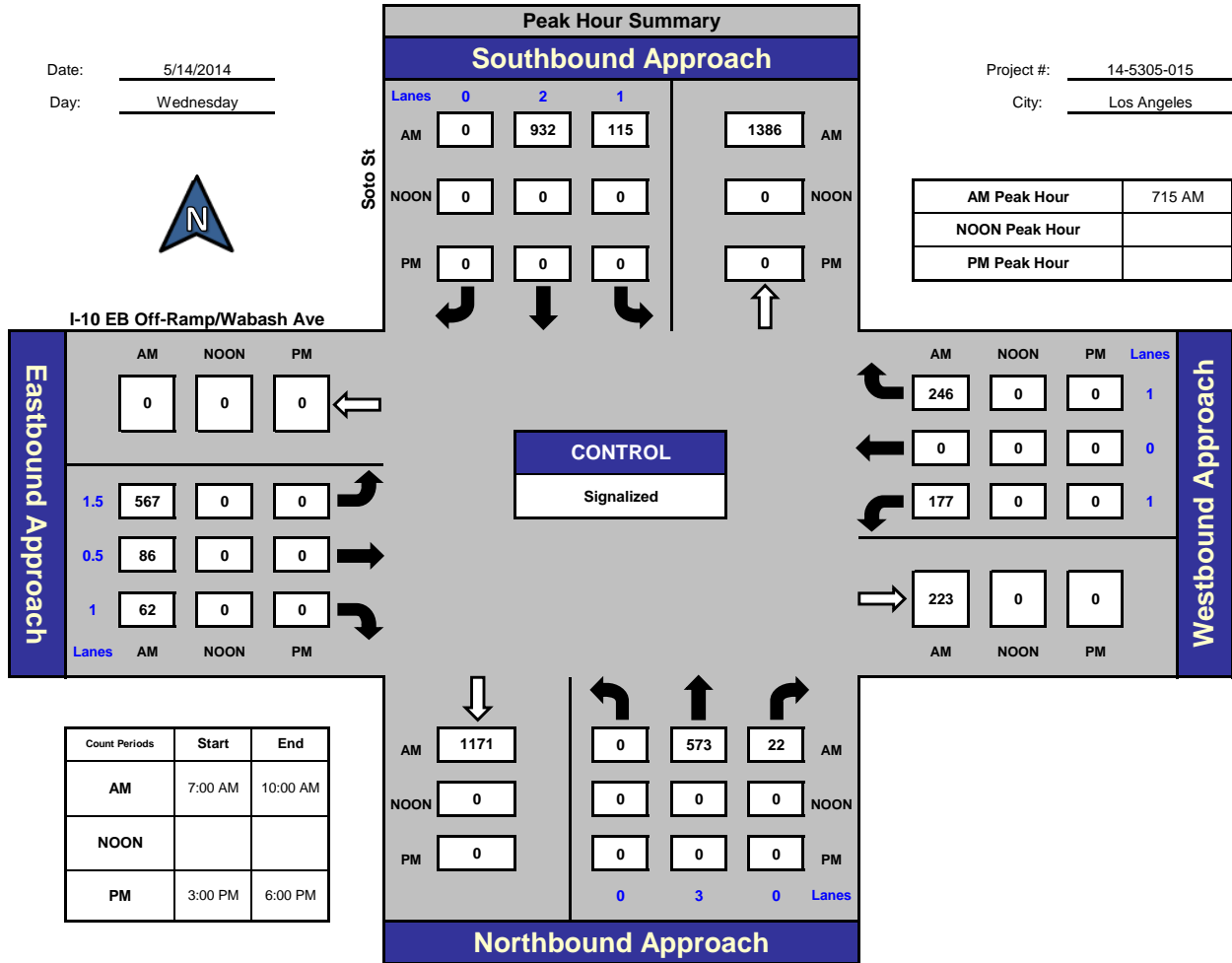
Soto St and I-10 EB Off-Ramp/Wabash Ave, Los Angeles

Date: 5/14/2014

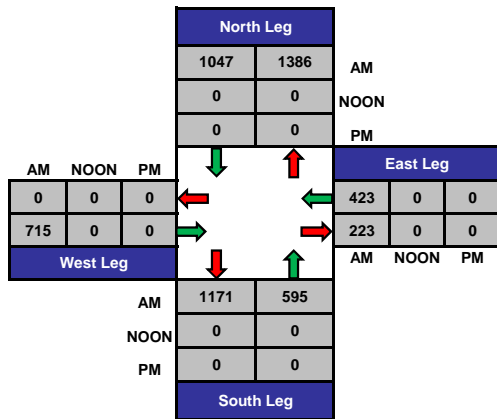
Day: Wednesday

Project #: 14-5305-015

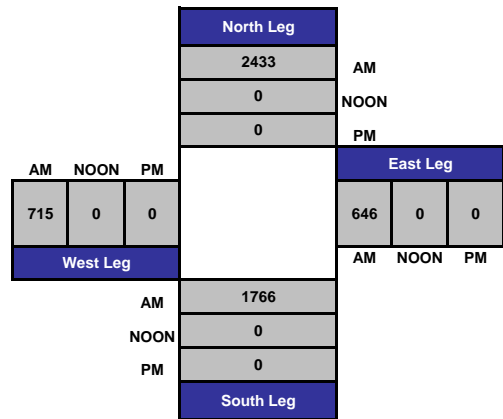
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-015
 N/S Street: Soto St
 E/W Street: I-10 EB Off-Ramp/Wabash Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	17	1	0	3	6	0	2
7:15 AM	3	19	1	1	8	12	8	3
7:30 AM	0	7	0	2	14	7	6	1
7:45 AM	1	8	0	0	8	2	5	4
8:00 AM	1	5	0	0	5	3	1	1
8:15 AM	0	3	0	0	2	3	3	0
8:30 AM	1	9	0	0	2	2	5	2
8:45 AM	1	8	0	1	8	13	1	1
9:00 AM	1	4	0	0	3	5	0	2
9:15 AM	3	8	0	0	3	5	1	1
9:30 AM	0	1	0	1	5	5	0	2
9:45 AM	1	2	2	0	4	4	2	1
TOTALS	15	91	4	5	65	67	32	20

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-015
 N/S Street: Soto St
 E/W Street: I-10 EB Off-Ramp/Wabash Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-016

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Soto St			Soto St			Marengo St			Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	2.5	0	1.5	1.5	1	1	2	1	1	2	0	
7:00 AM	145	162	29	77	156	75	10	46	35	10	59	19	823
7:15 AM	119	180	42	99	174	77	15	45	67	8	92	31	949
7:30 AM	159	187	19	138	207	94	19	54	57	12	128	35	1109
7:45 AM	119	203	19	121	168	105	16	77	83	10	135	38	1094
8:00 AM	108	238	16	112	176	118	15	55	59	14	127	37	1075
8:15 AM	134	175	26	77	215	116	14	38	54	9	138	24	1020
8:30 AM	132	178	30	108	188	104	12	45	49	17	100	14	977
8:45 AM	86	150	20	86	192	104	14	38	54	9	73	13	839
9:00 AM	79	125	25	76	165	72	11	46	46	8	35	12	700
9:15 AM	87	142	37	54	163	74	12	32	53	5	35	17	711
9:30 AM	81	123	29	52	127	46	14	46	57	7	33	5	620
9:45 AM	68	124	35	67	91	52	13	56	59	6	29	10	610
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1317	1987	327	1067	2022	1037	165	578	673	115	984	255	10527
	36.27%	54.72%	9.01%	25.86%	49.01%	25.13%	11.65%	40.82%	47.53%	8.49%	72.67%	18.83%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	520	803	80	448	766	433	64	224	253	45	528	134	4298
PEAK HR FACTOR :	0.961			0.938			0.768			0.966			0.969

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

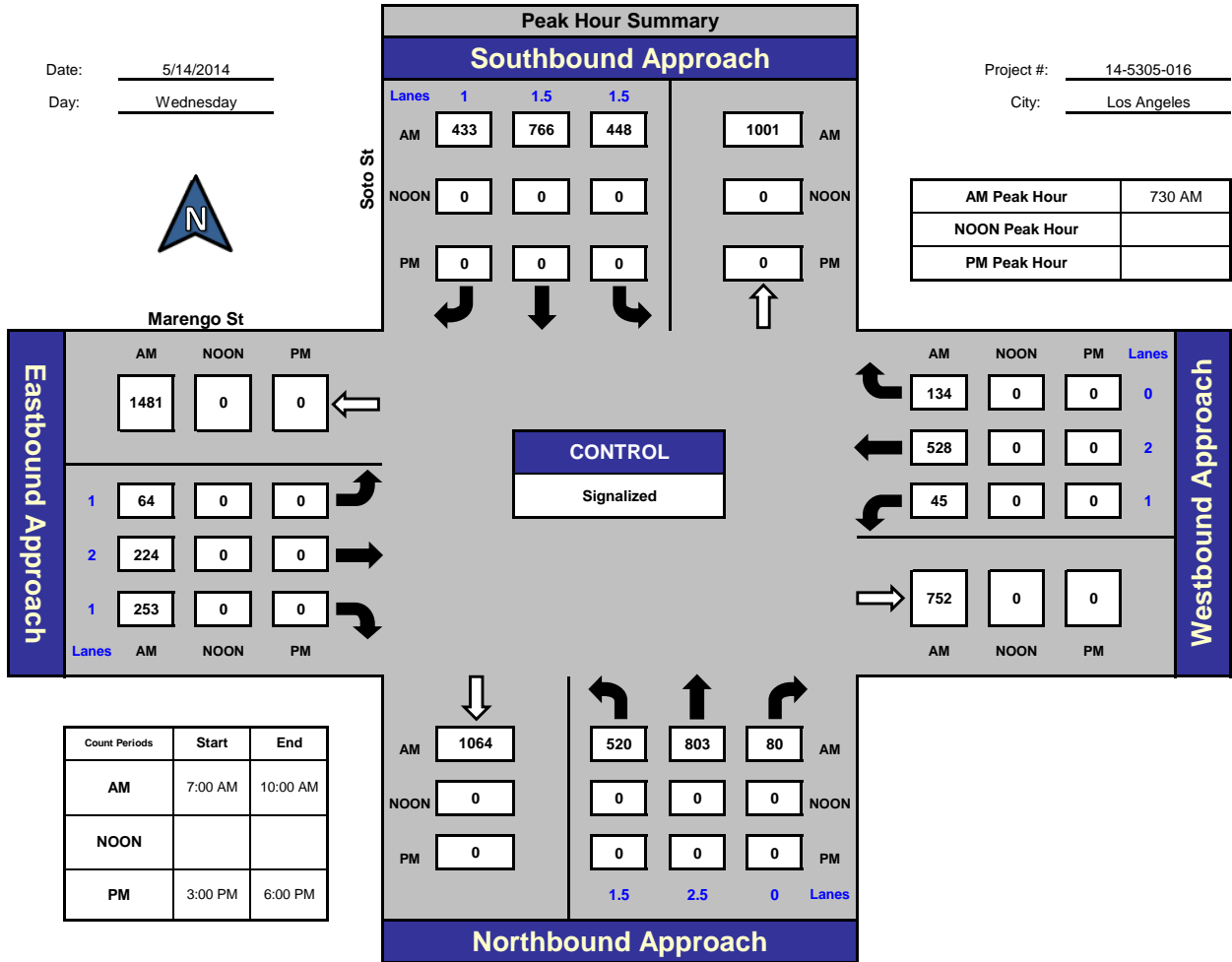
Soto St and Marengo St, Los Angeles

Date: 5/14/2014

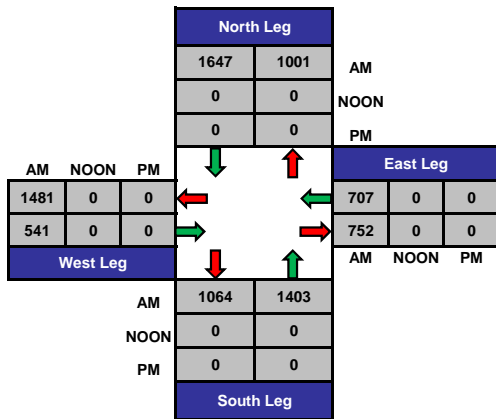
Day: Wednesday

Project #: 14-5305-016

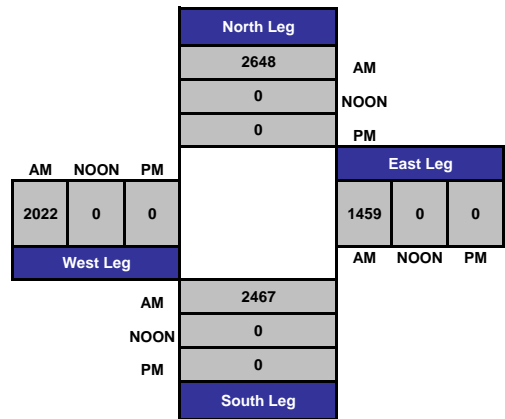
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-016
 N/S Street: Soto St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Thursday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	3	0	1	3	0	4	3
7:15 AM	4	11	5	0	7	0	2	2
7:30 AM	10	3	2	1	2	0	11	0
7:45 AM	2	4	2	7	6	2	8	7
8:00 AM	0	3	1	10	5	4	3	11
8:15 AM	0	4	2	5	0	1	2	5
8:30 AM	0	1	1	5	0	0	3	3
8:45 AM	1	2	2	1	2	0	1	7
9:00 AM	2	2	1	5	0	0	4	10
9:15 AM	0	2	1	0	1	2	1	6
9:30 AM	0	0	0	0	2	0	1	2
9:45 AM	0	0	1	1	2	1	4	1
TOTALS	20	35	18	36	30	10	44	57

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-016
 N/S Street: Soto St
 E/W Street: Marengo St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-017

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Soto St			Soto St			Charlotte St/I-10 WB Ramps			Charlotte St/I-10 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	0	0	2	0	1.5	0.5	2	
7:00 AM	14	137	30	48	209	4	4	6	22	82	97	75	728
7:15 AM	13	195	28	52	247	4	8	15	31	78	95	107	873
7:30 AM	32	185	14	63	277	18	12	17	67	88	101	109	983
7:45 AM	44	203	20	64	217	22	24	18	60	114	118	102	1006
8:00 AM	16	236	25	66	296	11	4	6	31	79	59	68	897
8:15 AM	28	161	35	74	245	4	4	10	18	163	97	99	938
8:30 AM	20	167	20	77	269	9	1	3	29	87	68	77	827
8:45 AM	20	129	20	61	246	2	0	9	23	117	112	81	820
9:00 AM	17	125	16	69	197	4	2	9	27	87	99	78	730
9:15 AM	17	109	34	48	183	4	2	9	15	92	65	76	654
9:30 AM	17	117	21	30	144	3	2	11	21	57	67	58	548
9:45 AM	16	109	23	35	132	2	1	16	18	70	70	63	555
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	254	1873	286	687	2662	87	64	129	362	1114	1048	993	9559
	10.53%	77.62%	11.85%	19.99%	77.47%	2.53%	11.53%	23.24%	65.23%	35.31%	33.22%	31.47%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	120	785	94	267	1035	55	44	51	176	444	375	378	3824
PEAK HR FACTOR :	0.902			0.910			0.664			0.834			0.950

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

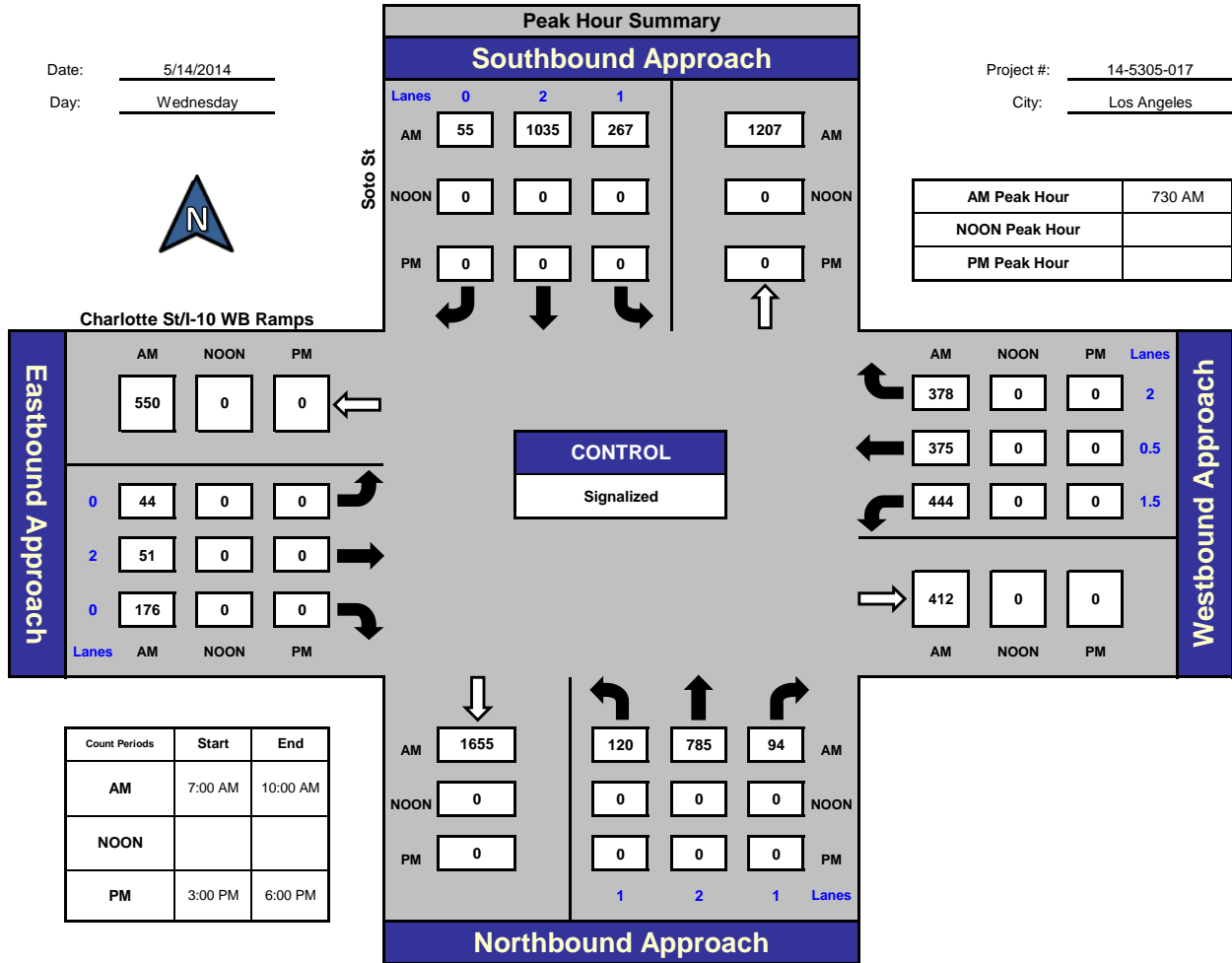
Soto St and Charlotte St/I-10 WB Ramps, Los Angeles

Date: 5/14/2014

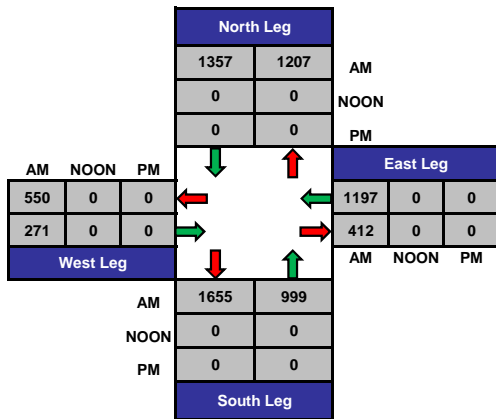
Day: Wednesday

Project #: 14-5305-017

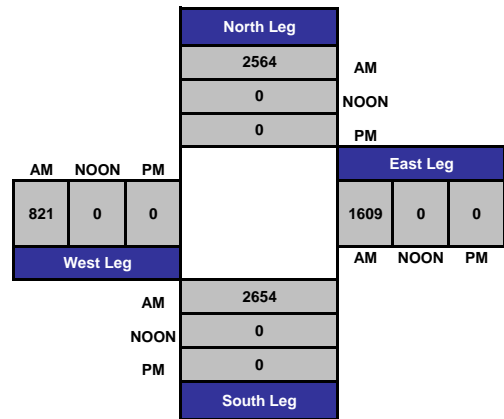
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-018

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	Soto St			Soto St			Alcazar St			Alcazar St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	1	1	1	1	0	1	0	
7:00 AM	61	118	3	4	166	48	10	4	16	15	10	7	462
7:15 AM	51	207	8	4	223	78	16	9	29	14	27	7	673
7:30 AM	62	238	4	7	209	98	29	11	52	15	27	15	767
7:45 AM	80	213	7	8	230	105	28	8	50	11	33	13	786
8:00 AM	71	188	7	4	243	112	30	11	38	7	12	8	731
8:15 AM	61	163	4	11	287	116	20	7	28	10	20	7	734
8:30 AM	62	161	4	4	258	102	34	7	27	8	28	8	703
8:45 AM	59	128	6	2	250	98	17	5	16	14	10	5	610
9:00 AM	69	107	7	2	188	66	22	8	25	6	13	6	519
9:15 AM	53	119	3	7	149	60	17	5	29	9	7	5	463
9:30 AM	56	91	3	6	123	48	12	3	34	6	8	3	393
9:45 AM	39	95	4	2	105	44	21	4	38	12	7	10	381
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	724	1828	60	61	2431	975	256	82	382	127	202	94	7222
	27.72%	69.98%	2.30%	1.76%	70.12%	28.12%	35.56%	11.39%	53.06%	30.02%	47.75%	22.22%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	274	802	22	30	969	431	107	37	168	43	92	43	3018
PEAK HR FACTOR :	0.903			0.864			0.848			0.781			0.960

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

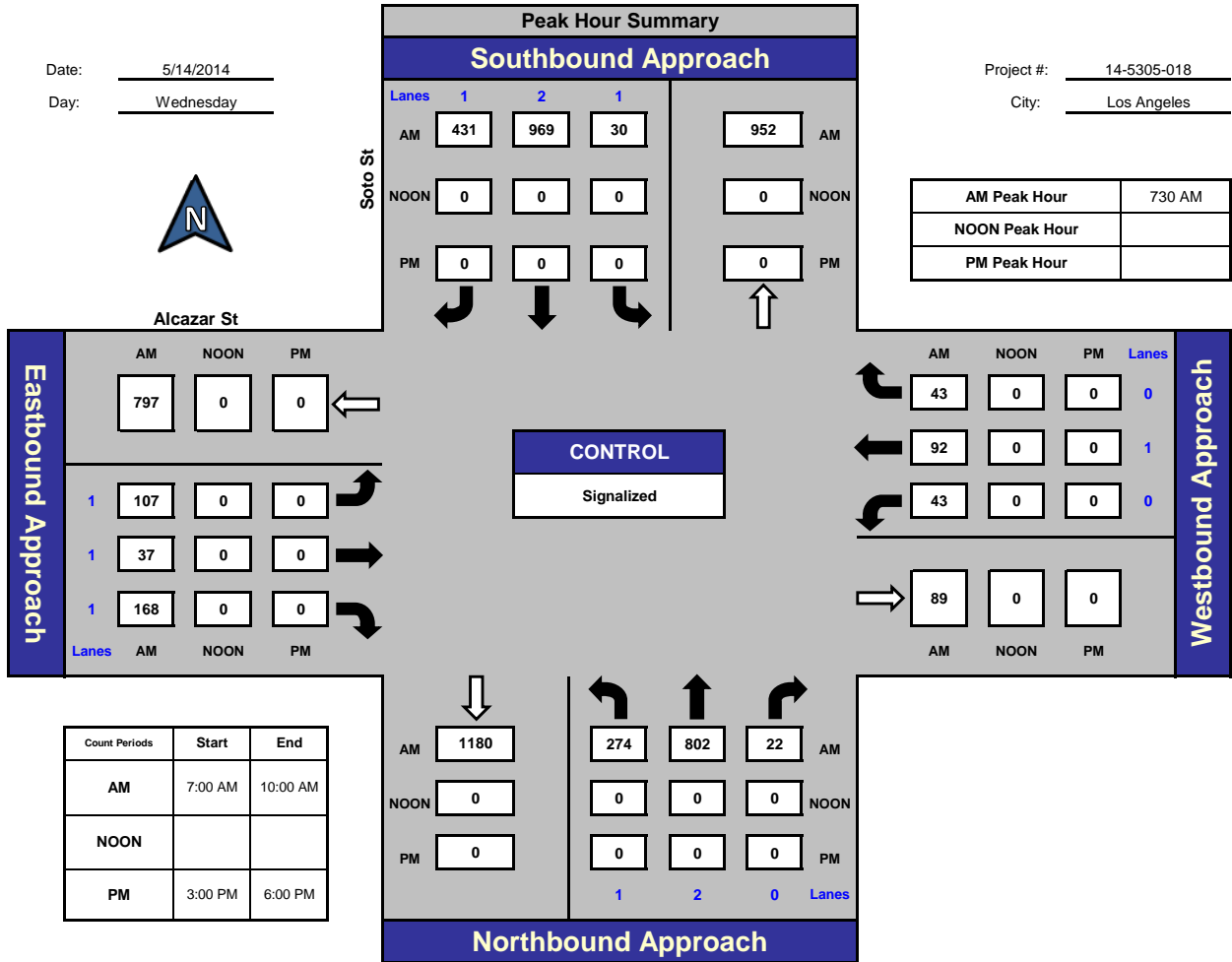
Soto St and Alcazar St, Los Angeles

Date: 5/14/2014

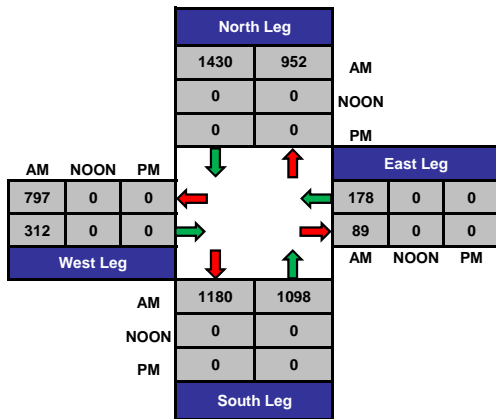
Day: Wednesday

Project #: 14-5305-018

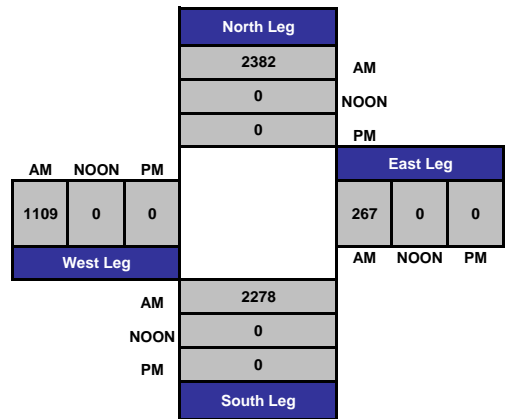
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-018
 N/S Street: Soto St
 E/W Street: Alcazar St
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-019

Day: Wednesday

City: Los Angeles

Date: 5/14/2014

AM													
NS/EW Streets:	State St			State St			Zonal Ave			Zonal Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	0	43	0	0	0	0	87	17	10	41	0	205
7:15 AM	18	0	26	0	0	0	0	81	12	6	55	0	198
7:30 AM	14	0	33	0	0	0	1	116	32	5	85	1	287
7:45 AM	15	0	51	0	0	0	0	105	26	19	86	0	302
8:00 AM	13	0	45	0	0	0	0	104	26	14	47	0	249
8:15 AM	14	1	48	0	0	0	1	83	16	10	57	0	230
8:30 AM	10	0	40	0	0	0	1	103	22	10	52	0	238
8:45 AM	5	0	44	0	0	0	0	105	31	11	55	0	251
9:00 AM	16	0	29	1	1	0	1	91	21	13	41	0	214
9:15 AM	10	0	26	0	0	0	0	79	12	8	32	0	167
9:30 AM	14	0	36	1	1	1	0	66	12	8	44	0	183
9:45 AM	10	0	26	1	0	0	1	66	10	10	48	1	173
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	146	1	447	3	2	1	5	1086	237	124	643	2	2697
	24.58%	0.17%	75.25%	50.00%	33.33%	16.67%	0.38%	81.78%	17.85%	16.12%	83.62%	0.26%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	56	1	177	0	0	0	2	408	100	48	275	1	1068
PEAK HR FACTOR :	0.886			0.000			0.856			0.771			0.884

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

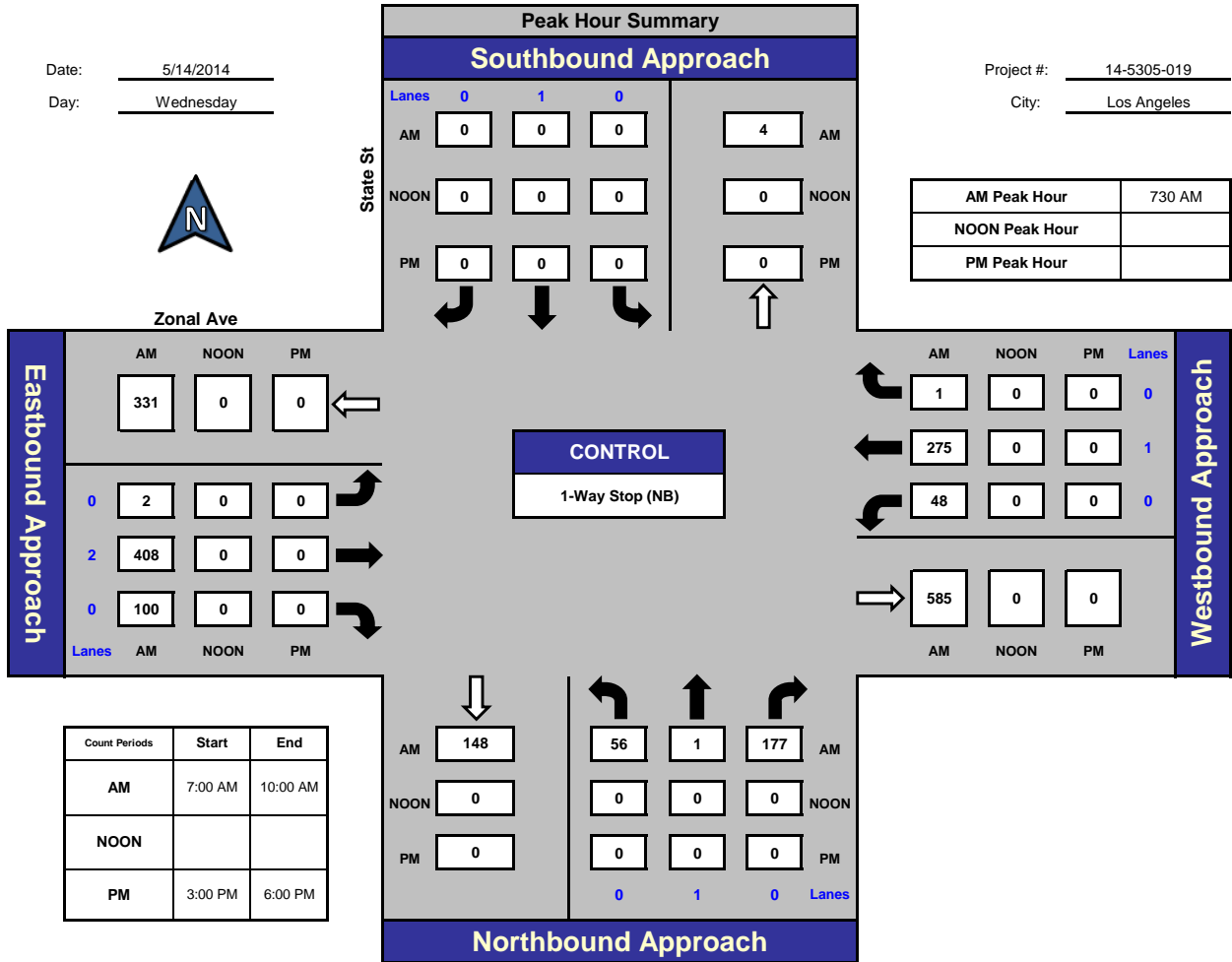


National Data & Surveying Services

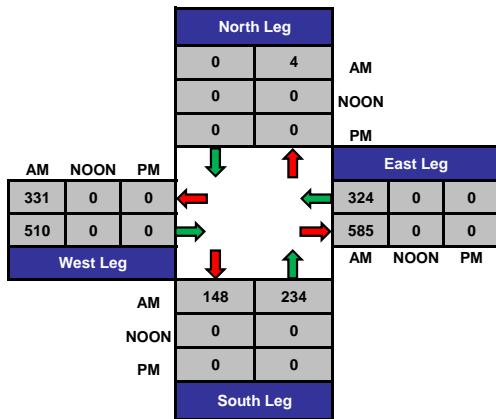
State St and Zonal Ave, Los Angeles

Date: 5/14/2014
Day: Wednesday

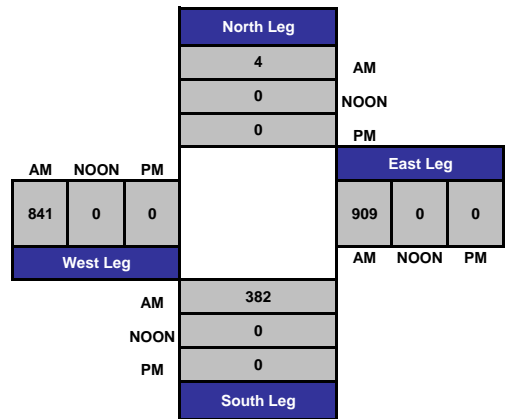
Project #: 14-5305-019
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-019
 N/S Street: State St
 E/W Street: Zonal Ave
 DATE: 5/14/2014
 CITY: Los Angeles

DAY: Wednesday

A M
PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-001

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Daly St			Daly St			Main St			Main St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	2	0	0	1	1	
3:00 PM	27	91	5	35	78	32	17	130	59	23	72	29	598
3:15 PM	23	78	6	35	67	29	18	140	44	11	93	45	589
3:30 PM	22	136	12	33	69	31	17	151	57	11	77	49	665
3:45 PM	32	127	7	32	65	27	8	159	34	11	68	40	610
4:00 PM	34	144	9	43	84	27	14	155	70	17	67	51	715
4:15 PM	31	127	14	42	83	23	9	170	49	9	83	44	684
4:30 PM	30	149	9	33	67	32	20	182	54	18	85	56	735
4:45 PM	38	174	11	34	64	21	11	196	47	18	106	49	769
5:00 PM	44	160	15	26	83	25	25	168	51	15	87	48	747
5:15 PM	41	180	7	32	65	14	16	217	37	16	97	47	769
5:30 PM	49	163	14	21	73	28	23	184	49	11	101	51	767
5:45 PM	40	163	16	31	69	16	23	169	28	12	89	40	696
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	411	1692	125	397	867	305	201	2021	579	172	1025	549	8344
	18.45%	75.94%	5.61%	25.30%	55.26%	19.44%	7.18%	72.15%	20.67%	9.85%	58.71%	31.44%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	172	677	47	113	285	88	75	765	184	60	391	195	3052
PEAK HR FACTOR :	0.982			0.907			0.948			0.934			0.992

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

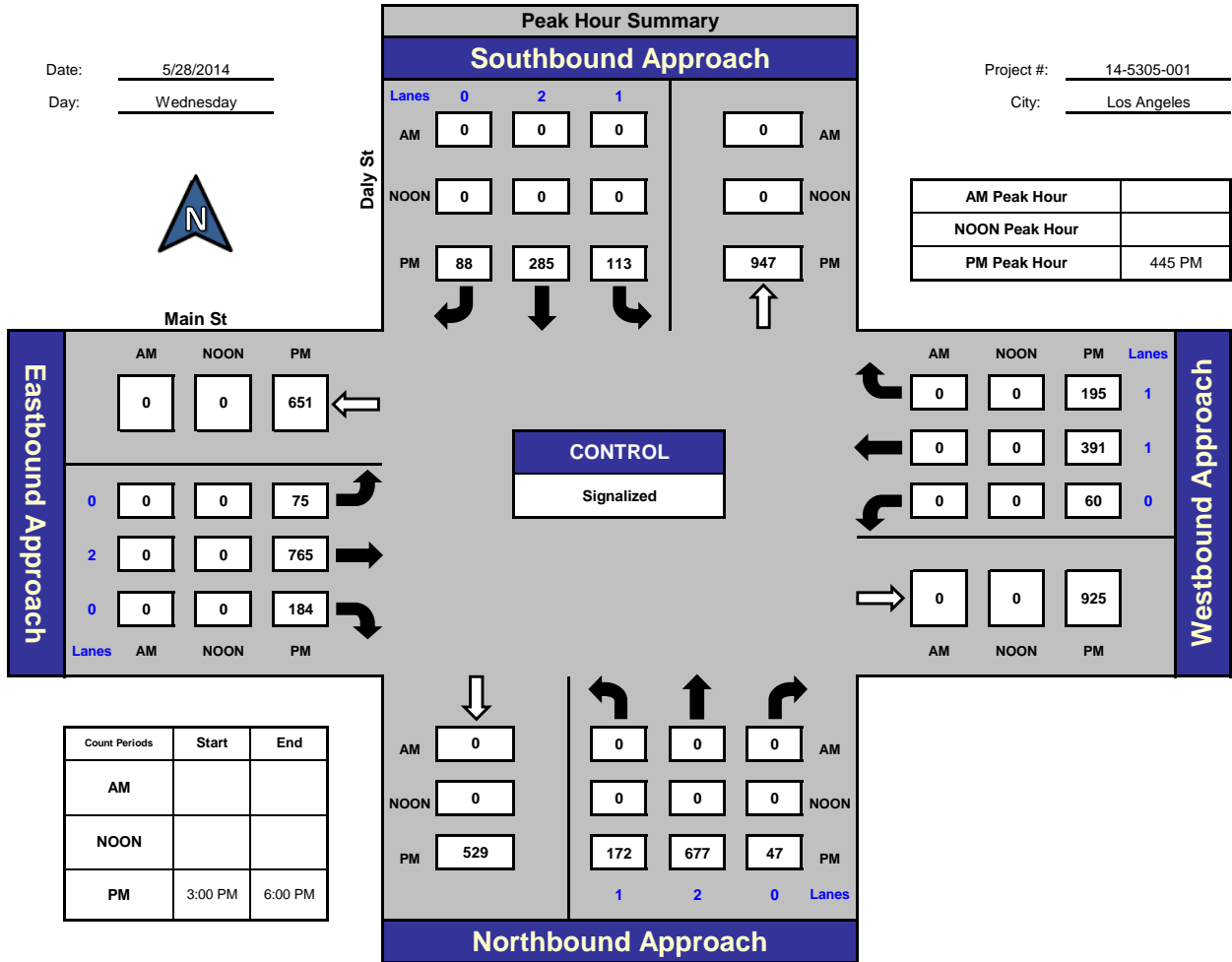
Daly St and Main St, Los Angeles

Date: 5/28/2014

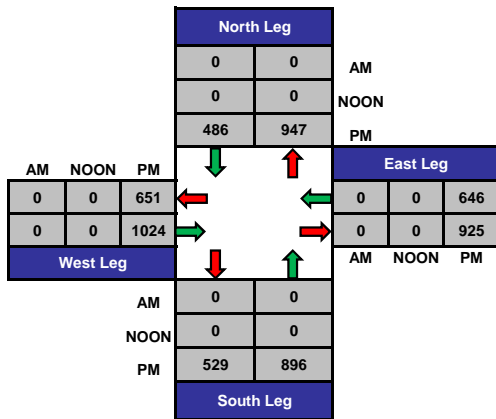
Day: Wednesday

Project #: 14-5305-001

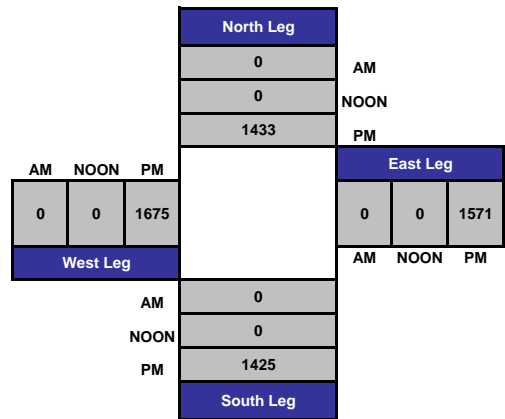
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-001
 N/S Street: Daly St
 E/W Street: Main St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	8	2	3	2	6	3	1	3
3:15 PM	5	3	4	2	2	3	2	5
3:30 PM	6	3	9	4	5	11	1	3
3:45 PM	12	6	3	5	6	4	6	6
4:00 PM	4	4	6	4	11	11	5	6
4:15 PM	5	4	7	6	13	2	2	0
4:30 PM	7	2	3	6	2	5	3	4
4:45 PM	7	2	4	3	10	7	3	2
5:00 PM	3	2	4	8	0	4	4	0
5:15 PM	5	10	7	8	11	4	6	4
5:30 PM	4	2	3	5	3	3	3	2
5:45 PM	1	3	3	7	3	3	4	2
TOTALS	67	43	56	60	72	60	40	37

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	0	0	0	0	2	0	0
3:15 PM	2	4	0	0	0	0	0	4
3:30 PM	0	0	3	2	1	0	0	9
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	9	0	1	0	0	2	0	1
4:45 PM	3	0	0	0	0	0	0	1
5:00 PM	2	0	0	0	0	0	1	5
5:15 PM	1	0	0	1	0	0	1	0
5:30 PM	0	3	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	20	8	4	3	2	4	2	20

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-001
 N/S Street: Daly St
 E/W Street: Main St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-002

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM

NS/EW Streets:	Mission Rd		Mission Rd			I-5 SB Ramps/I-10 On-Ramp			I-5 SB Ramps/I-10 On-Ramp			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	3	0	2	2	0	1.3	0.3	0.3	0	0	0	
3:00 PM		201	14	106	146		60	3	34				83
3:15 PM		206	16	115	124		59	3	21				88
3:30 PM		240	22	127	180		51	2	31				97
3:45 PM		284	12	96	146		55	13	17				72
4:00 PM		275	10	97	197		59	6	47				76
4:15 PM		281	8	96	179		59	9	53				77
4:30 PM		270	13	109	206		69	5	63				79
4:45 PM		321	7	87	174		55	7	43				59
5:00 PM		306	12	96	215		62	1	50				74
5:15 PM		318	4	74	191		77	9	40				49
5:30 PM		334	3	89	212		62	2	28				62
5:45 PM		348	9	65	173		61	0	27				47
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	3384	130	1157	2143	0	729	60	454	0	0	0	8057
	0.00%	96.30%	3.70%	35.06%	64.94%	0.00%	58.65%	4.83%	36.52%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	1215	36	366	786	0	263	22	196	0	0	0	2884
PEAK HR FACTOR :	0.954			0.914			0.878			0.000			0.972

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

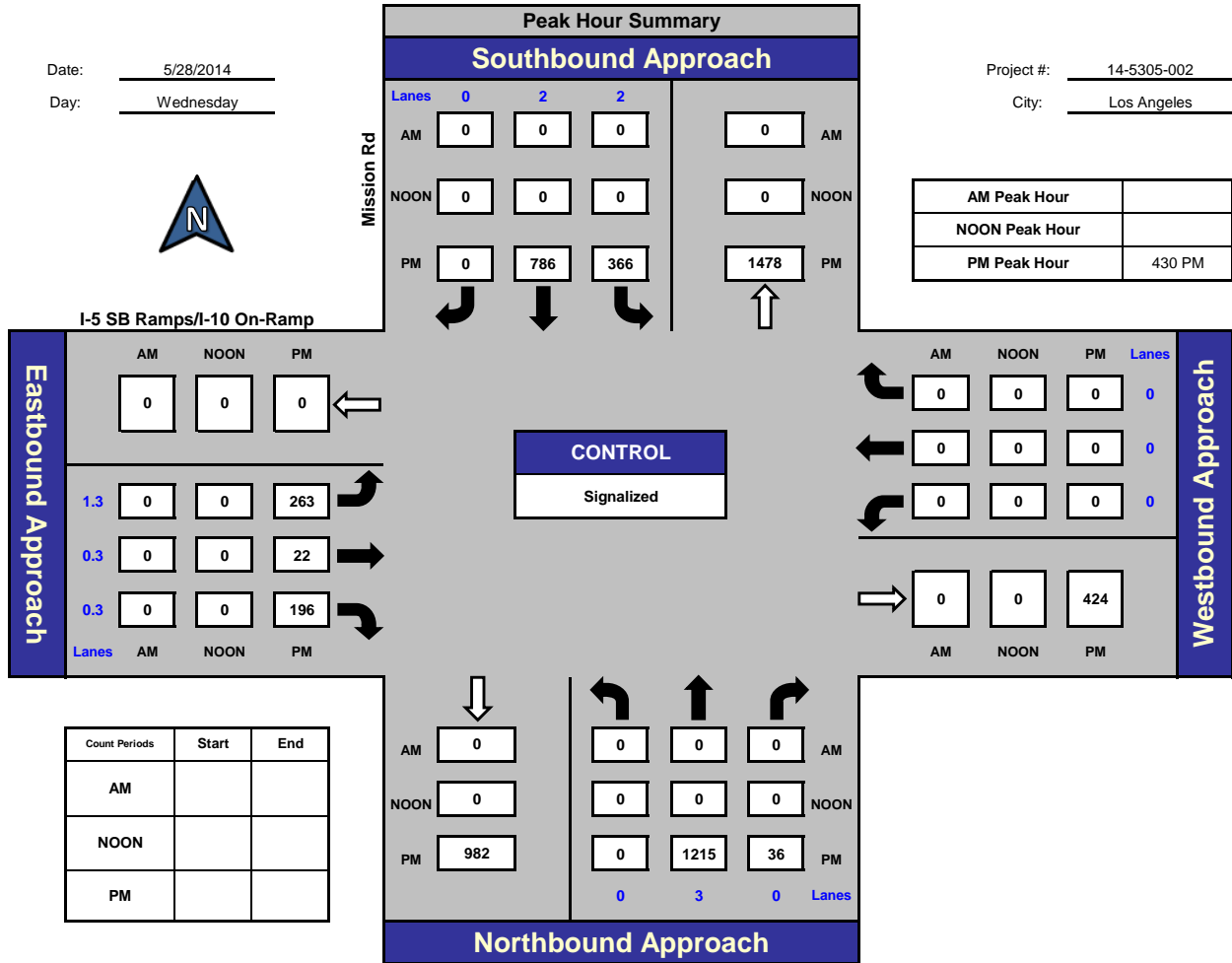
Mission Rd and I-5 SB Ramps/I-10 On-Ramp, Los Angeles

Date: 5/28/2014

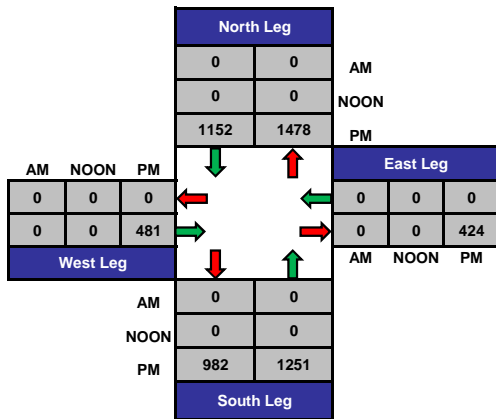
Day: Wednesday

Project #: 14-5305-002

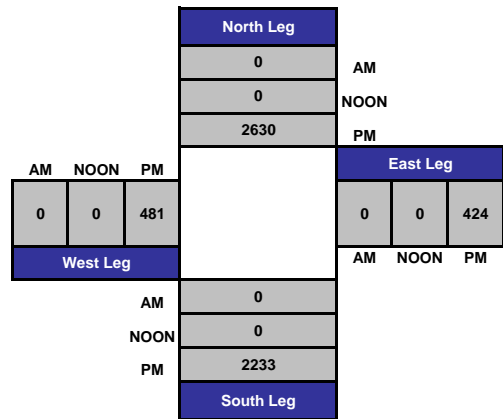
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-003

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Mission Rd			Mission Rd			Daly St/Marengo St			Daly St/Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	1.5	1.5	1	2	1	
3:00 PM	32	163	71	80	163	2	6	89	63	36	80	46	831
3:15 PM	36	147	75	70	150	6	3	85	44	35	80	48	779
3:30 PM	43	178	77	102	234	19	6	81	44	36	99	37	956
3:45 PM	58	185	92	75	142	15	10	65	50	45	104	39	880
4:00 PM	56	202	80	95	214	12	7	86	59	31	119	32	993
4:15 PM	55	202	76	75	180	7	5	106	49	38	115	35	943
4:30 PM	50	224	72	104	251	17	6	78	51	25	113	49	1040
4:45 PM	54	233	88	94	172	12	10	84	55	22	164	38	1026
5:00 PM	44	235	90	102	239	15	3	77	53	28	152	40	1078
5:15 PM	61	241	88	96	195	15	3	95	34	28	170	41	1067
5:30 PM	60	257	84	87	245	14	3	68	44	24	142	49	1077
5:45 PM	49	273	79	74	167	8	5	79	36	24	154	47	995
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	14.55%	61.80%	23.65%	29.71%	66.29%	4.00%	4.08%	60.48%	35.44%	15.73%	63.09%	21.18%	11665
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	219	966	350	379	851	56	19	324	186	102	628	168	4248
PEAK HR FACTOR :	0.957			0.903			0.888			0.939			0.985

UTURNS			
NB	SB	EB	WB
0	0	0	0

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

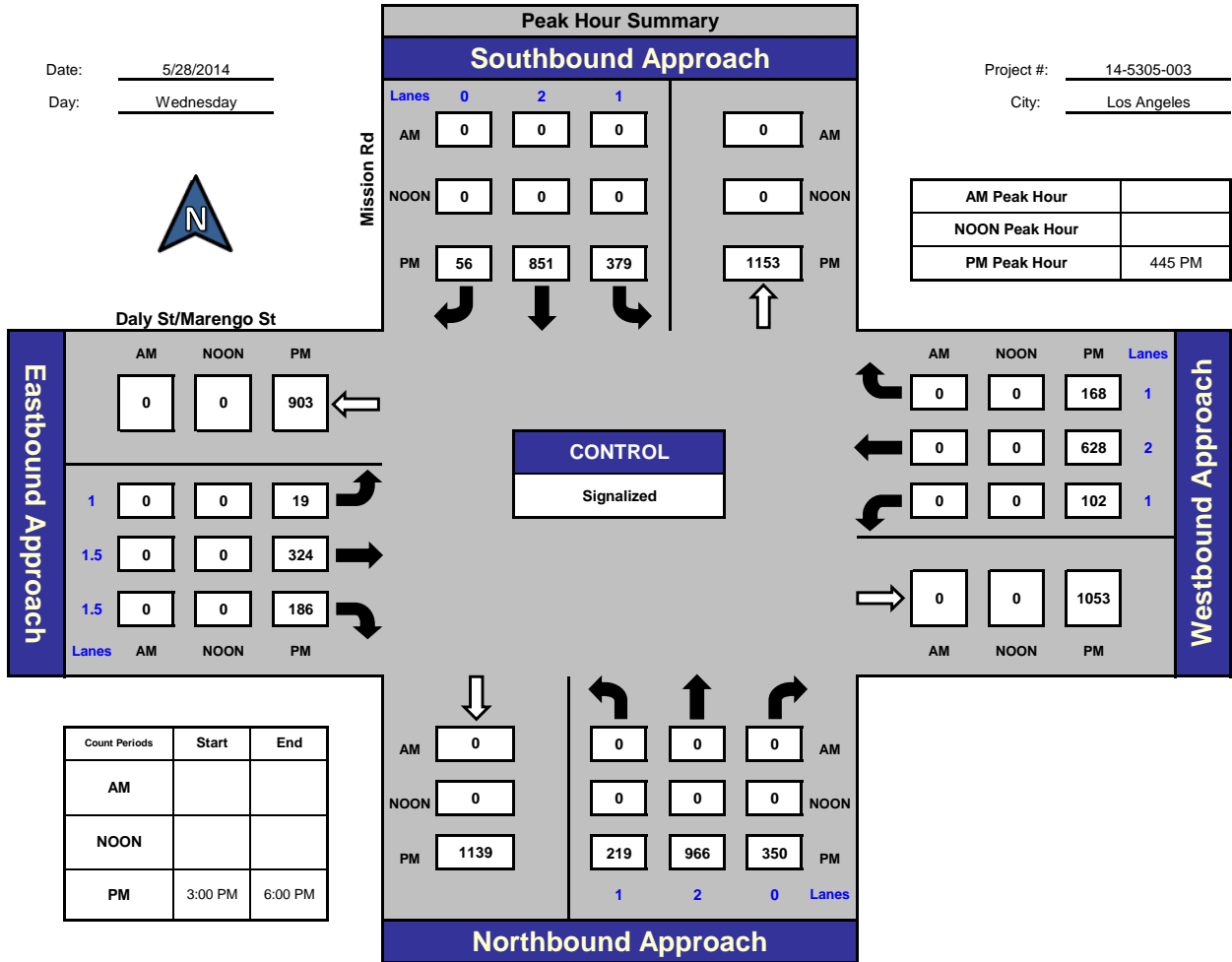
Mission Rd and Daly St/Marengo St, Los Angeles

Date: 5/28/2014

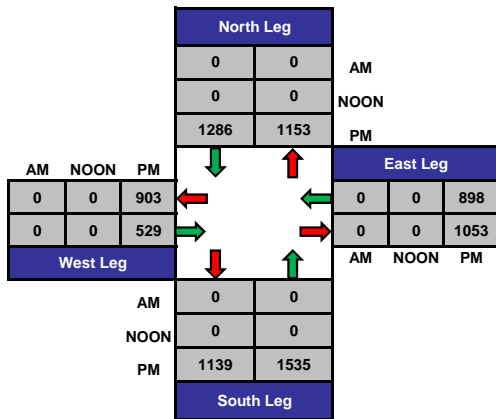
Day: Wednesday

Project #: 14-5305-003

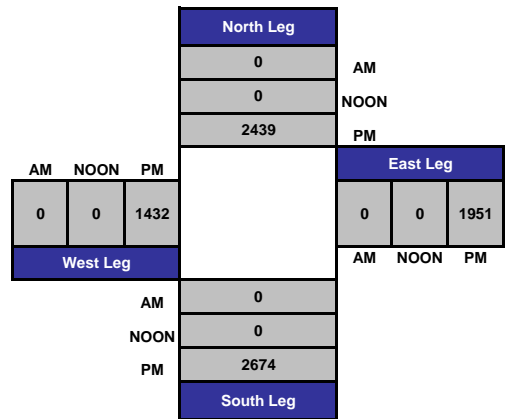
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-003
 N/S Street: Mission Rd
 E/W Street: Daly St/Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5338-001

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM														
NS/EW Streets:	Mission Rd			Mission Rd			Workman			Workman				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
3:00 PM	7	215	0	1	242	2	4	1	5	9	0	2	488	
3:15 PM	1	196	2	0	221	1	11	0	4	20	1	3	460	
3:30 PM	3	209	3	0	229	1	4	1	5	38	0	5	498	
3:45 PM	6	221	2	0	231	4	8	0	6	19	3	6	506	
4:00 PM	2	227	3	0	282	1	8	1	9	16	0	5	554	
4:15 PM	3	248	2	1	295	4	0	0	1	18	0	5	577	
4:30 PM	7	263	1	2	347	5	1	0	1	21	3	7	658	
4:45 PM	10	271	0	0	265	2	11	1	8	24	0	4	596	
5:00 PM	12	269	1	0	316	8	9	0	12	31	2	5	665	
5:15 PM	8	276	0	0	284	2	2	0	6	15	0	4	597	
5:30 PM	6	307	0	0	311	5	12	0	8	18	0	4	671	
5:45 PM	5	316	1	0	223	2	8	0	11	7	0	4	577	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	70	3018	15	4	3246	37	78	4	76	236	9	54	6847	
	2.26%	97.26%	0.48%	0.12%	98.75%	1.13%	49.37%	2.53%	48.10%	78.93%	3.01%	18.06%		
PEAK HR START TIME :	445 PM													TOTAL
PEAK HR VOL :	36	1123	1	0	1176	17	34	1	34	88	2	17	2529	
PEAK HR FACTOR :	0.927			0.921			0.821			0.704			0.942	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

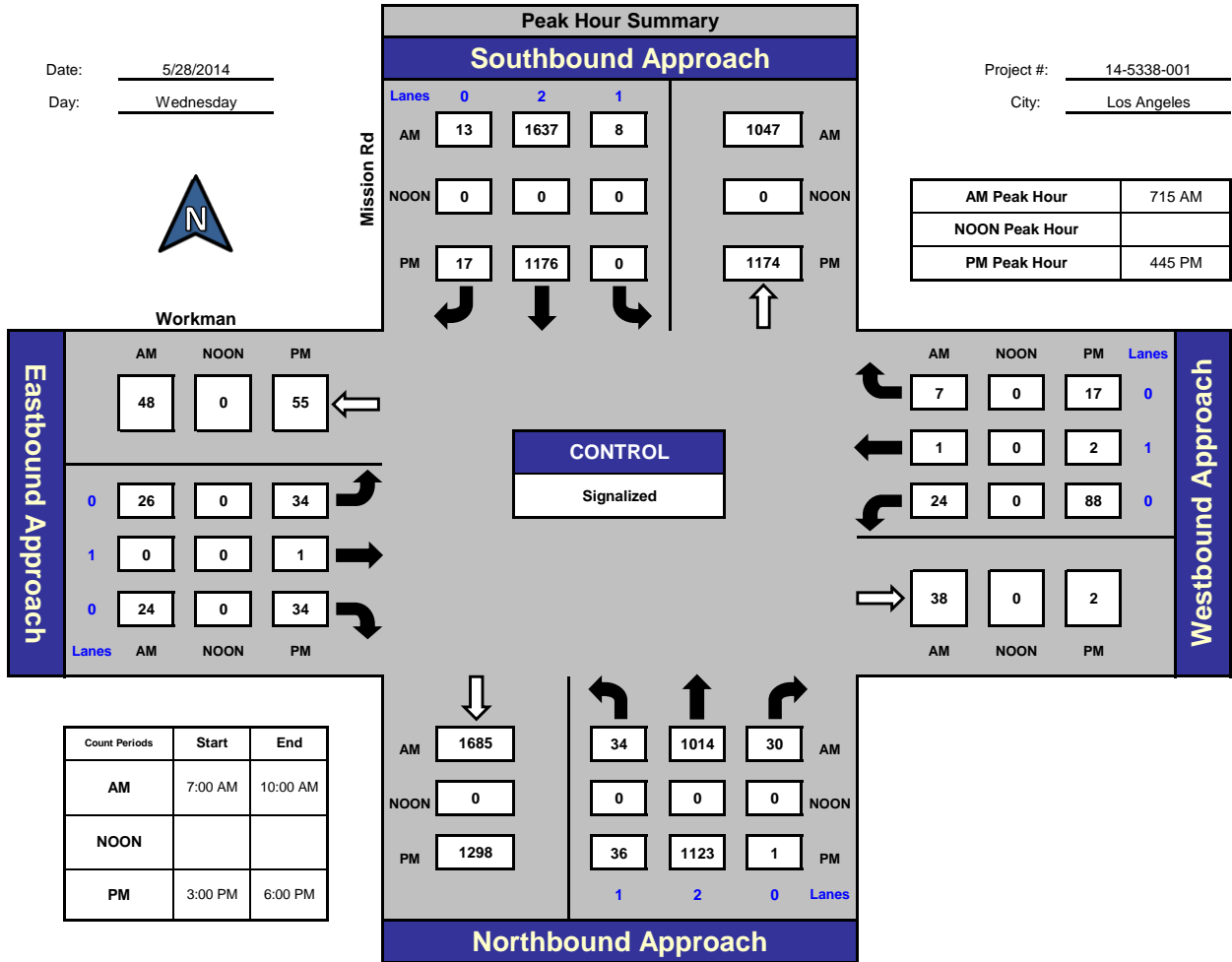
Mission Rd and Workman, Los Angeles

Date: 5/28/2014

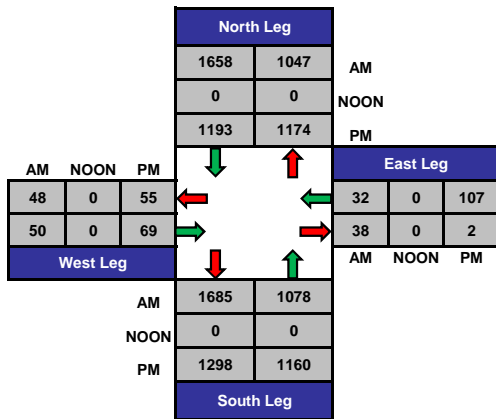
Day: Wednesday

Project #: 14-5338-001

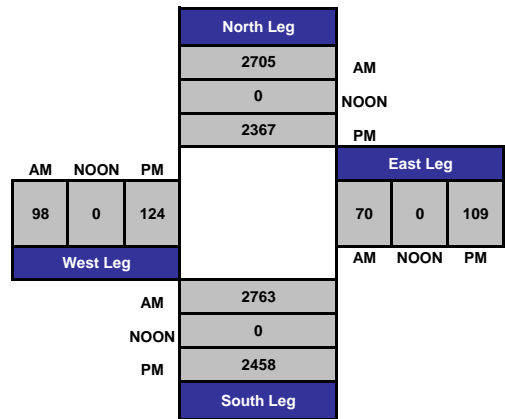
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5338-001
 N/S Street: Mission Rd
 E/W Street: Workman
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	4	1	1	4
7:15 AM	0	0	10	0	0	3	3	6
7:30 AM	0	0	2	1	2	4	2	4
7:45 AM	1	4	1	2	3	1	3	1
8:00 AM	4	0	2	1	2	1	2	2
8:15 AM	4	2	3	3	0	2	5	6
8:30 AM	0	2	5	1	2	0	4	4
8:45 AM	2	0	2	3	1	2	2	7
9:00 AM	2	1	1	1	1	0	5	4
9:15 AM	2	3	0	0	0	0	3	1
9:30 AM	3	1	1	0	0	3	6	6
9:45 AM	1	3	0	0	3	0	4	3
TOTALS	20	16	27	12	18	17	40	48

School-Aged Pedestrians

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

NOON

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	2	3	0	4	0	2	5
3:15 PM	0	2	0	2	4	5	8	8
3:30 PM	0	0	2	0	2	1	2	5
3:45 PM	0	1	3	0	4	1	5	3
4:00 PM	2	0	0	1	1	0	5	5
4:15 PM	0	0	1	0	0	0	2	1
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	2	1
5:00 PM	0	0	0	1	0	1	3	5
5:15 PM	0	0	1	1	0	0	5	8
5:30 PM	0	1	0	0	0	0	6	8
5:45 PM	0	0	2	1	3	3	3	5
TOTALS	2	6	13	6	18	11	43	54

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5315-001

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Mission Rd			Mission Rd			Sichel St			Sichel St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	8	207	0	0	2	0	0	1	0	0	0	0	473
3:15 PM	6	215	0	0	2	0	7	3	11	0	0	0	444
3:30 PM	5	206	0	0	3	0	4	1	15	0	0	0	532
3:45 PM	5	245	0	0	2	0	7	3	11	0	0	0	500
4:00 PM	6	223	0	0	7	0	7	7	11	0	0	0	518
4:15 PM	5	254	0	0	4	0	8	8	17	0	0	0	526
4:30 PM	6	289	0	0	4	0	6	6	18	0	0	0	646
4:45 PM	5	277	0	0	2	0	11	12	12	0	0	0	563
5:00 PM	1	284	0	0	2	0	3	3	9	0	0	0	605
5:15 PM	6	278	0	0	2	0	10	21	21	0	0	0	589
5:30 PM	4	298	0	0	4	0	4	16	16	0	0	0	631
5:45 PM	4	324	0	0	3	0	5	8	8	0	0	0	576
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	61	3100	0	0	3153	55	68	0	166	0	0	0	6603
	1.93%	98.07%	0.00%	0.00%	98.29%	1.71%	29.06%	0.00%	70.94%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	18	1128	0	0	1157	10	30	0	60	0	0	0	2403
PEAK HR FACTOR :	0.971			0.892			0.726			0.000			0.930

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

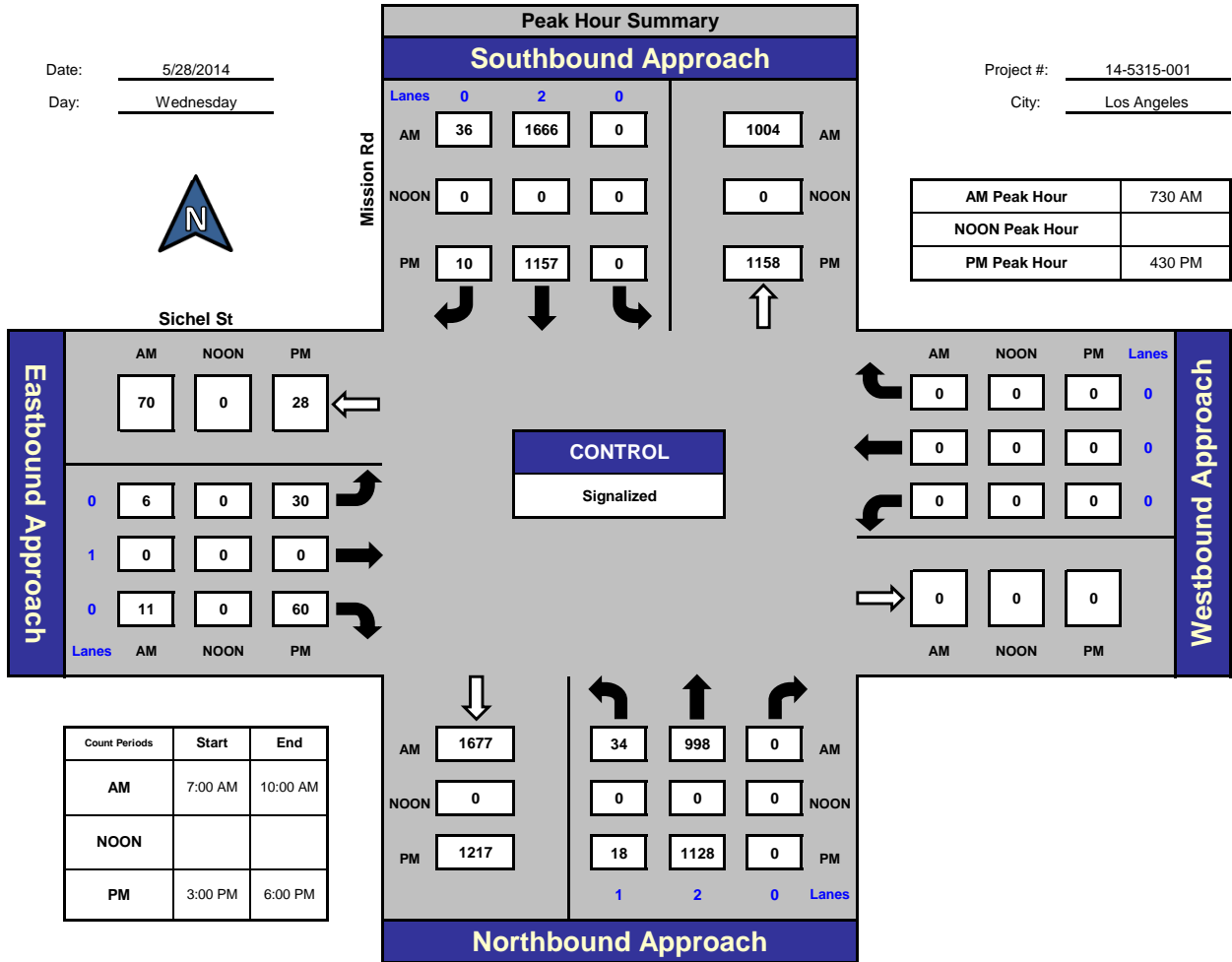
Mission Rd and Sichel St, Los Angeles

Date: 5/28/2014

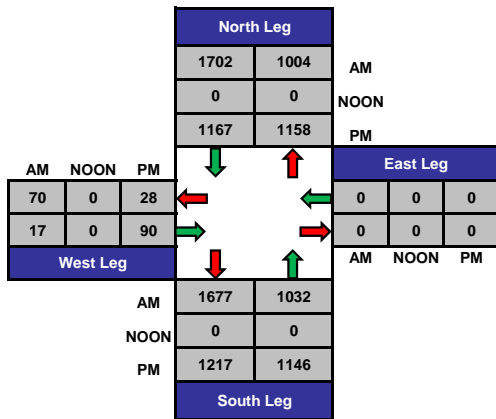
Day: Wednesday

Project #: 14-5315-001

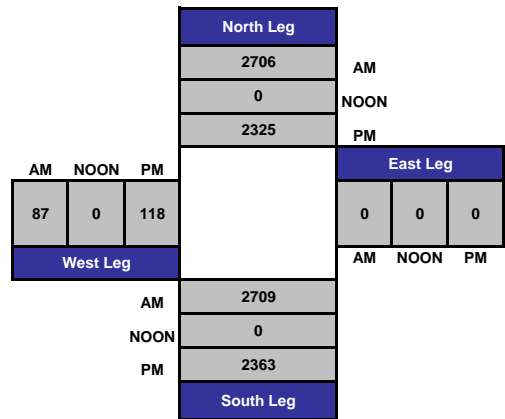
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5315-001
 N/S Street: Mission Rd
 E/W Street: Sichel St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	0	0	0	0	6	1
7:15 AM	0	1	0	0	0	0	2	0
7:30 AM	2	1	1	0	0	0	7	0
7:45 AM	0	0	0	0	0	0	3	1
8:00 AM	2	2	0	0	0	0	2	5
8:15 AM	2	3	1	0	0	0	4	2
8:30 AM	0	1	2	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	0	3
9:00 AM	1	1	0	0	0	0	2	4
9:15 AM	1	0	0	1	0	0	2	7
9:30 AM	0	1	0	0	0	0	2	3
9:45 AM	0	1	0	0	0	0	1	3
TOTALS	8	14	4	1	0	0	33	34

School-Aged Pedestrians

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

NOON

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	0	0	0	0	7	8
3:15 PM	1	0	0	0	0	0	0	4
3:30 PM	1	0	0	0	0	0	3	6
3:45 PM	0	0	0	1	0	0	8	3
4:00 PM	0	0	0	1	0	0	2	5
4:15 PM	0	0	0	1	0	0	0	2
4:30 PM	1	0	1	0	0	0	2	1
4:45 PM	2	1	0	0	0	0	3	3
5:00 PM	2	0	0	0	0	0	0	7
5:15 PM	1	1	0	0	0	0	4	6
5:30 PM	1	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	0	4	2
TOTALS	11	4	1	3	0	0	33	53

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-004

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM

NS/EW Streets:	Mission Rd		Mission Rd			Griffin Ave/Zonal Ave			Griffin Ave/Zonal Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
3:00 PM	23	157	37	8	167	5	4	35	33	27	29	22	547
3:15 PM	19	167	29	7	165	10	7	31	26	29	46	19	555
3:30 PM	33	148	38	13	232	13	8	25	34	34	46	34	658
3:45 PM	23	177	39	7	166	13	10	18	27	36	50	29	595
4:00 PM	23	192	23	7	206	18	8	18	43	35	49	36	658
4:15 PM	19	219	18	6	197	8	6	29	26	32	51	32	643
4:30 PM	33	243	26	10	268	11	6	13	28	41	53	35	767
4:45 PM	23	246	17	5	173	13	10	12	25	55	70	34	683
5:00 PM	35	244	13	8	231	25	10	19	24	52	57	53	771
5:15 PM	23	248	13	6	205	10	11	20	21	51	81	42	731
5:30 PM	27	266	19	2	233	21	6	9	29	47	83	35	777
5:45 PM	32	272	20	1	161	17	8	16	26	40	74	33	700
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	313	2579	292	80	2404	164	94	245	342	479	689	404	8085
	9.83%	81.00%	9.17%	3.02%	90.79%	6.19%	13.80%	35.98%	50.22%	30.47%	43.83%	25.70%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	117	1030	65	17	830	73	35	64	100	190	295	163	2979
PEAK HR FACTOR :	0.935			0.871			0.939			0.931			0.958

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

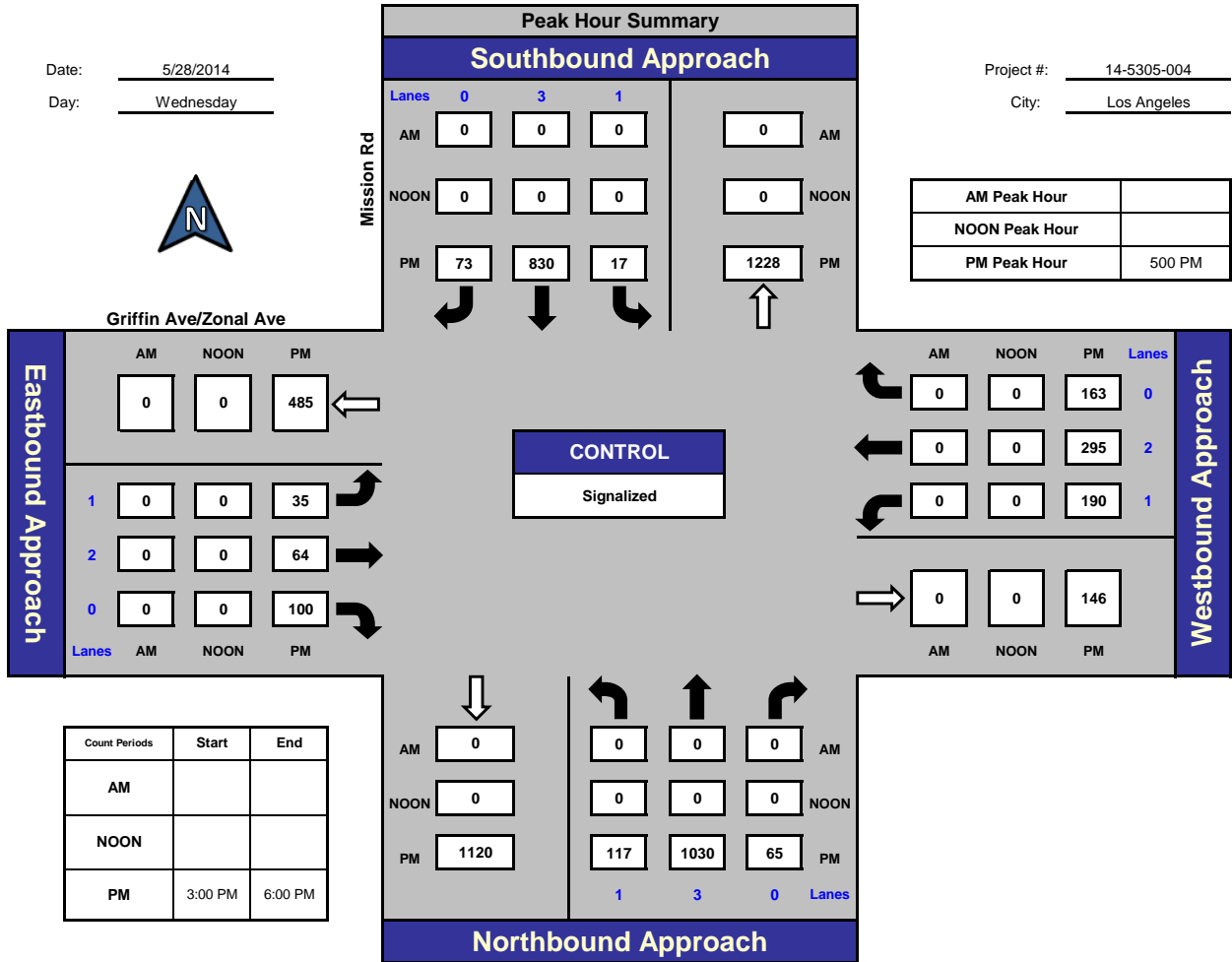
Mission Rd and Griffin Ave/Zonal Ave, Los Angeles

Date: 5/28/2014

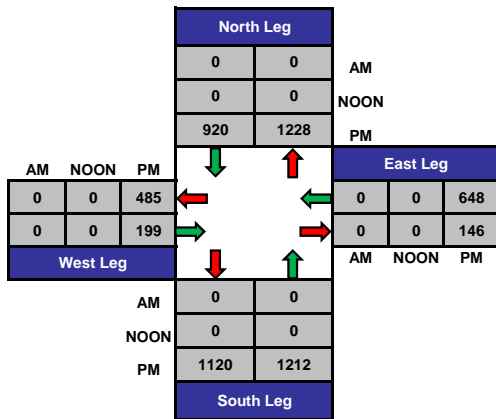
Day: Wednesday

Project #: 14-5305-004

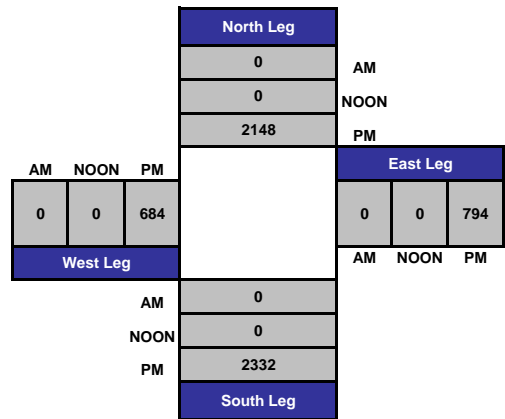
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-004
 N/S Street: Mission Rd
 E/W Street: Griffin Ave/Zonal Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	6	2	0	4	0	1	4
3:15 PM	0	1	1	9	0	12	2	0
3:30 PM	0	7	1	3	1	6	1	4
3:45 PM	0	2	3	1	1	4	1	3
4:00 PM	0	2	3	3	2	5	0	3
4:15 PM	0	2	0	1	1	8	0	2
4:30 PM	1	3	1	2	2	11	1	3
4:45 PM	1	2	2	3	0	7	1	1
5:00 PM	1	1	1	2	0	7	0	1
5:15 PM	1	5	0	2	0	5	1	1
5:30 PM	1	2	0	2	1	2	0	1
5:45 PM	0	1	1	0	0	1	2	1
TOTALS	6	34	15	28	12	68	10	24

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-004
 N/S Street: Mission Rd
 E/W Street: Griffin Ave/Zonal Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-005

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Mission Rd			Mission Rd			Valley Blvd			Valley Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	2	0	1.5	1.5	0	0	0	0	
3:00 PM		119	60	38	130		38	128	9				522
3:15 PM		125	43	35	115		63	136	8				525
3:30 PM		137	53	52	180		48	133	11				614
3:45 PM		119	87	15	111		41	188	11				572
4:00 PM		157	77	38	152		54	171	4				653
4:15 PM		161	73	29	155		56	188	6				668
4:30 PM		194	97	34	206		65	178	9				783
4:45 PM		184	81	25	114		58	200	7				669
5:00 PM		174	114	45	180		56	148	6				723
5:15 PM		191	81	37	154		67	214	4				748
5:30 PM		219	108	39	181		59	177	9				792
5:45 PM		209	85	15	109		77	170	9				674
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1989	959	402	1787	0	682	2031	93	0	0	0	7943
	0.00%	67.47%	32.53%	18.36%	81.64%	0.00%	24.31%	72.38%	3.31%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	793	388	136	624	0	259	709	28	0	0	0	2937
PEAK HR FACTOR :	0.903												0.927

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

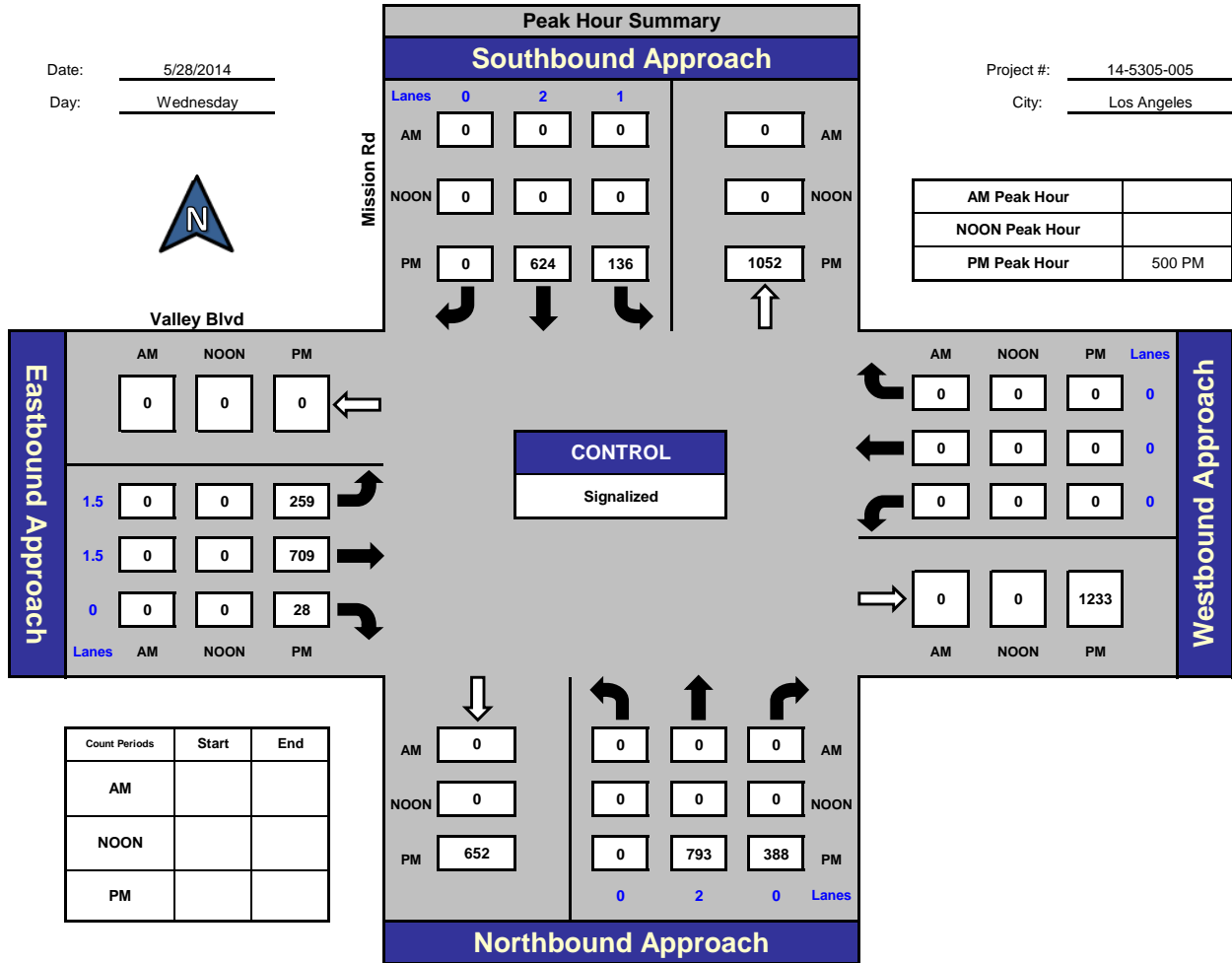
Mission Rd and Valley Blvd, Los Angeles

Date: 5/28/2014

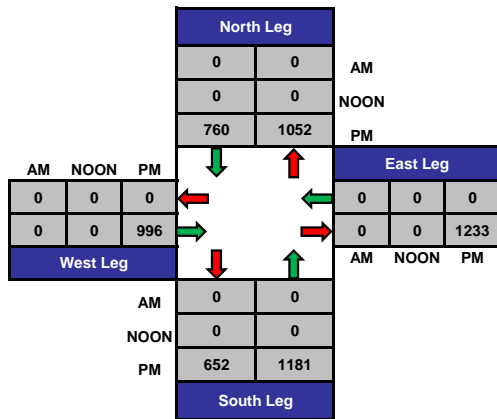
Day: Wednesday

Project #: 14-5305-005

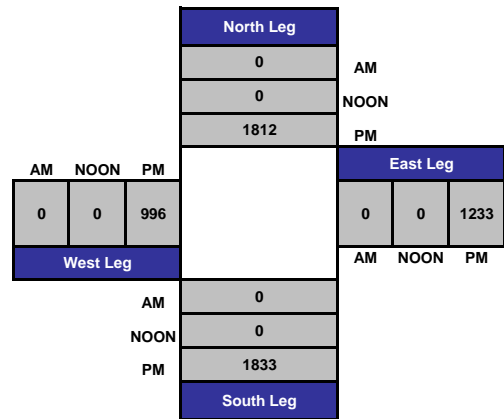
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-005
 N/S Street: Mission Rd
 E/W Street: Valley Blvd
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-006

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Mission Rd			Mission Rd			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	1	152	0	0	124	31	0	0	0	39	113	43	503
3:15 PM	2	180	0	0	124	44	0	0	0	30	122	30	532
3:30 PM	2	171	0	0	191	43	0	0	0	37	118	40	602
3:45 PM	2	157	0	0	100	47	0	0	0	31	112	36	485
4:00 PM	3	201	0	0	148	47	0	0	0	39	122	33	593
4:15 PM	10	207	0	0	151	36	0	0	0	41	121	41	607
4:30 PM	5	241	0	0	197	37	0	0	0	34	154	30	698
4:45 PM	8	233	0	0	104	50	0	0	0	37	157	39	628
5:00 PM	9	209	0	0	179	38	0	0	0	44	147	40	666
5:15 PM	7	252	0	0	153	24	0	0	0	43	177	47	703
5:30 PM	4	265	0	0	189	50	0	0	0	25	156	38	727
5:45 PM	4	271	0	0	99	37	0	0	0	30	141	26	608
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	57	2539	0	0	1759	484	0	0	0	430	1640	443	7352
	2.20%	97.80%	0.00%	0.00%	78.42%	21.58%	#DIV/0!	#DIV/0!	#DIV/0!	17.11%	65.26%	17.63%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	28	959	0	0	625	162	0	0	0	149	637	164	2724
PEAK HR FACTOR :	0.917			0.823			0.000			0.890			0.937

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

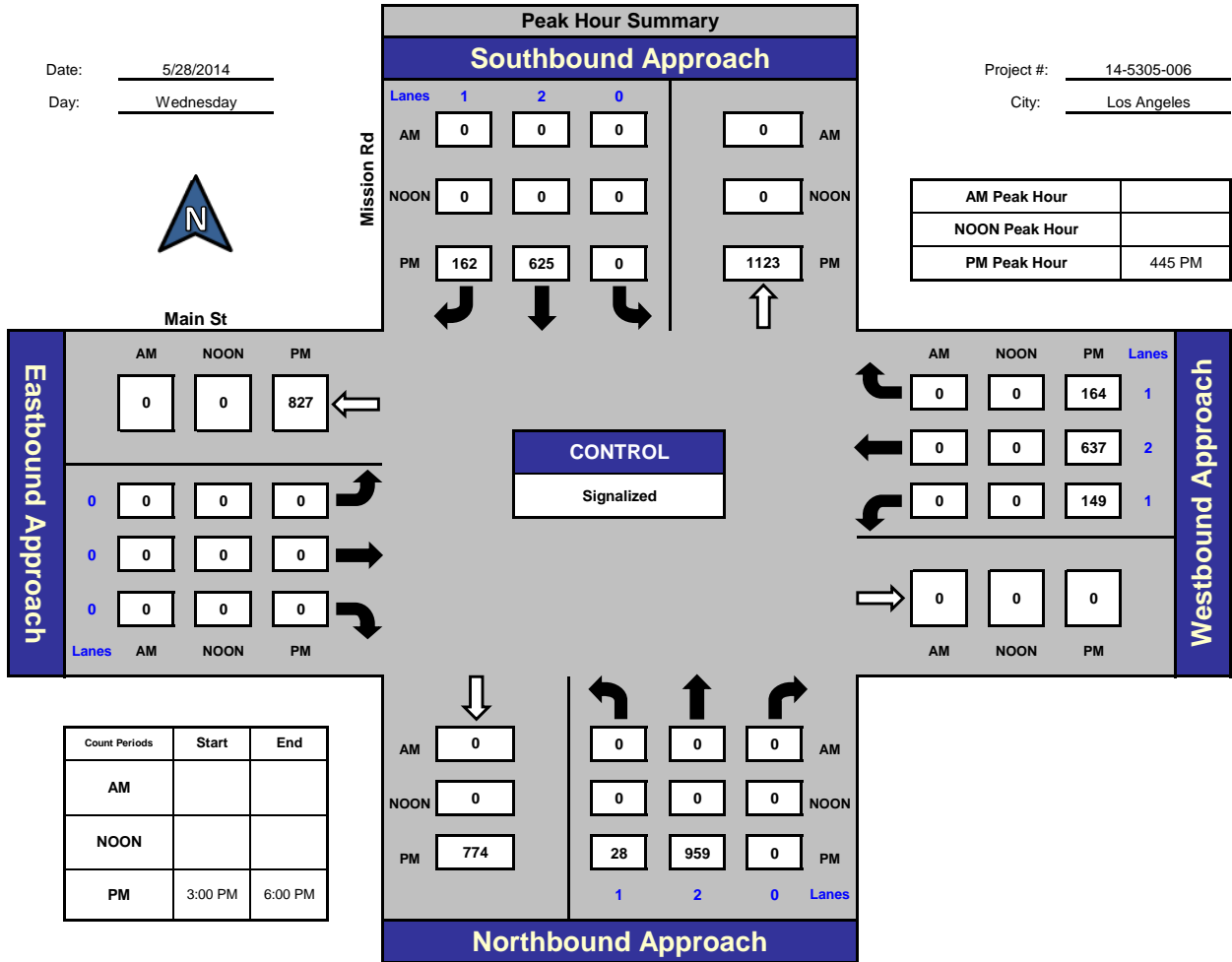
Mission Rd and Main St, Los Angeles

Date: 5/28/2014

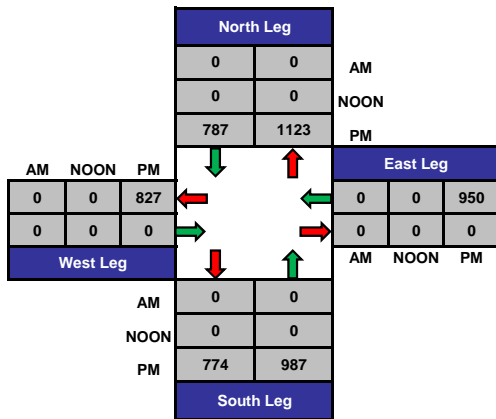
Day: Wednesday

Project #: 14-5305-006

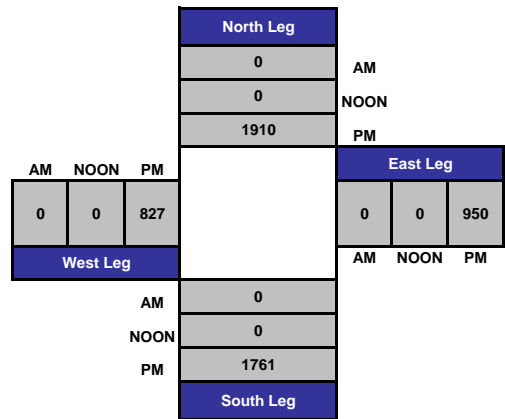
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-006
 N/S Street: Mission Rd
 E/W Street: Main St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	2	1	0	1	3	1	1
3:15 PM	3	8	0	1	2	0	4	2
3:30 PM	3	9	0	0	1	2	0	1
3:45 PM	5	5	1	0	2	0	1	0
4:00 PM	3	7	0	1	1	0	1	3
4:15 PM	5	1	1	0	1	1	1	1
4:30 PM	8	2	1	3	1	3	5	2
4:45 PM	1	1	0	0	2	4	2	1
5:00 PM	2	1	1	1	2	0	1	0
5:15 PM	2	1	0	0	1	0	2	4
5:30 PM	9	6	0	0	2	0	0	3
5:45 PM	7	4	0	1	2	3	3	3
TOTALS	48	47	5	7	18	16	21	21

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-006
 N/S Street: Mission Rd
 E/W Street: Main St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	3	0	0	1	2	0	0	0	0	3	0
3:15 PM	0	1	1	0	0	3	0	2	0	0	1	0
3:30 PM	0	0	0	1	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	1	1	0	0	0	1	0
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0
4:30 PM	0	2	0	0	0	2	1	0	0	0	1	0
4:45 PM	1	3	0	0	0	1	0	0	0	1	3	0
5:00 PM	0	1	0	0	1	0	2	0	0	1	1	0
5:15 PM	1	0	0	0	2	0	2	0	0	0	2	0
5:30 PM	0	3	0	0	2	1	1	1	0	1	2	0
5:45 PM	0	0	0	0	1	1	0	2	0	0	2	0
TOTALS	3	14	1	1	8	11	8	5	0	4	16	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-106

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM

NS/EW Streets:	Mission Rd		Mission Rd			Gates St, N Main ST			Gates St, N Main ST			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	3					0		0	3		3		9
3:15 PM	7					1		0	7		8		23
3:30 PM	5					3		1	7		3		19
3:45 PM	7					1		0	4		5		17
4:00 PM	0					3		0	6		6		15
4:15 PM	7					2		0	7		8		24
4:30 PM	7					2		2	10		8		29
4:45 PM	6					3		0	4		3		16
5:00 PM	5					0		0	7		8		20
5:15 PM	4					1		0	5		8		18
5:30 PM	5					2		0	9		7		23
5:45 PM	13					1		1	8		3		26
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	4.94%	95.06%	0.00%	100.00%	0.00%	239
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	25	0	0	0	0	7	0	2	28	0	27	0	89
PEAK HR FACTOR :	0.893			0.583			0.625			0.844			0.767

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

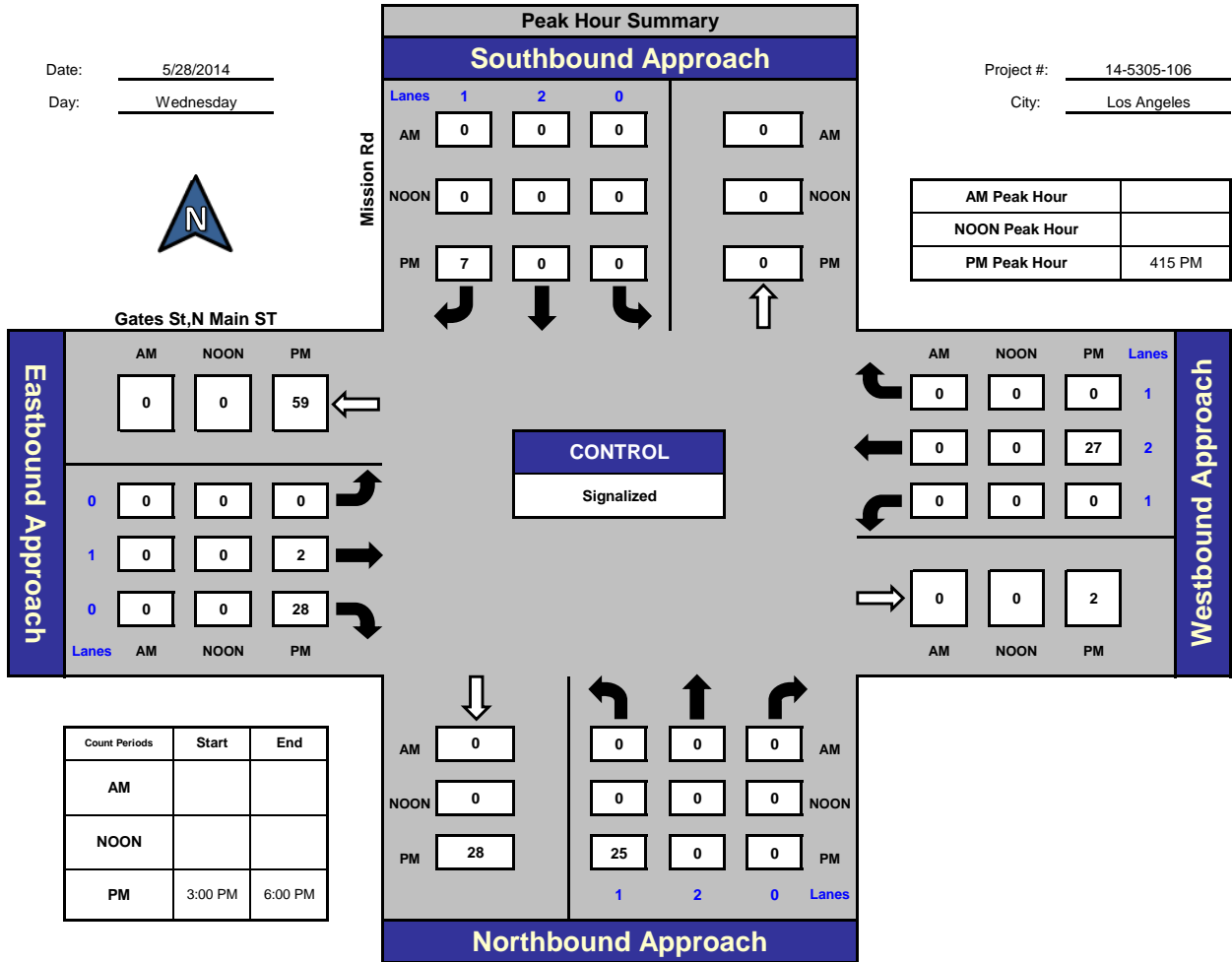
Mission Rd and Gates St, N Main ST, Los Angeles

Date: 5/28/2014

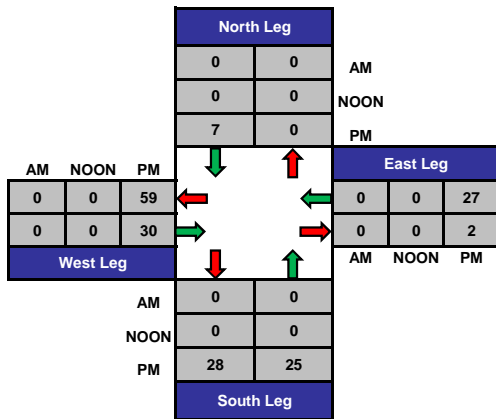
Day: Wednesday

Project #: 14-5305-106

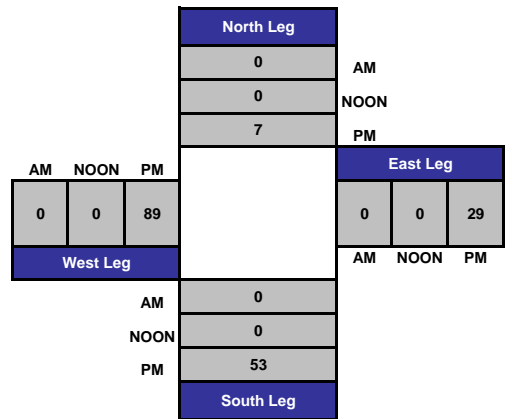
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-106
 N/S Street: Mission Rd
 E/W Street: Gates St/Main St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-007

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	State St			State St			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	12	138	72	24	103	5	15	56	42	75	53	45	640
3:15 PM	14	120	86	28	123	5	9	48	26	83	59	59	660
3:30 PM	4	113	68	36	154	10	10	52	42	107	61	60	717
3:45 PM	13	106	62	36	167	6	16	41	41	97	66	42	693
4:00 PM	9	112	48	28	133	3	13	62	42	87	57	56	650
4:15 PM	10	106	66	36	123	8	10	53	27	86	48	38	611
4:30 PM	13	111	81	52	124	5	13	64	39	86	51	49	688
4:45 PM	14	112	70	40	134	3	7	71	32	87	49	41	660
5:00 PM	11	113	66	39	118	8	13	85	42	82	64	35	676
5:15 PM	6	134	78	50	144	5	17	86	34	82	67	41	744
5:30 PM	7	127	65	56	158	3	4	75	28	80	48	49	700
5:45 PM	15	114	61	41	123	1	10	65	26	67	37	49	609
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	5.43%	59.65%	34.92%	21.86%	75.23%	2.91%	10.41%	57.60%	31.99%	45.43%	29.42%	25.14%	8048
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	38	486	279	185	554	19	41	317	136	331	228	166	2780
PEAK HR FACTOR :	0.921			0.873			0.882			0.954			0.934

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

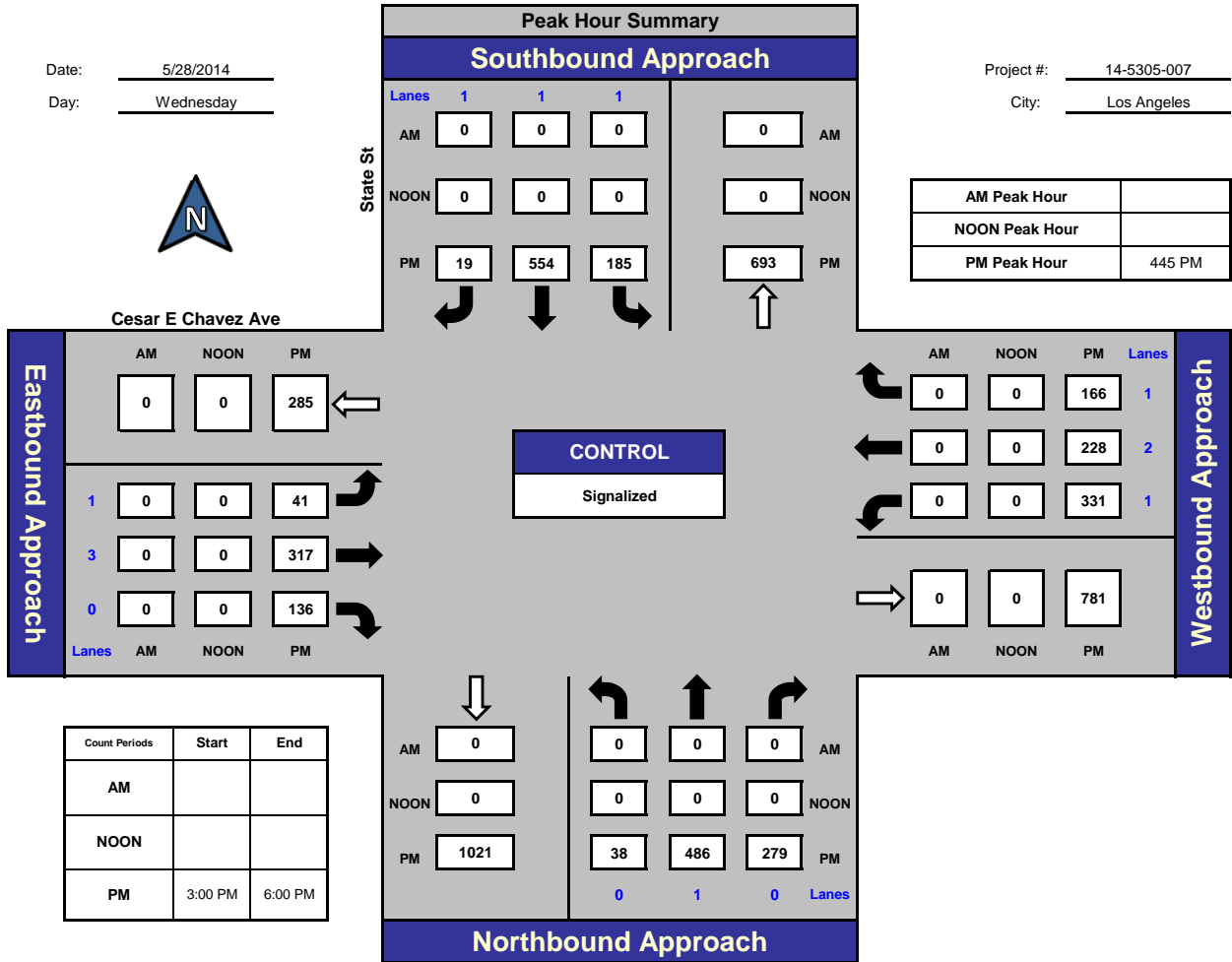
State St and Cesar E Chavez Ave, Los Angeles

Date: 5/28/2014

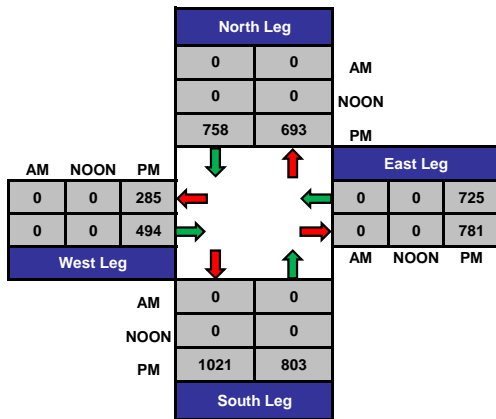
Day: Wednesday

Project #: 14-5305-007

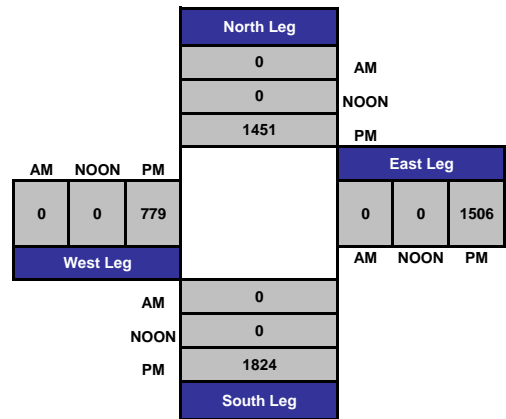
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-007
 N/S Street: State St
 E/W Street: Cesar E Chavez Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	6	3	4	0	3	6	6
3:15 PM	5	3	6	7	2	1	4	10
3:30 PM	12	4	4	5	7	1	9	9
3:45 PM	3	4	1	5	4	1	5	4
4:00 PM	8	2	6	6	3	2	3	4
4:15 PM	5	2	9	1	2	1	3	7
4:30 PM	2	5	4	1	2	0	2	2
4:45 PM	6	3	4	5	3	3	5	2
5:00 PM	9	4	7	2	8	3	8	6
5:15 PM	7	3	4	1	0	2	4	4
5:30 PM	6	1	4	3	1	0	4	8
5:45 PM	4	1	5	2	7	2	6	1
TOTALS	72	38	57	42	39	19	59	63

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-007
 N/S Street: State St
 E/W Street: Cesar E Chavez Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-009

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

NS/EW Streets:	PM												TOTAL
	State St			State St			I-10 EB Ramps			I-10 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
3:00 PM		97	72	42	98		33	36	60				438
3:15 PM		87	81	43	134		47	55	76				523
3:30 PM		87	106	55	172		26	45	89				580
3:45 PM		92	111	49	143		30	53	112				590
4:00 PM		68	99	46	132		25	49	97				516
4:15 PM		78	105	38	94		30	44	112				501
4:30 PM		111	101	36	122		21	50	92				533
4:45 PM		102	111	36	111		38	65	121				584
5:00 PM		98	113	34	88		44	64	108				549
5:15 PM		123	125	27	111		42	76	142				646
5:30 PM		135	106	26	115		40	67	119				608
5:45 PM		116	102	28	84		49	81	127				587
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1194	1232	460	1404	0	425	685	1255	0	0	0	6655
	0.00%	49.22%	50.78%	24.68%	75.32%	0.00%	17.97%	28.96%	53.07%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	472	446	115	398	0	175	288	496	0	0	0	2390
PEAK HR FACTOR :	0.925			0.910			0.922			0.000			0.925

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

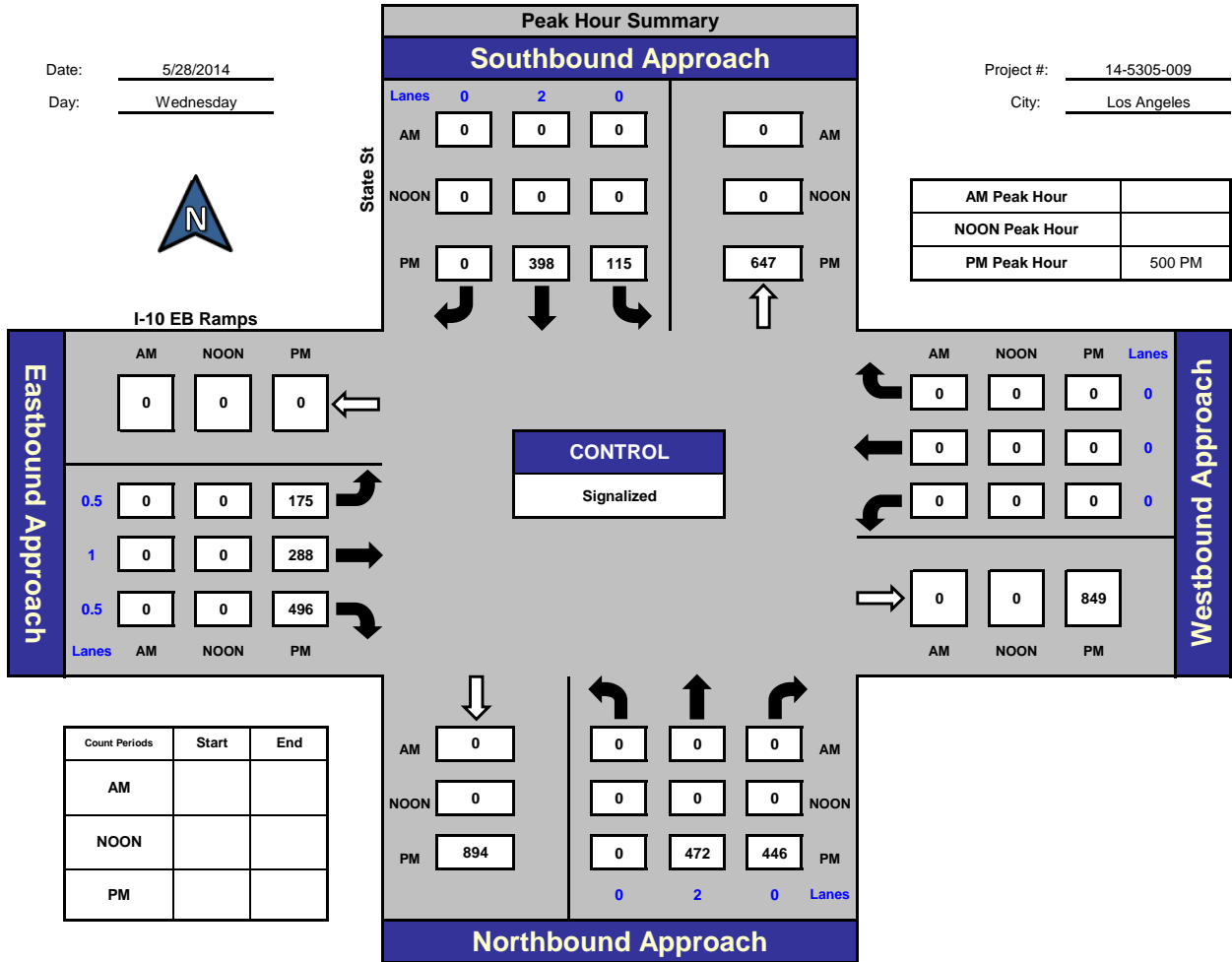


National Data & Surveying Services

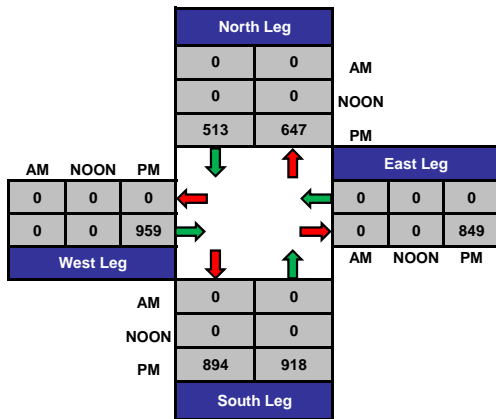
State St and I-10 EB Ramps, Los Angeles

Date: 5/28/2014
Day: Wednesday

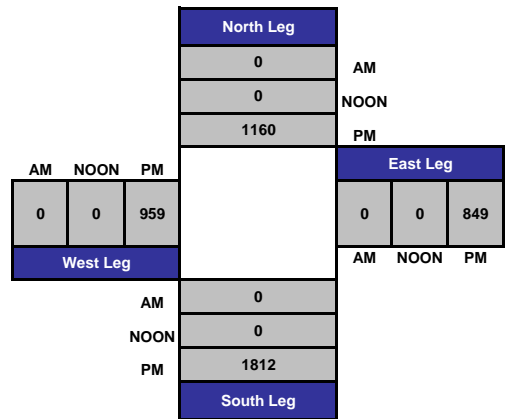
Project #: 14-5305-009
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-009
 N/S Street: State St
 E/W Street: I-10 EB Ramps
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	2	0	1
3:15 PM	0	0	0	0	4	2	1	0
3:30 PM	0	0	0	0	1	8	3	0
3:45 PM	0	0	0	0	3	6	3	3
4:00 PM	0	0	2	0	3	2	0	2
4:15 PM	0	0	0	0	0	2	1	0
4:30 PM	0	0	0	1	0	2	1	0
4:45 PM	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	1	2	3	0
5:30 PM	0	0	0	0	1	4	6	0
5:45 PM	0	0	0	0	2	5	1	2
TOTALS	0	0	2	1	15	37	20	12

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-010

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

NS/EW Streets:	PM												TOTAL
	State St			State St			I-10 WB Off-Ramp			I-10 WB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	1	0	1	
3:00 PM	5	123			116	28				28	0	31	331
3:15 PM	6	123			133	26				42	0	29	359
3:30 PM	8	108			193	57				42	0	38	446
3:45 PM	9	115			143	57				39	0	26	389
4:00 PM	3	90			157	54				28	1	16	349
4:15 PM	4	104			99	26				28	0	19	280
4:30 PM	4	127			129	61				34	0	20	375
4:45 PM	4	133			116	45				24	0	24	346
5:00 PM	2	144			100	43				27	1	28	345
5:15 PM	1	164			101	44				32	0	29	371
5:30 PM	5	170			114	38				35	0	15	377
5:45 PM	2	159			73	28				36	0	32	330
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	53	1560	0	0	1474	507	0	0	0	395	2	307	4298
	3.29%	96.71%	0.00%	0.00%	74.41%	25.59%	#DIV/0!	#DIV/0!	#DIV/0!	56.11%	0.28%	43.61%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	26	436	0	0	626	194	0	0	0	151	1	109	1543
PEAK HR FACTOR :	0.895			0.820			0.000			0.816			0.865

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

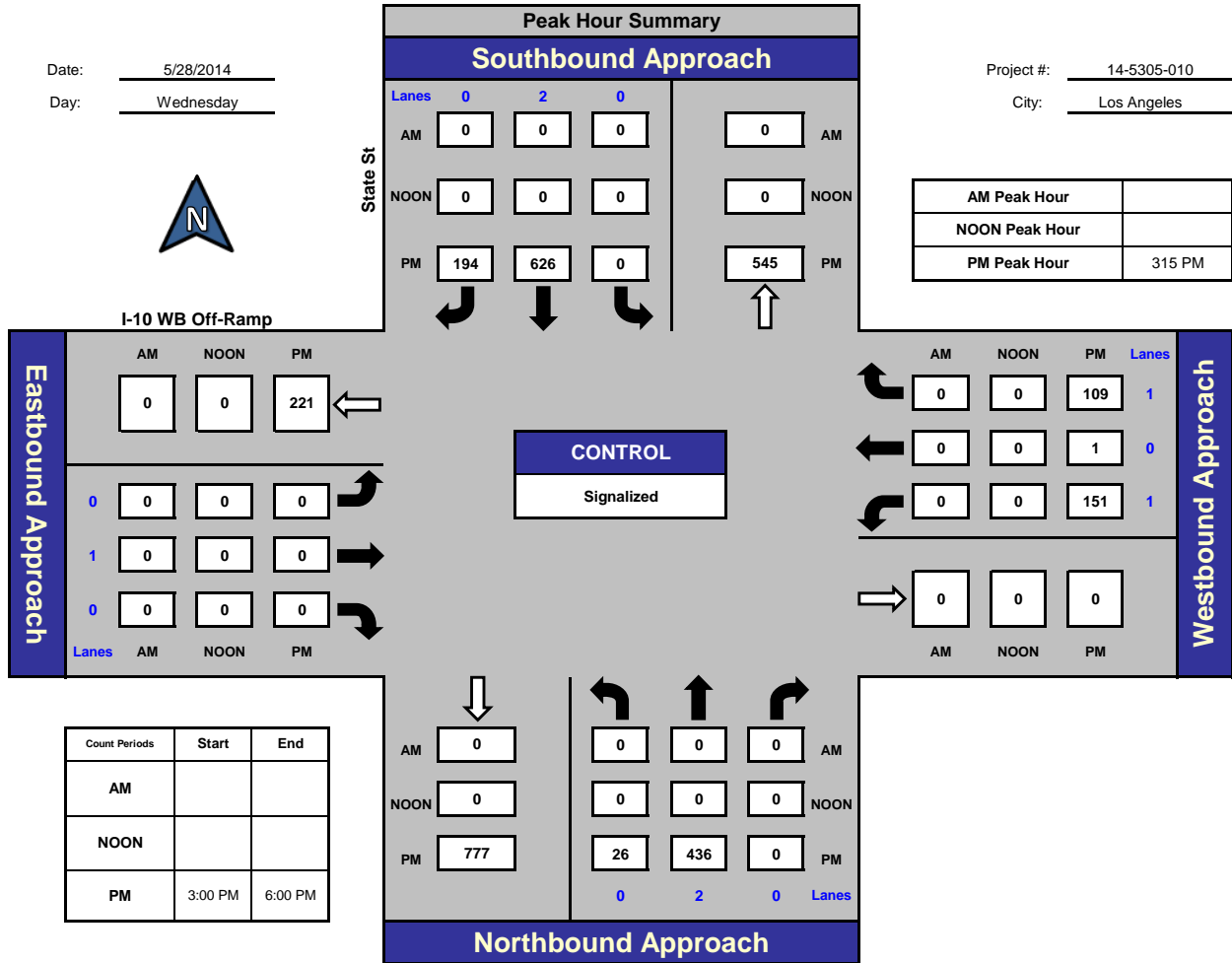


National Data & Surveying Services

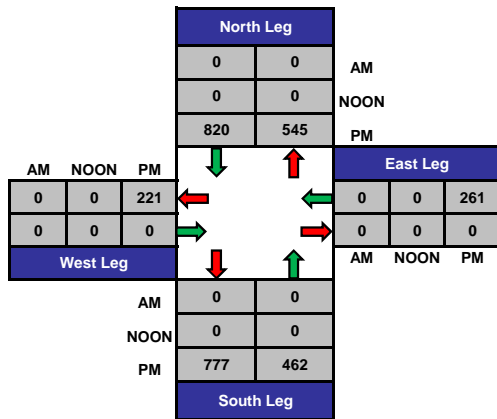
State St and I-10 WB Off-Ramp, Los Angeles

Date: 5/28/2014
Day: Wednesday

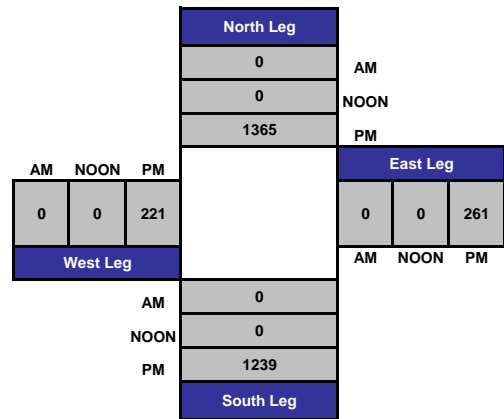
Project #: 14-5305-010
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-010
 N/S Street: State St
 E/W Street: I-10 WB Off-Ramp
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	2	0	1
3:15 PM	0	0	0	0	4	4	1	2
3:30 PM	0	0	0	0	0	8	1	1
3:45 PM	0	0	0	0	3	5	5	1
4:00 PM	0	0	0	0	3	2	0	2
4:15 PM	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	2	1	1
4:45 PM	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	1	1	3
5:15 PM	0	1	0	0	2	2	3	1
5:30 PM	0	0	0	0	1	4	4	0
5:45 PM	0	0	0	0	2	5	2	2
TOTALS	0	1	0	0	15	36	19	14

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-011

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

NS/EW Streets:	PM												TOTAL
	State St			State St			Pomeroy Ave			Pomeroy Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	1	0	1	
3:00 PM	1	108	42	0	103	3	2	3	44	0	18		324
3:15 PM	3	114	38	1	107	0	0	6	42	0	15		326
3:30 PM	4	107	30	0	123	2	1	8	124	7	20		426
3:45 PM	1	110	30	0	104	3	0	8	81	4	25		366
4:00 PM	0	100	11	1	120	1	1	4	90	1	17		346
4:15 PM	3	104	16	1	79	3	0	2	41	2	26		277
4:30 PM	8	122	14	0	98	2	0	2	92	1	14		353
4:45 PM	10	127	23	0	85	8	2	4	70	3	15		347
5:00 PM	9	142	18	1	83	6	1	9	54	1	12		336
5:15 PM	5	155	34	0	91	3	0	2	50	2	22		364
5:30 PM	8	148	31	0	97	4	0	6	56	1	18		369
5:45 PM	12	152	22	0	66	2	1	3	27	3	12		300
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	64	1489	309	4	1156	37	8	0	57	771	25	214	4134
	3.44%	79.97%	16.60%	0.33%	96.57%	3.09%	12.31%	0.00%	87.69%	76.34%	2.48%	21.19%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	8	431	109	2	454	6	2	0	26	337	12	77	1464
PEAK HR FACTOR :	0.884			0.924			0.778			0.705			0.859

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

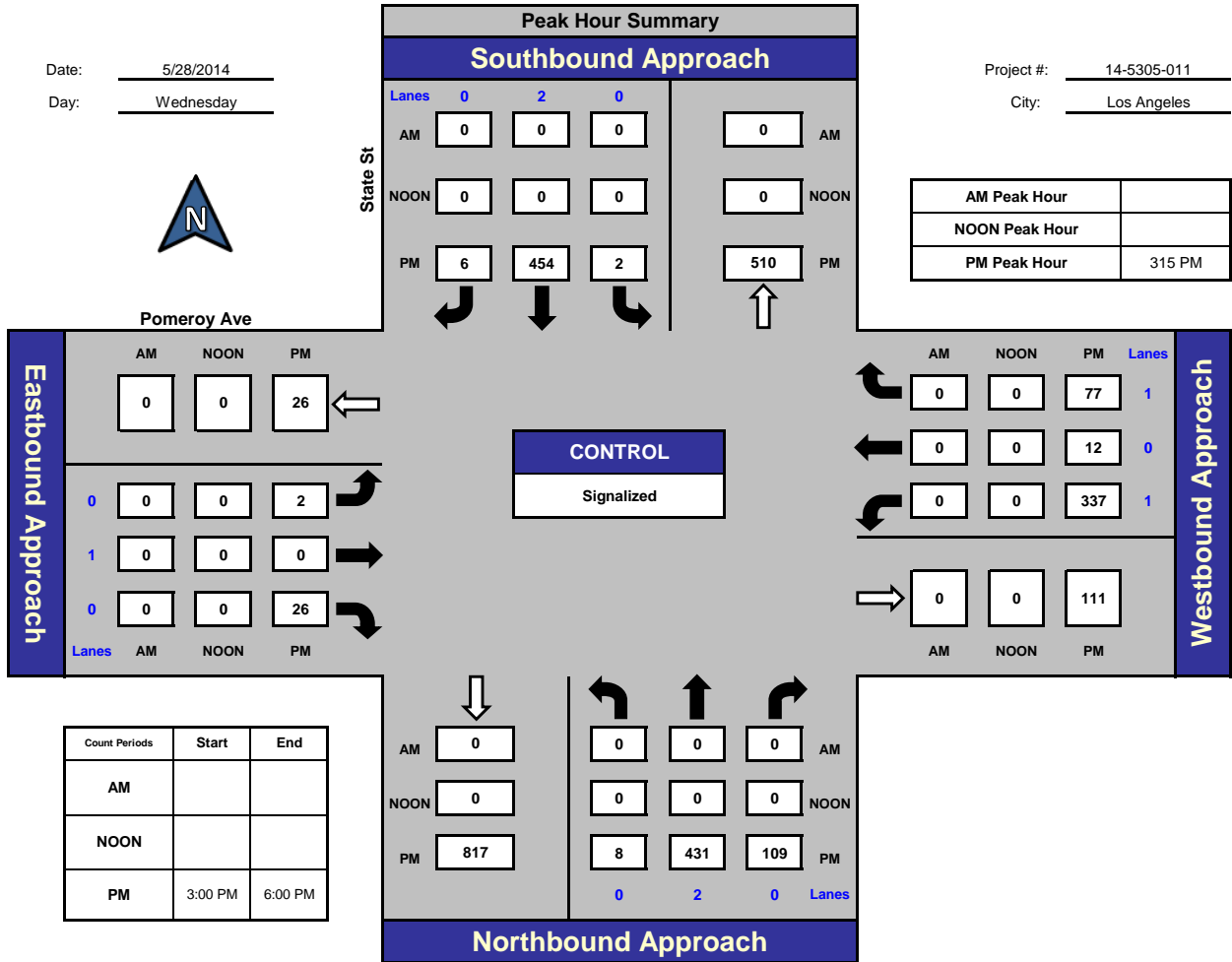


National Data & Surveying Services

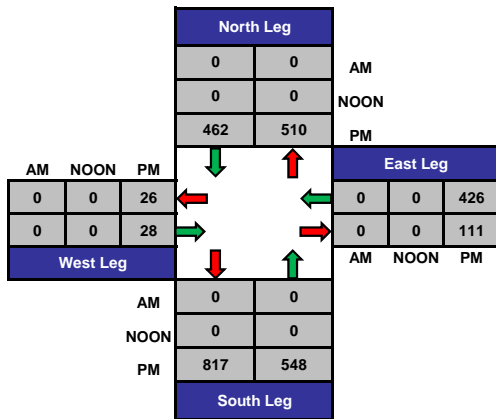
State St and Pomeroy Ave, Los Angeles

Date: 5/28/2014
Day: Wednesday

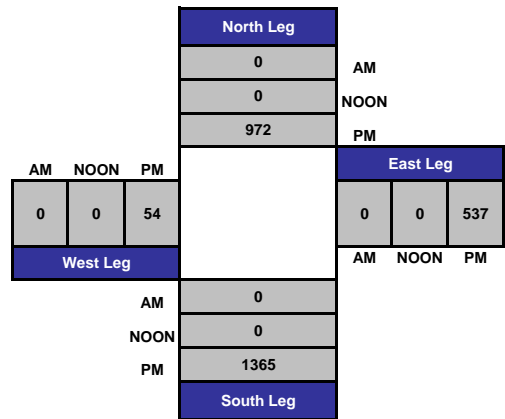
Project #: 14-5305-011
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-011
 N/S Street: State St
 E/W Street: Pomeroy Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	1	0	0	1	0	1	0
3:15 PM	2	0	0	0	1	7	2	2
3:30 PM	0	1	0	0	0	4	1	2
3:45 PM	0	2	0	0	3	3	0	1
4:00 PM	5	1	0	0	0	3	1	2
4:15 PM	0	0	0	1	0	1	1	0
4:30 PM	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	0	0	1	1	0
5:00 PM	0	0	0	3	0	2	1	0
5:15 PM	1	0	0	0	2	2	3	1
5:30 PM	0	0	0	0	0	3	2	4
5:45 PM	2	0	0	0	0	2	1	0
TOTALS	13	5	0	4	7	28	14	13

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-011
 N/S Street: State St
 E/W Street: Pomeroy Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-012

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	State St			State St			Marengo St			Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	54	44	25	23	38	16	11	120	34	30	156	15	566
3:15 PM	61	42	22	14	36	23	12	105	49	28	134	23	549
3:30 PM	56	39	25	16	56	33	17	128	40	35	190	16	651
3:45 PM	68	39	20	19	39	15	14	120	30	28	182	14	588
4:00 PM	59	31	16	17	47	23	15	124	36	36	178	13	595
4:15 PM	80	31	14	18	23	26	14	152	38	17	153	18	584
4:30 PM	62	31	32	24	37	23	14	163	29	32	188	19	654
4:45 PM	72	45	22	14	34	31	13	149	30	24	198	11	643
5:00 PM	80	44	23	12	35	26	14	152	28	22	200	18	654
5:15 PM	75	58	35	15	27	24	9	160	32	37	193	12	677
5:30 PM	91	48	29	18	24	23	13	168	33	37	180	11	675
5:45 PM	99	31	27	10	22	18	13	147	26	20	170	19	602
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	857	483	290	200	418	281	159	1688	405	346	2122	189	7438
	52.58%	29.63%	17.79%	22.25%	46.50%	31.26%	7.06%	74.96%	17.98%	13.02%	79.86%	7.11%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	318	195	109	59	120	104	49	629	123	120	771	52	2649
PEAK HR FACTOR :	0.926			0.896			0.936			0.974			0.978

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

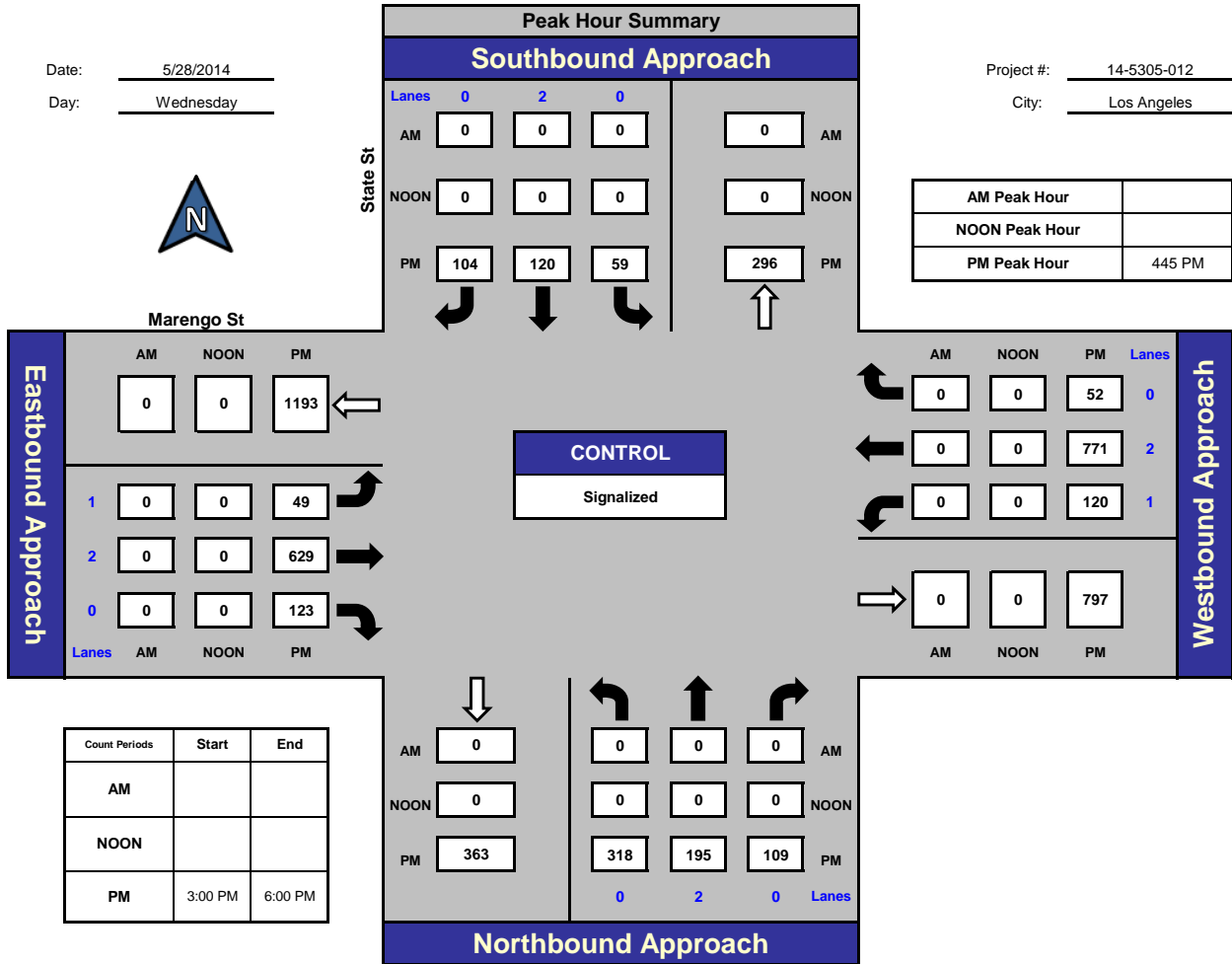


National Data & Surveying Services

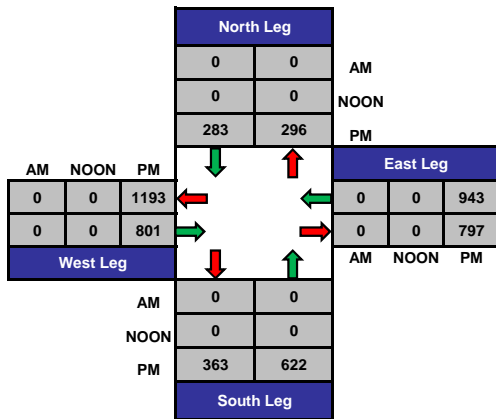
State St and Marengo St, Los Angeles

Date: 5/28/2014
Day: Wednesday

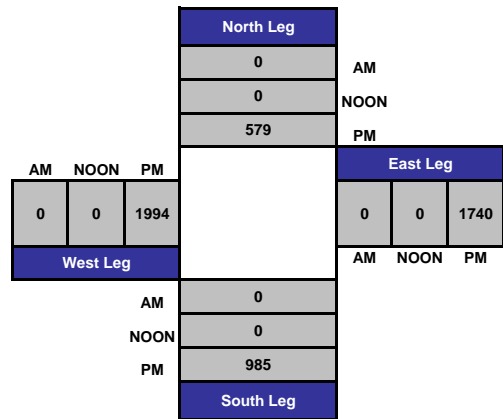
Project #: 14-5305-012
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-012
 N/S Street: State St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	1	10	14	25	19	5	0
3:15 PM	4	3	6	13	8	19	3	2
3:30 PM	6	4	11	19	16	14	3	4
3:45 PM	5	7	13	8	10	13	4	11
4:00 PM	6	10	10	13	8	17	2	10
4:15 PM	3	8	17	10	9	8	0	10
4:30 PM	1	10	5	4	5	15	3	10
4:45 PM	7	5	12	3	15	12	1	8
5:00 PM	16	8	11	7	10	16	4	9
5:15 PM	11	1	8	1	5	18	3	6
5:30 PM	2	6	5	8	5	8	1	4
5:45 PM	0	5	7	6	7	18	2	8
TOTALS	67	68	115	106	123	177	31	82

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1
4:00 PM	0	1	0	0	0	0	0	1
4:15 PM	0	0	1	3	1	4	0	0
4:30 PM	0	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	4	0	0
5:00 PM	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	0	1	3	3	1	11	0	2

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-012
 N/S Street: State St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	3	0	0	3	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	2	1	0	0	0
3:45 PM	3	0	0	0	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	1	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	0	3	1	0	2	0
5:00 PM	2	0	0	0	0	0	0	2	0	0	2	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	2	0
TOTALS	6	0	2	0	1	0	0	17	3	0	22	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-008

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM														
NS/EW Streets:	I-5 NB Off-Ramp			I-5 NB Off-Ramp			Cesar E Chavez Ave			Cesar E Chavez Ave				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1	0	1	0	1	0	0	2	0	0	2	0		
3:00 PM	71	0	43			1	1	134			149	0	399	
3:15 PM	71	0	37			1	0	171			166	0	446	
3:30 PM	54	0	31			1	0	162			162	1	411	
3:45 PM	45	0	41			1	0	150			162	1	400	
4:00 PM	37	1	37			0	0	142			153	0	370	
4:15 PM	46	0	26			1	0	164			164	1	402	
4:30 PM	59	0	26			0	0	189			167	0	441	
4:45 PM	46	0	29			0	0	187			156	1	419	
5:00 PM	39	0	28			3	0	185			156	1	412	
5:15 PM	57	1	30			1	1	202			147	0	439	
5:30 PM	42	0	29			2	0	210			157	0	440	
5:45 PM	34	1	28			2	0	170			162	0	397	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	60.77%	0.30%	38.93%	0.00%	0.00%	100.00%	0.10%	99.90%	0.00%	0.00%	99.74%	0.26%	4976	
PEAK HR START TIME :	430 PM													TOTAL
PEAK HR VOL :	201	1	113	0	0	4	1	763	0	0	626	2	1711	
PEAK HR FACTOR :	0.895			0.333			0.941			0.940			0.970	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

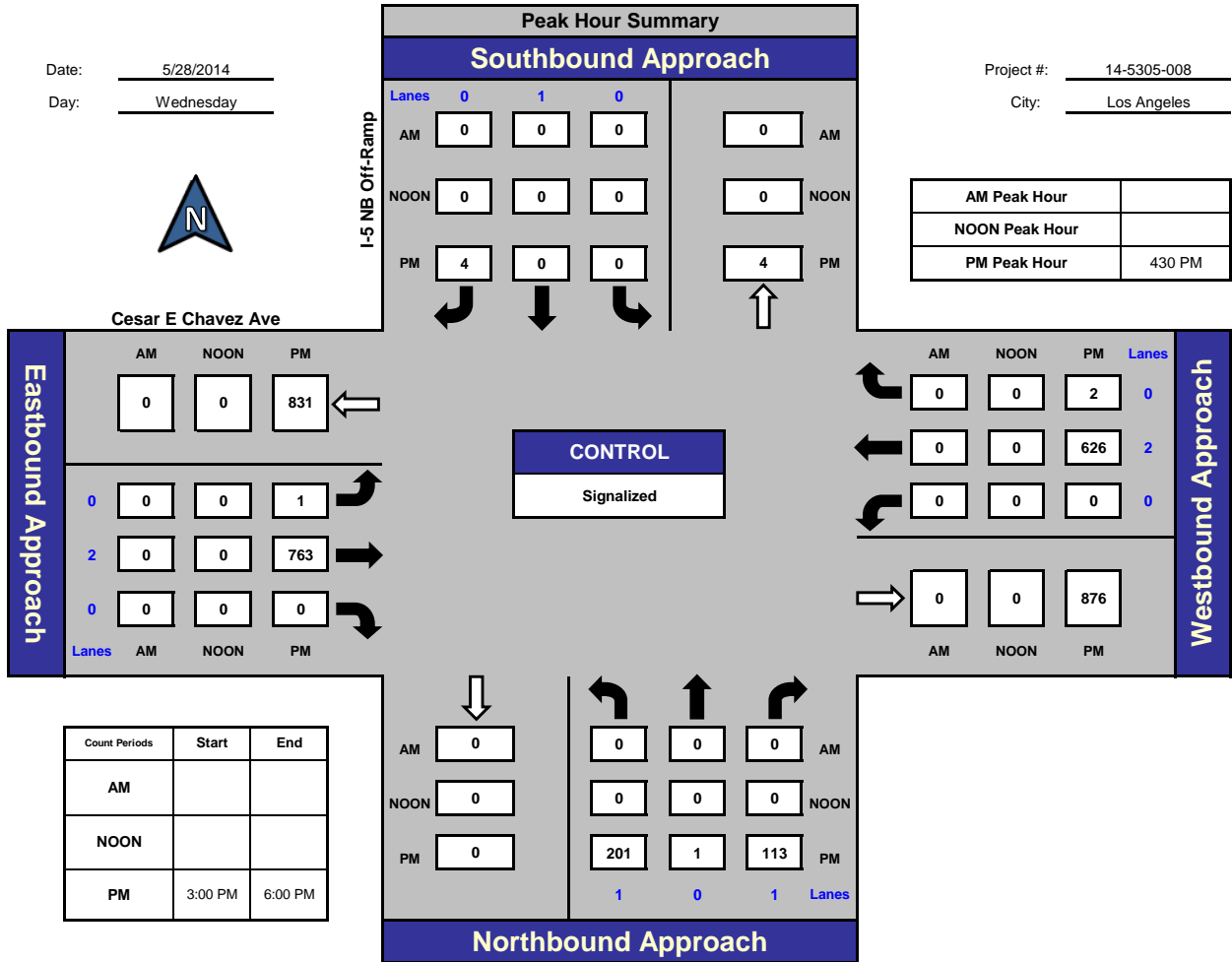


National Data & Surveying Services

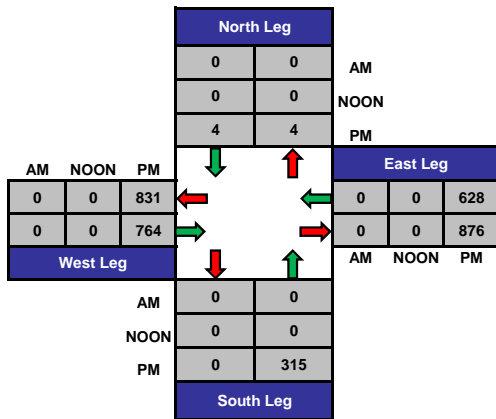
I-5 NB Off-Ramp and Cesar E Chavez Ave, Los Angeles

Date: 5/28/2014
Day: Wednesday

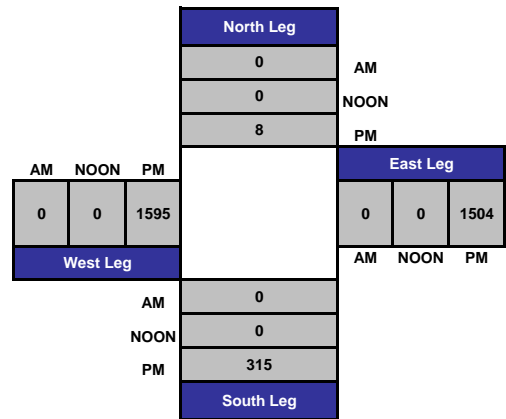
Project #: 14-5305-008
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-008
 N/S Street: I-5 NB Off-Ramp
 E/W Street: Cesar E Chavez Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	11	6	6	6	5	3	0	0
3:15 PM	7	7	5	12	1	1	0	0
3:30 PM	7	4	6	5	5	0	0	0
3:45 PM	4	4	3	10	0	0	0	0
4:00 PM	11	2	6	2	1	4	0	0
4:15 PM	4	5	8	3	5	1	0	0
4:30 PM	3	3	5	1	1	1	0	0
4:45 PM	4	4	3	1	0	2	0	0
5:00 PM	8	2	8	7	1	0	0	0
5:15 PM	6	0	8	2	2	2	0	0
5:30 PM	5	4	4	5	3	1	0	0
5:45 PM	7	5	8	4	2	3	0	0
TOTALS	77	46	70	58	26	18	0	0

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	0	0	1	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	1	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	3	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0
TOTALS	2	0	1	9	1	1	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-008
 N/S Street: I-5 NB Off-Ramp
 E/W Street: Cesar E Chavez Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

T I M E	NB			SB			EB			WB			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
3:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	1	3	0	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0
TOTALS	0	0	0	0	0	0	1	23	0	0	0	10	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5490_003

Day: THURSDAY

City: City of Los Angeles

Date: 12/6/2012

PM

NS/EW Streets:	Brittania St			Brittania St			Marengo St			Marengo St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	0	2	0	0	2	0	
3:00 PM	22		34					125			161		342
3:15 PM	23		29					123			194		369
3:30 PM	32		77					141			256		506
3:45 PM	30		56					145			198		429
4:00 PM	25		64					155			182		426
4:15 PM	29		55					184			217		485
4:30 PM	47		71					159			195		472
4:45 PM	35		51					134			170		390
5:00 PM	28		48					133			211		420
5:15 PM	29		59					175			218		481
5:30 PM	31		64					166			214		475
5:45 PM	14		40					155			172		381
TOTAL VOLUMES :	345	0	648	0	0	0	0	1795	0	0	2388	0	5176
APPROACH %'s :	34.74%	0.00%	65.26%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	330 PM												TOTAL
PEAK HR VOL :	116	0	252	0	0	0	0	625	0	0	853	0	1846
PEAK HR FACTOR :	0.844		0.000			0.849			0.833			0.912	

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



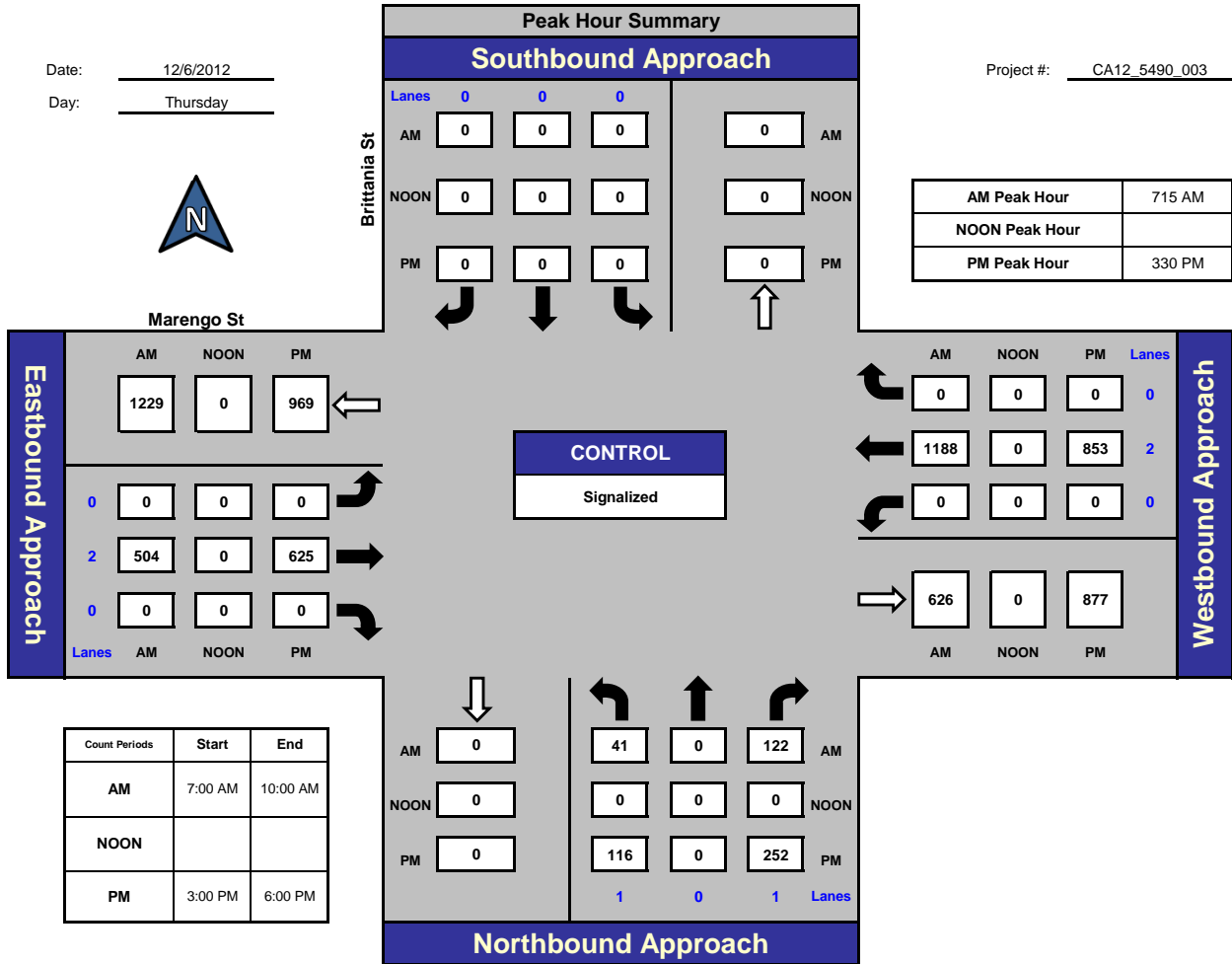
National Data & Surveying Services

Brittania St and Marengo St, City of Los Angeles

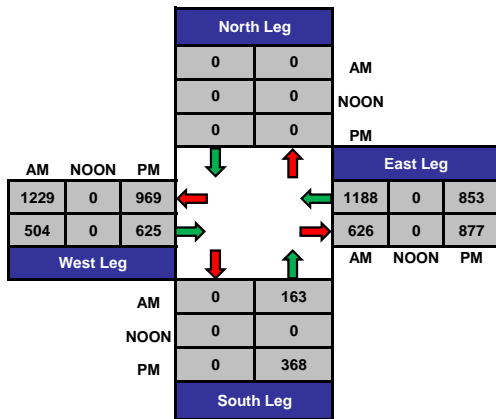
Date: 12/6/2012

Day: Thursday

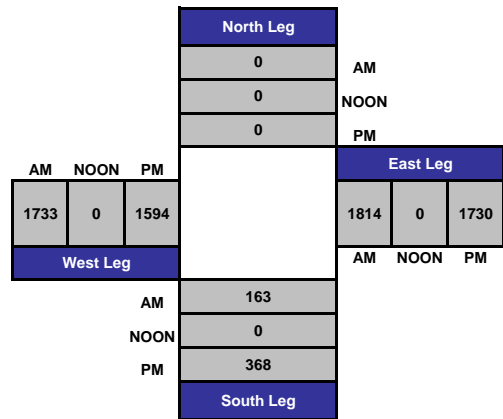
Project #: CA12_5490_003



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-013

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

NS/EW Streets:	PM												TOTAL
	Chicago St			Chicago St			Marengo St			Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0.5	0.5	1	1	2	0	1	2	0	
3:00 PM	12	0	26	14	0	27	16	153	7	8	156	8	427
3:15 PM	3	0	14	26	0	35	19	135	5	6	155	3	401
3:30 PM	7	0	8	58	0	61	13	193	5	4	176	7	532
3:45 PM	4	1	9	19	1	38	6	185	4	4	162	1	434
4:00 PM	3	1	3	20	0	47	4	196	4	4	150	1	433
4:15 PM	1	0	3	18	0	30	9	189	2	8	152	4	416
4:30 PM	2	0	5	19	1	49	11	254	3	4	170	1	519
4:45 PM	3	1	4	6	1	33	10	204	7	4	178	3	454
5:00 PM	4	0	4	21	0	40	8	205	3	3	200	2	490
5:15 PM	4	1	5	13	1	30	9	206	14	6	198	5	492
5:30 PM	3	1	3	14	0	42	9	225	17	18	184	4	520
5:45 PM	2	1	8	6	3	26	9	177	16	39	166	3	456
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	48	6	92	234	7	458	123	2322	87	108	2047	42	5574
	32.88%	4.11%	63.01%	33.48%	1.00%	65.52%	4.86%	91.71%	3.44%	4.92%	93.17%	1.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	13	3	20	54	4	138	35	813	50	66	748	14	1958
PEAK HR FACTOR :	0.818			0.803			0.894			0.990			0.941

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

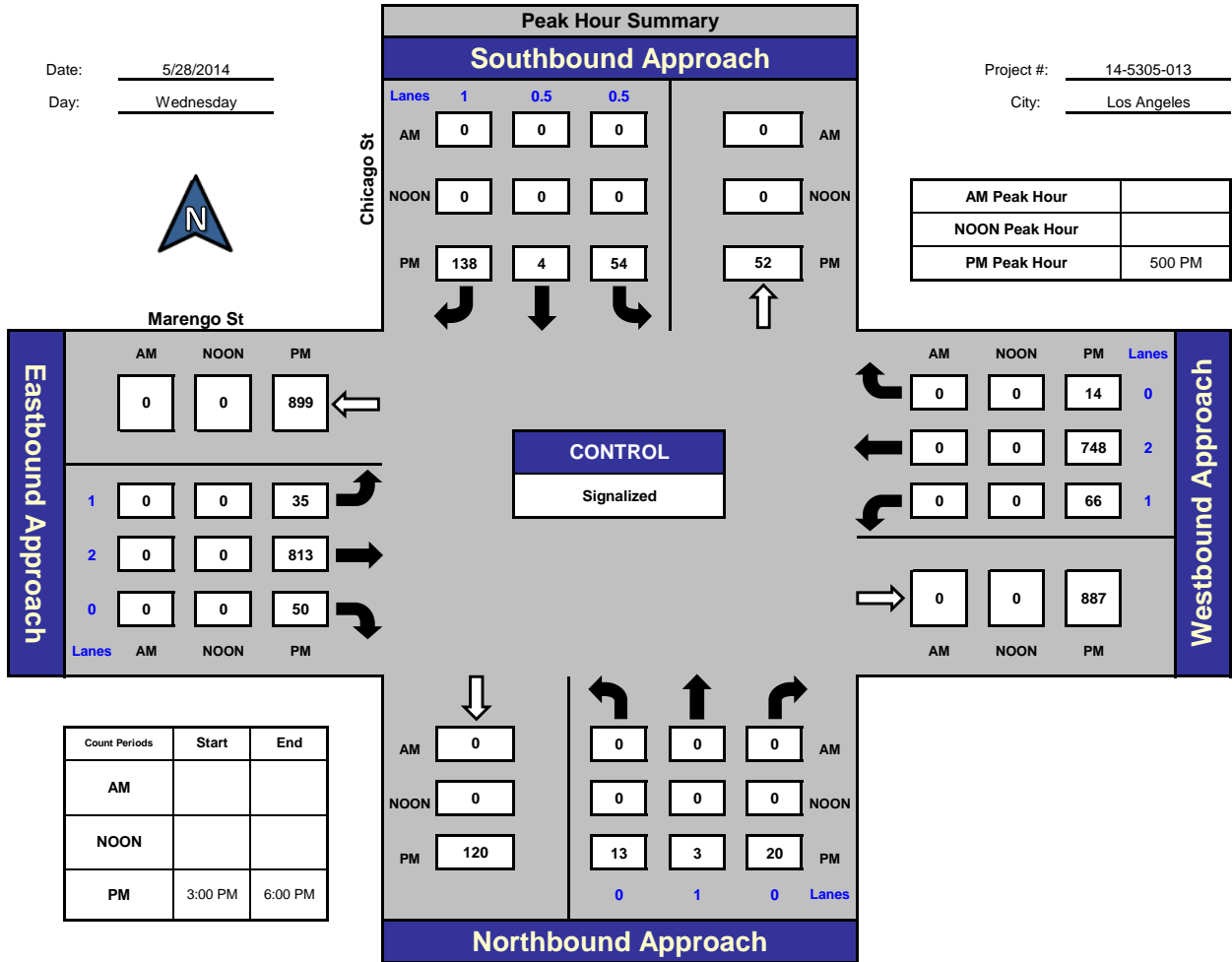
Chicago St and Marengo St, Los Angeles

Date: 5/28/2014

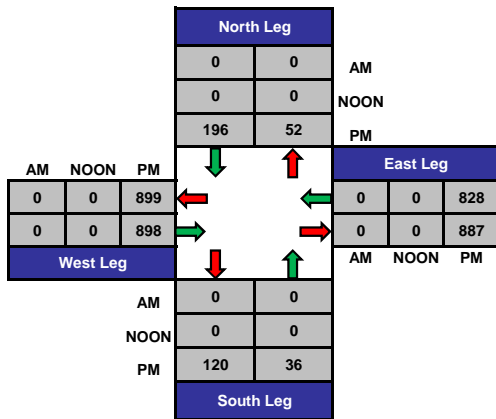
Day: Wednesday

Project #: 14-5305-013

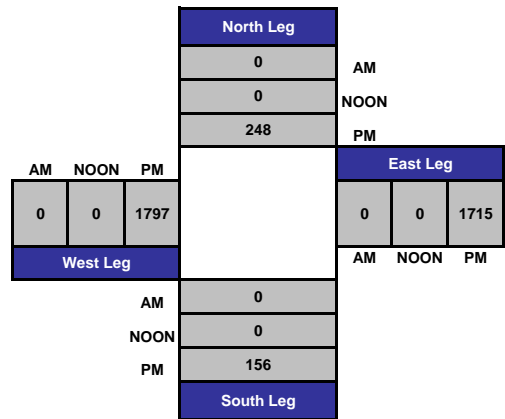
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-013
 N/S Street: Chicago St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	7	8	1	2	0	2
3:15 PM	0	4	1	30	0	1	0	5
3:30 PM	3	6	4	19	2	2	3	1
3:45 PM	1	2	4	3	0	1	0	1
4:00 PM	2	3	3	6	0	1	3	3
4:15 PM	3	0	5	1	2	0	1	0
4:30 PM	2	3	4	0	1	0	2	2
4:45 PM	7	1	2	1	0	0	0	0
5:00 PM	2	1	2	1	1	0	0	1
5:15 PM	4	0	4	2	0	2	0	0
5:30 PM	1	3	2	4	0	0	0	2
5:45 PM	2	2	1	1	1	1	0	0
TOTALS	29	26	39	76	8	10	9	17

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-013
 N/S Street: Chicago St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-014

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM

NS/EW Streets:	San Pablo St		San Pablo St			Valley Blvd			Valley Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	2	0	0	0	0	2	1	1	2	0	
3:00 PM	31		19					189	24	19	172		454
3:15 PM	23		32					187	35	17	163		457
3:30 PM	26		40					202	21	21	173		483
3:45 PM	23		23					280	18	14	169		527
4:00 PM	26		41					275	9	12	171		534
4:15 PM	27		31					272	16	14	189		549
4:30 PM	23		40					291	20	14	213		601
4:45 PM	30		35					274	18	7	199		563
5:00 PM	40		50					313	16	11	202		632
5:15 PM	37		53					303	16	12	239		660
5:30 PM	36		42					315	21	15	178		607
5:45 PM	19		30					250	11	15	180		505
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	341	0	436	0	0	0	0	3151	225	171	2248	0	6572
	43.89%	0.00%	56.11%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	93.34%	6.66%	7.07%	92.93%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	143	0	180	0	0	0	0	1205	71	45	818	0	2462
PEAK HR FACTOR :	0.897			0.000			0.949			0.860			0.933

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

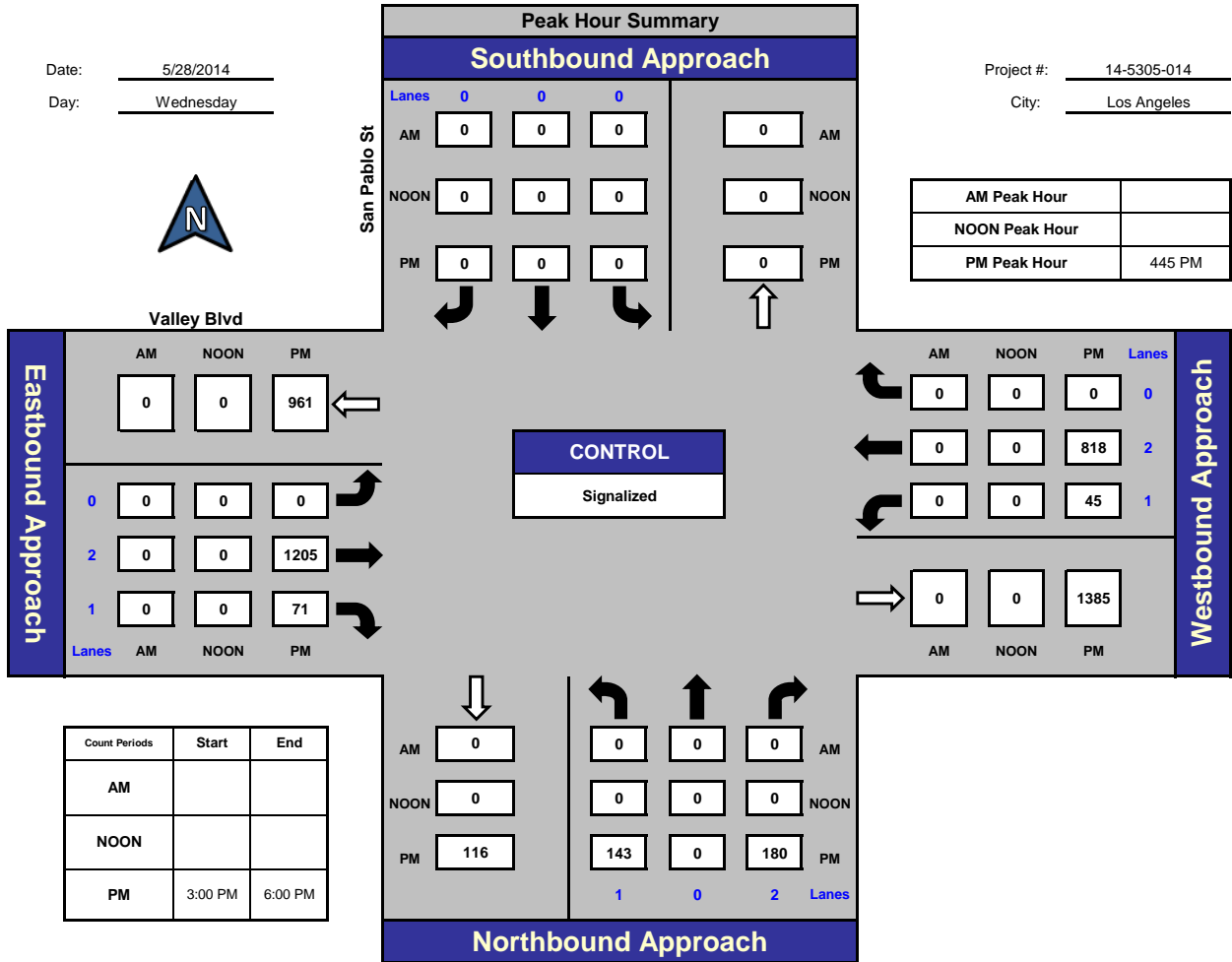
San Pablo St and Valley Blvd, Los Angeles

Date: 5/28/2014

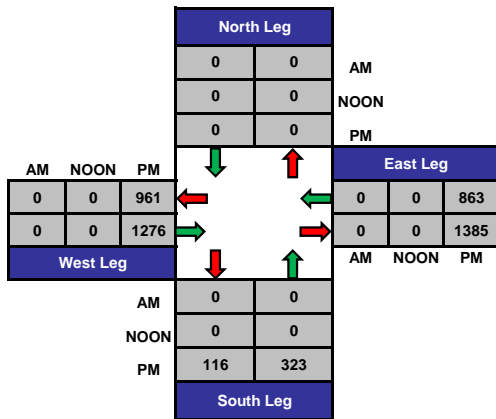
Day: Wednesday

Project #: 14-5305-014

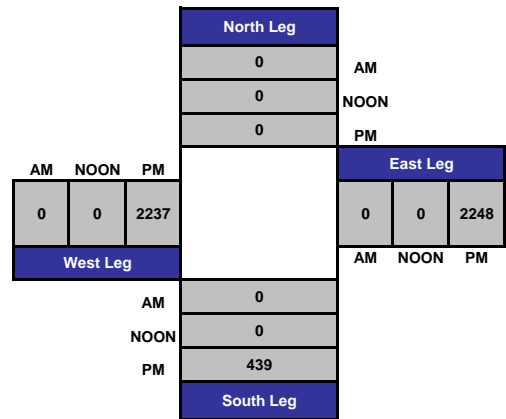
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-014
 N/S Street: San Pablo St
 E/W Street: Valley Blvd
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-015

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Soto St			Soto St			I-10 EB Off-Ramp/Wabash Ave			I-10 EB Off-Ramp/Wabash Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	3	0	1	2	0	1.5	0.5	1	1	0	1	
3:00 PM		198	8	28	149		69	48	13	12		58	583
3:15 PM		162	16	35	186		94	36	14	20		39	602
3:30 PM		202	18	38	196		102	44	14	27		57	698
3:45 PM		159	15	33	188		81	55	20	12		51	614
4:00 PM		196	19	29	151		91	49	17	15		38	605
4:15 PM		236	15	34	185		86	40	20	18		55	689
4:30 PM		230	23	32	174		102	54	15	19		52	701
4:45 PM		229	14	34	167		114	36	22	15		56	687
5:00 PM		226	11	26	166		128	69	12	20		51	709
5:15 PM		259	16	27	182		95	78	20	19		64	760
5:30 PM		231	25	33	177		136	50	17	30		65	764
5:45 PM		211	21	27	193		123	71	16	17		51	730
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0.00%	92.66%	7.34%	15.10%	84.90%	0.00%	59.53%	30.72%	9.75%	26.02%	0.00%	73.98%	8142
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	927	73	113	718	0	482	268	65	86	0	231	2963
PEAK HR FACTOR :	0.909												0.970

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

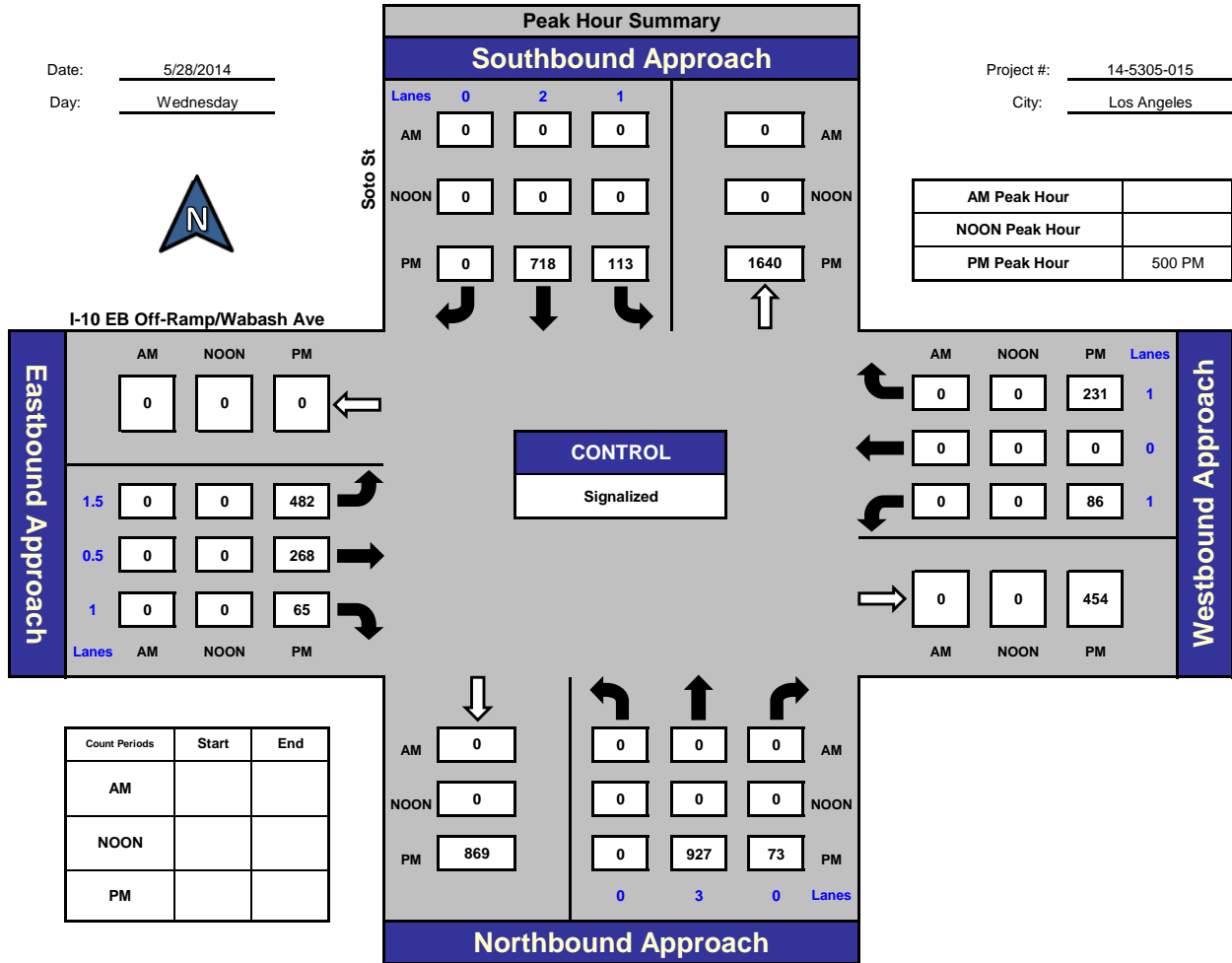
Soto St and I-10 EB Off-Ramp/Wabash Ave, Los Angeles

Date: 5/28/2014

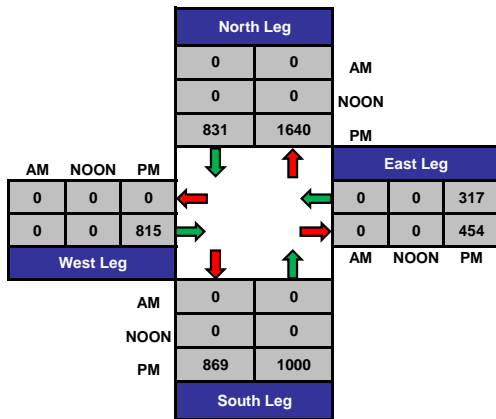
Day: Wednesday

Project #: 14-5305-015

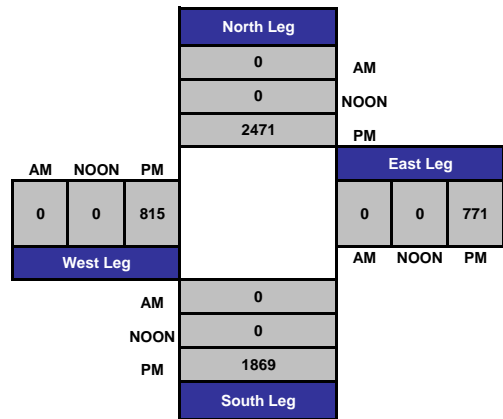
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-015
 N/S Street: Soto St
 E/W Street: I-10 EB Off-Ramp/Wabash Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	5	2	5	5	1	12
3:15 PM	8	12	2	1	9	11	3	16
3:30 PM	3	3	3	3	10	10	0	13
3:45 PM	6	14	0	3	4	12	3	8
4:00 PM	2	7	0	0	5	13	4	7
4:15 PM	2	1	5	3	4	9	2	9
4:30 PM	3	6	4	2	7	9	1	3
4:45 PM	4	2	1	0	3	4	1	4
5:00 PM	4	2	1	2	0	11	0	6
5:15 PM	4	1	1	1	1	6	3	7
5:30 PM	3	0	0	0	2	9	2	0
5:45 PM	2	5	3	1	4	9	2	7
TOTALS	41	53	25	18	54	108	22	92

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	0	0	0
3:15 PM	0	2	0	0	0	2	0	0
3:30 PM	0	2	0	0	2	0	0	0
3:45 PM	0	2	0	0	1	0	0	0
4:00 PM	0	0	0	0	1	2	0	0
4:15 PM	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	0	0
TOTALS	1	6	2	0	7	6	0	2

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-015
 N/S Street: Soto St
 E/W Street: I-10 EB Off-Ramp/Wabash Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	2	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	2	1	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	1	0	4	0	0	0	0	0	0	1
4:00 PM	0	4	1	0	1	0	0	0	0	0	0	0
4:15 PM	0	4	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	2	2	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	3	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	2	0	0	0	0	0	0	0
TOTALS	0	17	3	4	16	0	0	0	0	3	0	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-016

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Soto St			Soto St			Marengo St			Marengo St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	2.5	0	1.5	1.5	1	1	2	1	1	2	0	
3:00 PM	77	214	34	128	122	35	13	99	58	4	51	13	848
3:15 PM	76	202	41	95	194	42	34	76	62	9	44	6	881
3:30 PM	65	213	40	137	163	60	28	158	79	12	51	8	1014
3:45 PM	85	197	54	113	166	51	34	108	66	8	46	8	936
4:00 PM	75	209	41	121	126	45	38	126	70	4	37	4	896
4:15 PM	83	225	53	119	163	38	39	96	73	5	36	8	938
4:30 PM	78	224	42	157	138	62	35	165	71	5	20	8	1005
4:45 PM	107	266	41	129	138	53	35	109	77	5	23	7	990
5:00 PM	79	259	36	140	107	63	34	124	69	6	61	8	986
5:15 PM	91	282	44	132	149	58	38	117	74	8	70	14	1077
5:30 PM	93	285	44	121	139	53	37	140	54	4	57	6	1033
5:45 PM	64	307	54	86	181	36	38	66	64	11	86	4	997
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	22.21%	65.82%	11.96%	38.29%	46.27%	15.44%	15.48%	53.15%	31.37%	10.70%	76.88%	12.42%	11601
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	327	1133	178	479	576	210	147	447	261	29	274	32	4093
PEAK HR FACTOR :	0.964			0.933			0.925			0.829			0.950

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

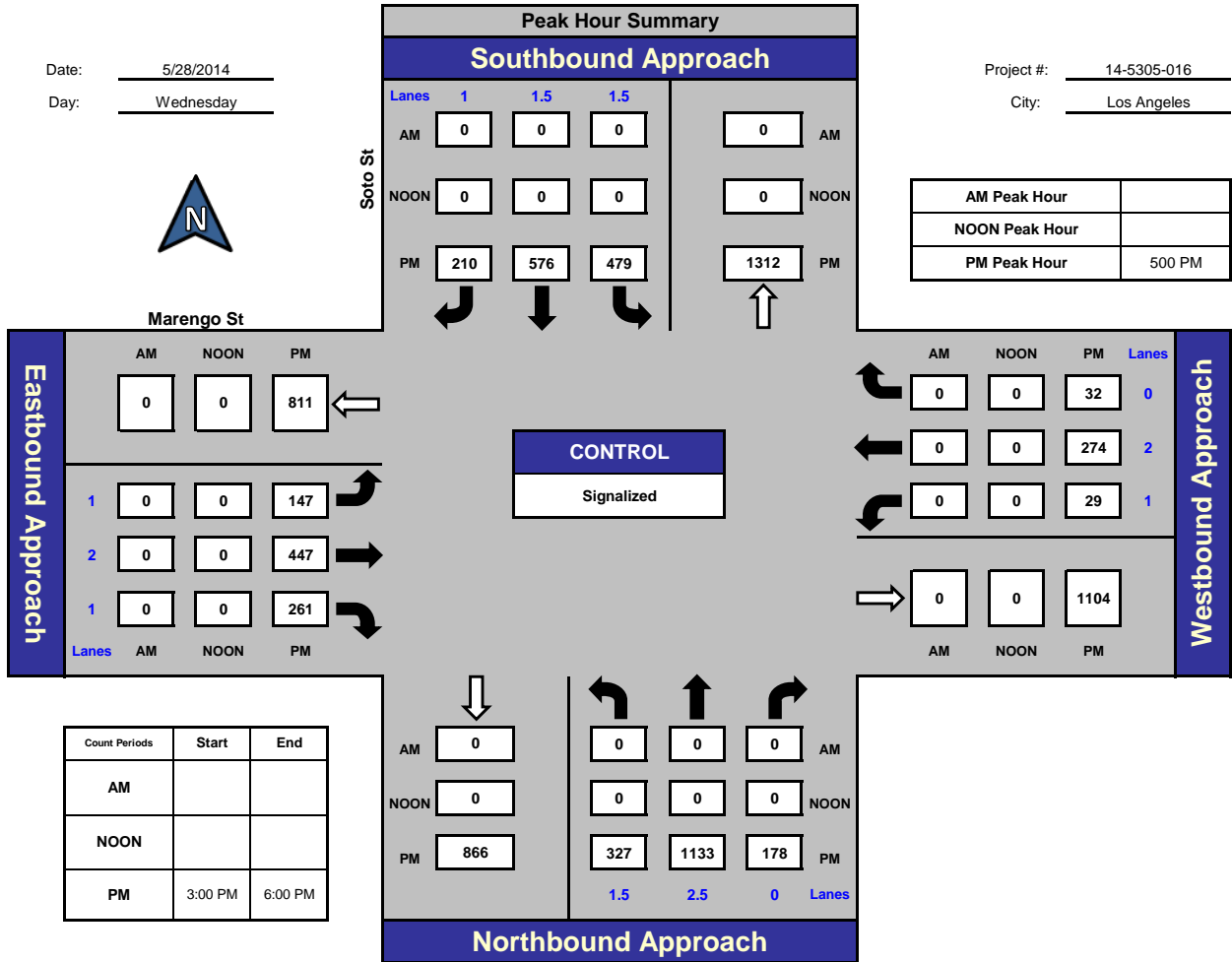


National Data & Surveying Services

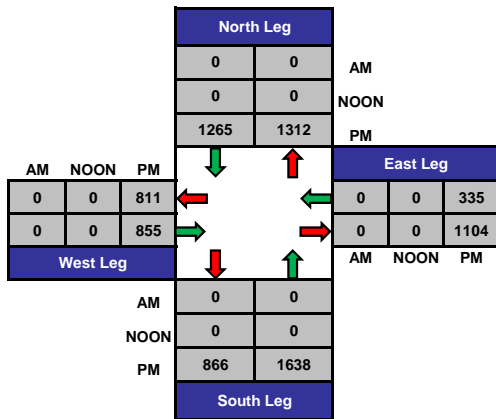
Soto St and Marengo St, Los Angeles

Date: 5/28/2014
Day: Wednesday

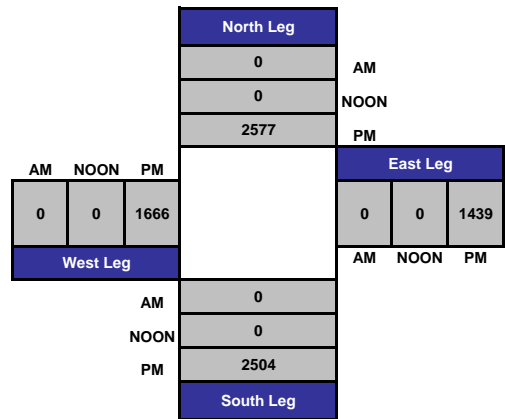
Project #: 14-5305-016
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-016
 N/S Street: Soto St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	2	1	3	0	7	4
3:15 PM	0	1	4	0	2	0	2	3
3:30 PM	1	0	3	1	0	2	1	4
3:45 PM	0	0	5	0	2	0	1	3
4:00 PM	0	0	1	0	3	1	0	4
4:15 PM	0	1	2	3	2	1	2	1
4:30 PM	0	0	2	1	0	3	3	4
4:45 PM	0	3	2	1	1	0	1	4
5:00 PM	0	1	1	1	0	0	1	2
5:15 PM	0	0	2	0	5	0	0	2
5:30 PM	0	0	3	0	0	1	0	2
5:45 PM	1	1	1	0	3	0	1	0
TOTALS	2	7	28	8	21	8	19	33

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	2	0	2	0
3:15 PM	0	0	1	0	1	0	5	1
3:30 PM	0	0	1	0	0	0	0	2
3:45 PM	0	1	0	0	0	0	1	0
4:00 PM	0	0	0	2	0	1	0	0
4:15 PM	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	1	0	0
4:45 PM	0	0	3	2	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2
5:15 PM	0	1	2	0	1	0	0	1
5:30 PM	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	1	2	7	4	4	2	10	6

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-016
 N/S Street: Soto St
 E/W Street: Marengo St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-017

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM														
NS/EW Streets:	Soto St			Soto St			Charlotte St/I-10 WB Ramps			Charlotte St/I-10 WB Ramps				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1	2	1	1	2	0	0	2	0	1.5	0.5	2		
3:00 PM	21	196	29	69	167	12	4	26	47	67	50	72	760	
3:15 PM	14	158	26	48	167	10	7	36	82	75	59	73	755	
3:30 PM	11	222	25	65	226	7	6	35	71	69	45	65	847	
3:45 PM	6	196	28	63	183	7	10	27	66	77	58	59	780	
4:00 PM	8	226	23	51	183	9	2	22	52	71	51	69	767	
4:15 PM	8	229	28	58	185	6	2	21	47	83	54	81	802	
4:30 PM	14	234	28	68	202	3	4	26	69	89	63	80	880	
4:45 PM	20	253	28	63	179	3	6	27	41	93	50	81	844	
5:00 PM	11	267	29	62	163	6	5	24	57	95	55	87	861	
5:15 PM	11	294	22	67	188	13	7	40	50	74	49	79	894	
5:30 PM	12	304	17	70	190	6	12	19	41	94	54	93	912	
5:45 PM	13	310	21	44	179	4	7	17	31	84	77	97	884	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	4.46%	86.45%	9.10%	24.06%	73.10%	2.84%	6.88%	30.59%	62.52%	37.75%	25.86%	36.39%	9986	
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	47	1175	89	243	720	29	31	100	179	347	235	356	3551	
PEAK HR FACTOR :	0.953			0.925			0.799			0.909			0.973	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

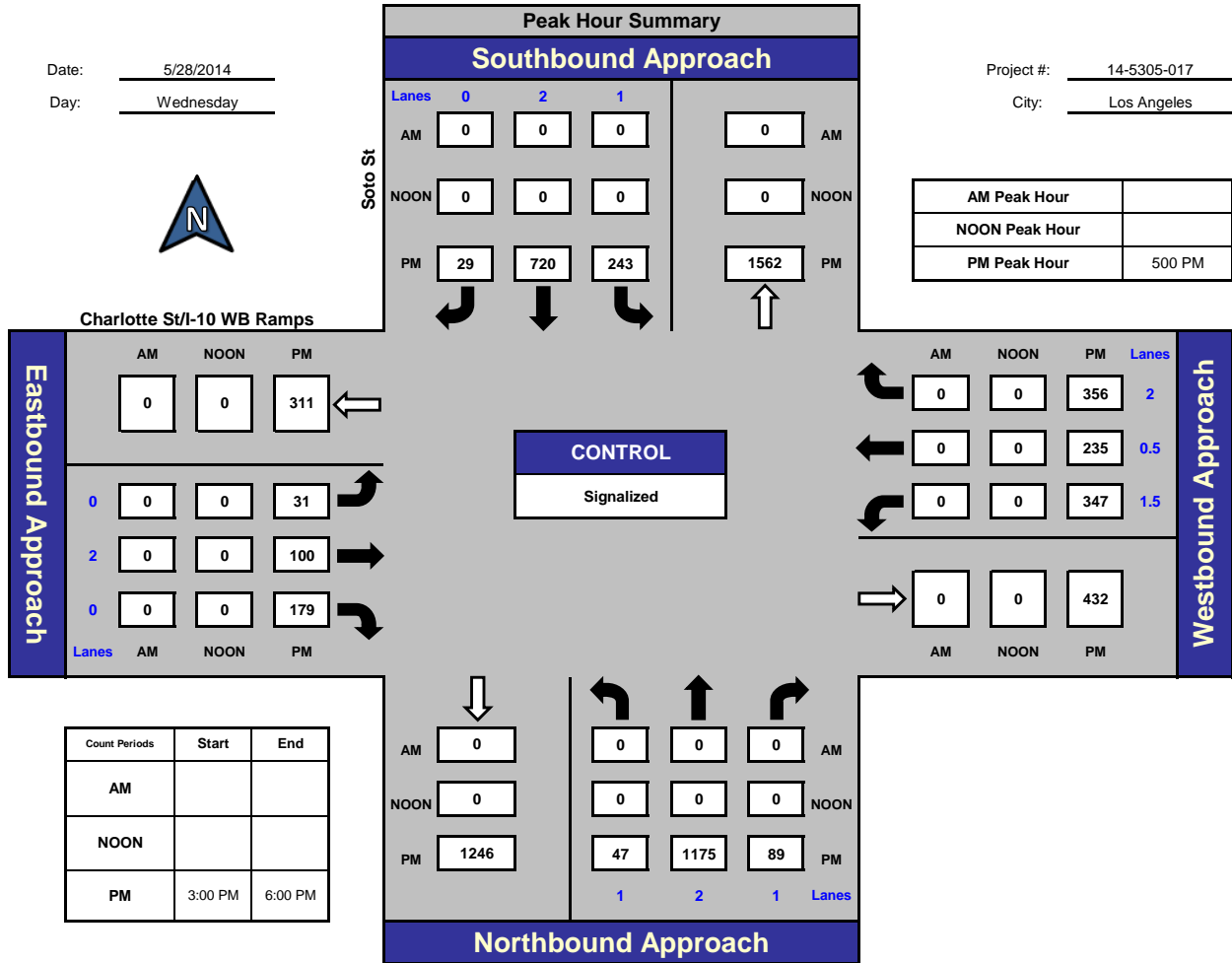
Soto St and Charlotte St/I-10 WB Ramps, Los Angeles

Date: 5/28/2014

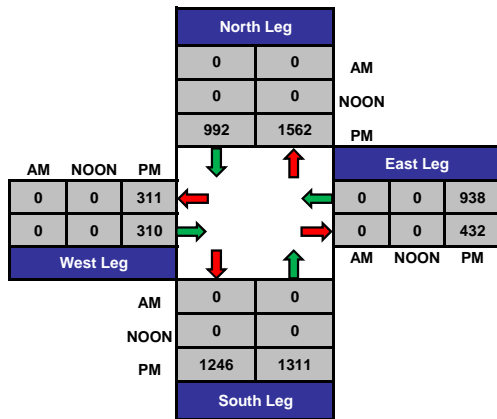
Day: Wednesday

Project #: 14-5305-017

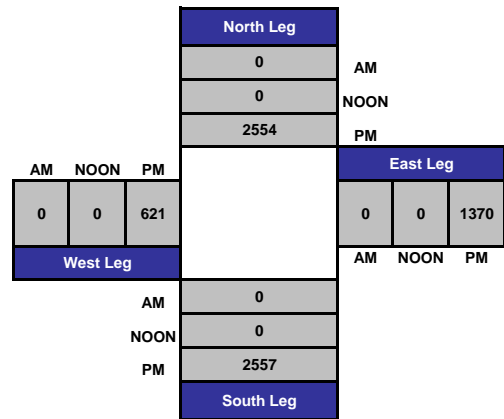
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-017
 N/S Street: Soto St
 E/W Street: Charlotte St/I-10 WB Ramps
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	0	2	2
3:15 PM	8	1	0	0	3	1	2	7
3:30 PM	8	2	0	0	3	1	5	4
3:45 PM	4	2	0	0	4	3	4	2
4:00 PM	5	1	0	0	0	0	7	3
4:15 PM	1	0	0	0	1	3	0	0
4:30 PM	8	3	0	0	2	0	4	4
4:45 PM	3	1	0	0	2	3	3	1
5:00 PM	6	2	0	0	2	0	6	5
5:15 PM	4	0	0	0	2	0	7	0
5:30 PM	2	2	0	0	0	0	1	1
5:45 PM	6	0	0	0	5	0	8	1
TOTALS	55	14	0	0	25	11	49	30

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-017
 N/S Street: Soto St
 E/W Street: Charlotte St/I-10 WB Ramps
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-018

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM													
NS/EW Streets:	Soto St			Soto St			Alcazar St			Alcazar St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	1	1	1	1	0	1	0	
3:00 PM	36	214	6	4	153	23	39	11	62	8	6	4	566
3:15 PM	30	215	4	6	150	26	38	17	74	12	9	7	588
3:30 PM	22	248	5	8	179	12	55	10	84	11	5	7	646
3:45 PM	18	232	6	6	177	11	55	19	71	10	9	8	622
4:00 PM	19	257	3	4	133	16	61	16	73	10	6	5	603
4:15 PM	19	243	12	5	151	13	46	18	69	12	10	11	609
4:30 PM	14	271	8	5	161	10	63	17	58	19	11	7	644
4:45 PM	20	293	9	7	174	13	49	16	60	12	8	8	669
5:00 PM	24	308	12	3	147	21	74	16	77	10	8	7	707
5:15 PM	20	324	8	7	164	18	59	17	79	9	7	7	719
5:30 PM	53	318	6	3	193	19	69	17	53	11	13	10	765
5:45 PM	30	334	7	8	166	20	63	9	49	10	9	3	708
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	305	3257	86	66	1948	202	671	183	809	134	101	84	7846
	8.36%	89.28%	2.36%	2.98%	87.91%	9.12%	40.35%	11.00%	48.65%	42.01%	31.66%	26.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	1284	33	21	670	78	265	59	258	40	37	27	2899
PEAK HR FACTOR :	0.958			0.894			0.871			0.765			0.947

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

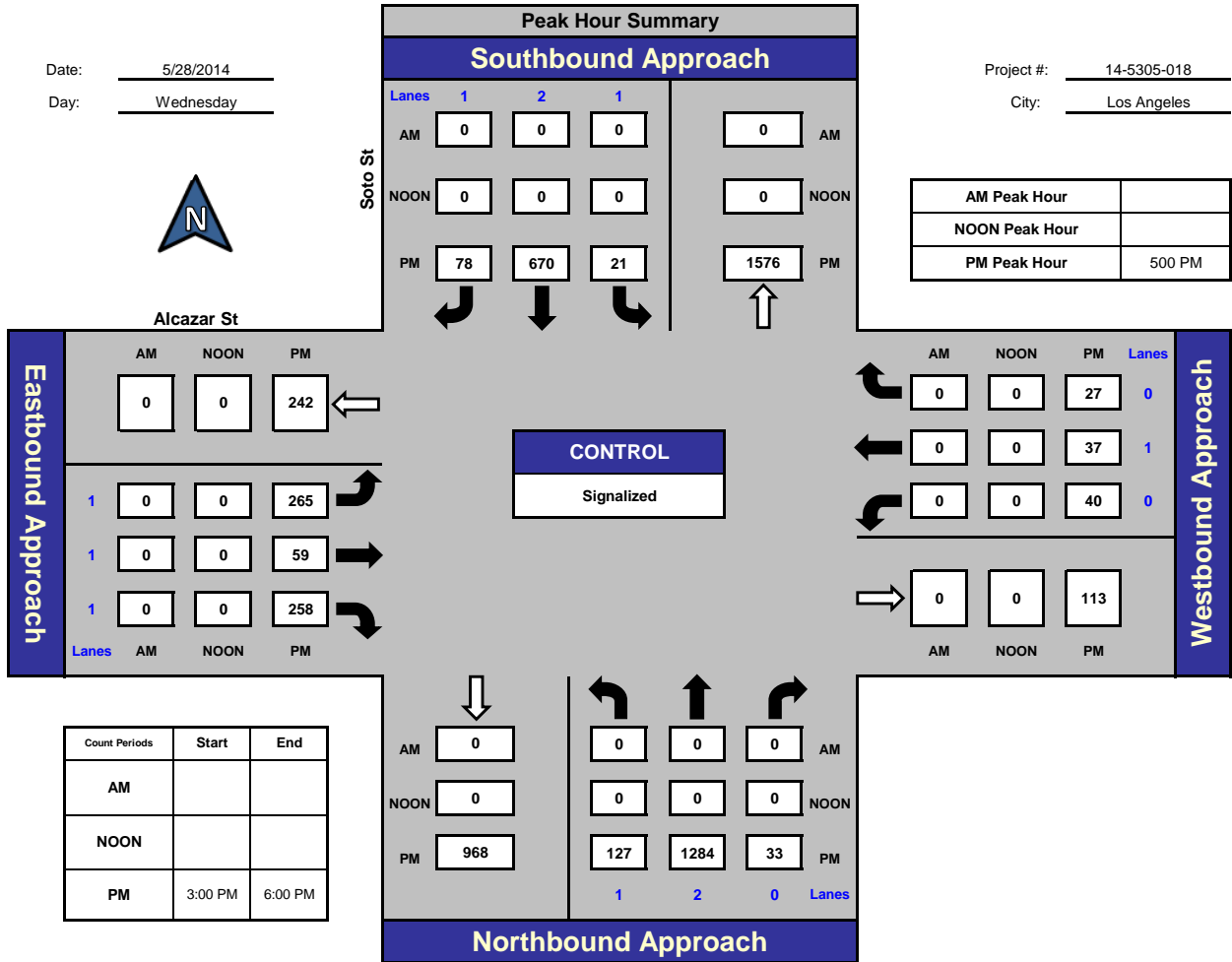
Soto St and Alcazar St, Los Angeles

Date: 5/28/2014

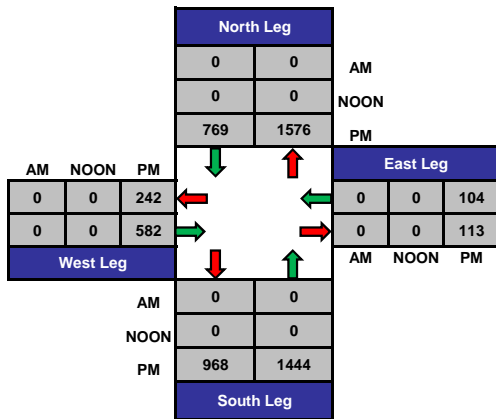
Day: Wednesday

Project #: 14-5305-018

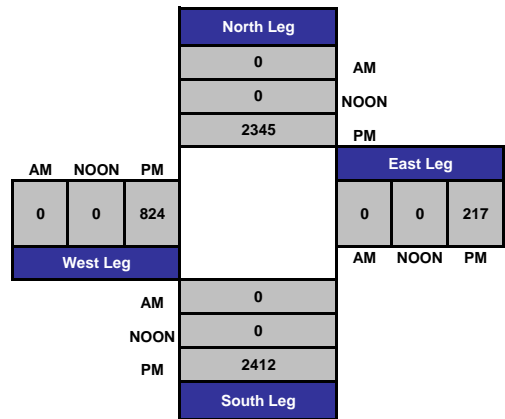
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-018
 N/S Street: Soto St
 E/W Street: Alcazar St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	5	2	1	1	1	4
3:15 PM	6	0	6	2	4	1	2	4
3:30 PM	2	0	4	4	3	2	3	0
3:45 PM	0	0	4	7	3	5	0	0
4:00 PM	1	0	1	4	2	1	0	1
4:15 PM	1	1	6	0	1	0	0	2
4:30 PM	1	0	2	2	3	1	3	1
4:45 PM	2	0	5	3	1	2	1	0
5:00 PM	1	0	8	2	1	3	4	4
5:15 PM	1	0	7	8	2	1	0	2
5:30 PM	0	1	3	5	2	1	0	0
5:45 PM	2	2	3	2	1	3	4	1
TOTALS	17	5	54	41	24	21	18	19

School-Aged Pedestrians

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-018
 N/S Street: Soto St
 E/W Street: Alcazar St
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5305-019

Day: Wednesday

City: Los Angeles

Date: 5/28/2014

PM														
NS/EW Streets:	State St			State St			Zonal Ave			Zonal Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
3:00 PM	16	0	26	2	1	1	0	66	18	17	68	0	215	
3:15 PM	8	1	34	2	1	0	0	58	11	30	85	1	231	
3:30 PM	19	0	26	0	0	0	0	66	18	39	100	2	270	
3:45 PM	20	0	18	0	0	1	0	62	12	27	90	0	230	
4:00 PM	28	0	13	4	0	0	0	51	6	34	92	0	228	
4:15 PM	22	0	19	1	0	0	1	49	15	20	86	1	214	
4:30 PM	17	1	13	1	0	2	0	45	9	28	114	0	230	
4:45 PM	27	0	19	2	0	3	0	27	7	36	119	0	240	
5:00 PM	33	0	23	0	0	1	0	34	11	22	127	0	251	
5:15 PM	39	0	13	0	0	1	0	34	10	23	124	1	245	
5:30 PM	35	0	16	1	0	2	0	30	7	28	122	0	241	
5:45 PM	24	0	11	0	0	3	0	34	6	18	115	0	211	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	288	2	231	13	2	14	1	556	130	322	1242	5	2806	
	55.28%	0.38%	44.34%	44.83%	6.90%	48.28%	0.15%	80.93%	18.92%	20.52%	79.16%	0.32%		
PEAK HR START TIME :	445 PM													TOTAL
PEAK HR VOL :	134	0	71	3	0	7	0	125	35	109	492	1	977	
PEAK HR FACTOR :	0.915			0.500			0.889			0.971			0.973	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

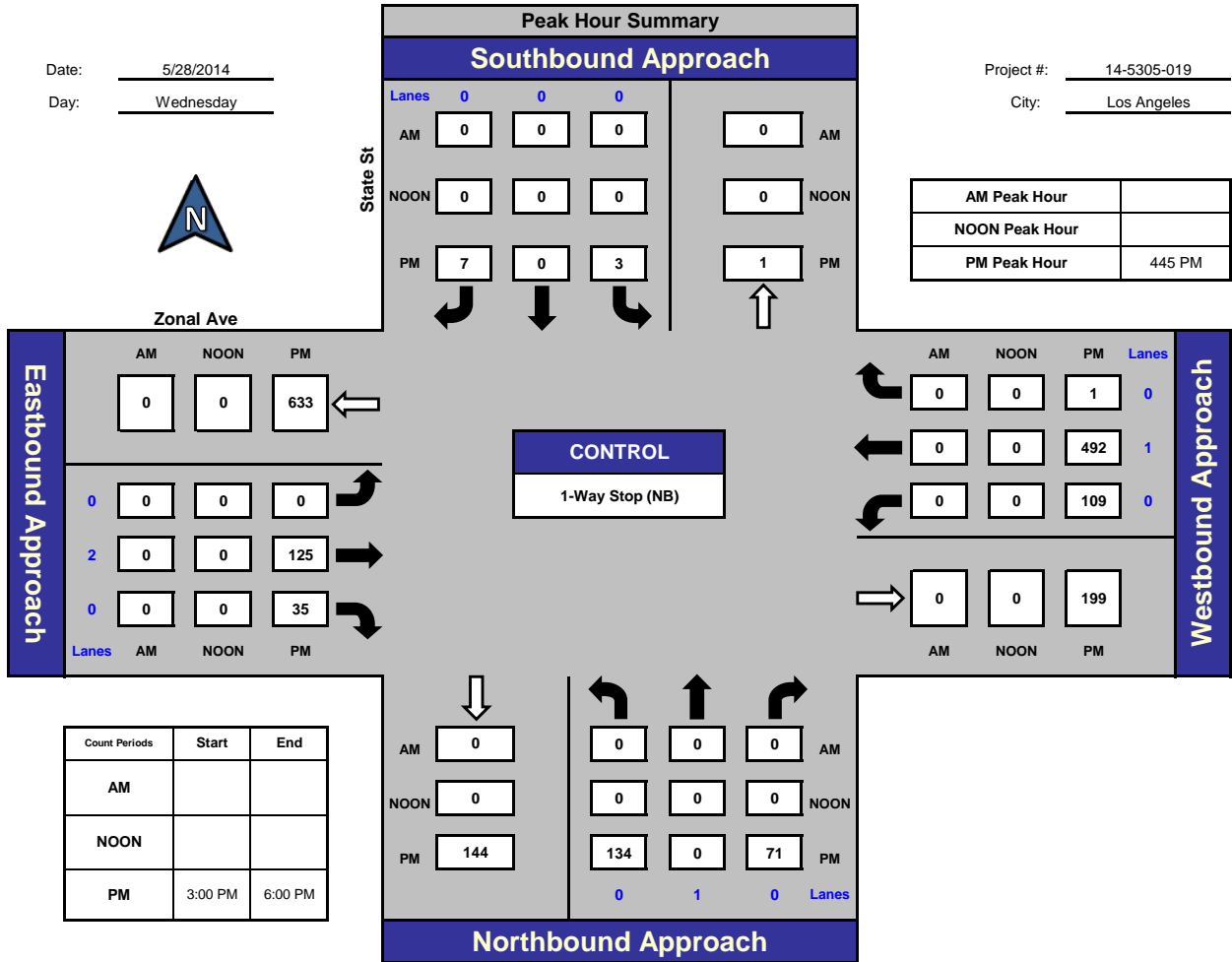


National Data & Surveying Services

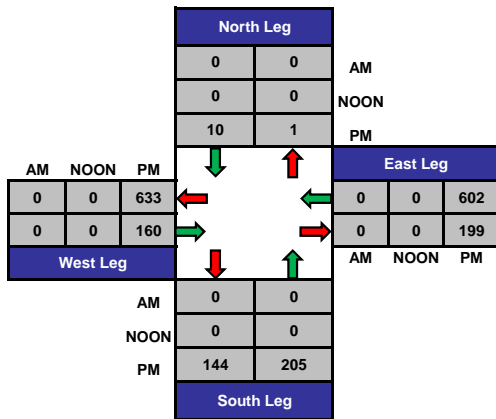
State St and Zonal Ave, Los Angeles

Date: 5/28/2014
Day: Wednesday

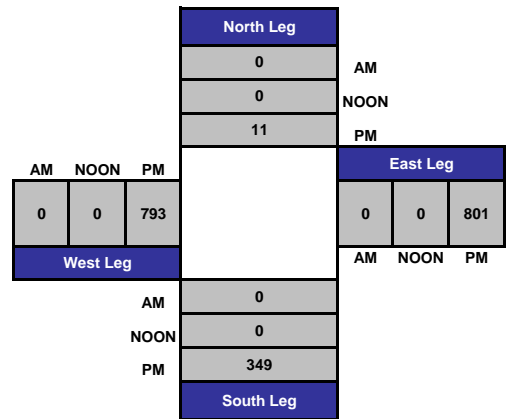
Project #: 14-5305-019
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5305-019
 N/S Street: State St
 E/W Street: Zonal Ave
 DATE: 5/28/2014
 CITY: Los Angeles

DAY: Wednesday

NOON

PEDESTRIANS

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

BIKES

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

**APPENDIX B
INTERSECTION LEVEL OF SERVICE WORKSHEETS**

EXISTING YEAR (2014) CONDITIONS

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR

North-South Street: Daly St

East-West Street: Main St

Scenario: Existing Year (2014)

Count Date: Jul-14

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

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
Override Capacity			1			1	
			0			0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	1	154	172	1	172
	Left-Through		0			0	
	Through	360	1	197	681	1	364
	Through-Right		1			1	
	Right	34	0	34	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	179	1	179	113	1	113
	Left-Through		0			0	
	Through	495	1	419	287	1	188
	Through-Right		1			1	
	Right	342	0	342	88	0	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	0	27	75	0	75
	Left-Through		1			1	
	Through	455	0	403	768	0	551
	Through-Right		1			1	
	Right	242	0	403	184	0	551
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	0	69	60	0	60
	Left-Through		1			1	
	Through	839	0	637	397	0	416
	Through-Right		1			1	
	Right	159	0	637	195	0	416
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 573			<i>North-South:</i> 477
				<i>East-West:</i> 664			<i>East-West:</i> 611
				<i>SUM:</i> 1237			<i>SUM:</i> 1088
VOLUME/CAPACITY (V/C) RATIO:				0.825			0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.655
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 SB Ramps/I-10 On-Ramp **East-West Street:** Mission Rd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	528	1	434	273	1	246
	↵↔ Left-Through		0			0	
	→ Through	3	0	434	22	0	246
	↔ Through-Right		0			0	
	→ Right	337	0	0	196	0	0
	↵↔ Left-Through-Right		1			1	
	↵↔ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	742	2	252	1219	2	418
	↔ Through-Right		1			1	
	→ Right	15	0	15	36	0	36
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
WESTBOUND	↵ Left	422	2	232	366	2	201
	↵↔ Left-Through		0			0	
	→ Through	1467	2	734	795	2	398
	↔ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 434 <i>East-West:</i> 734 <i>SUM:</i> 1168			<i>North-South:</i> 246 <i>East-West:</i> 619 <i>SUM:</i> 865
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.537
LEVEL OF SERVICE (LOS):				C			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St/Marengo St **East-West Street:** Mission Rd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 3	3	<i>NB--</i> 3	<i>SB--</i> 3	3
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	102	1	102
	Left-Through		0			0	
	Through	449	2	225	628	2	314
	Through-Right		0			0	
	Right	209	1	11	168	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	21	1	21
	Left-Through		0			0	
	Through	316	1	230	324	1	170
	Through-Right		1			1	
	Right	373	1	0	186	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	219	1	219
	Left-Through		0			0	
	Through	870	2	435	980	2	490
	Through-Right		0			0	
	Right	293	1	196	350	1	299
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	198	399	1	399
	Left-Through		0			0	
	Through	1391	2	696	860	2	430
	Through-Right		0			0	
	Right	18	1	0	60	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 425			<i>North-South:</i> 335
				<i>East-West:</i> 773			<i>East-West:</i> 889
				<i>SUM:</i> 1198			<i>SUM:</i> 1224
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.820
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Workman St **East-West Street:** Mission Rd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	24	0	24	88	0	88
	↵↵ Left-Through		0			0	
	→ Through	1	0	32	2	0	114
	→↵ Through-Right		0			0	
	→ Right	7	0	0	24	0	0
	↵↵↵ Left-Through-Right		1			1	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	26	0	26	34	0	34
	↵↵ Left-Through		0			0	
	→ Through	0	0	50	1	0	69
	→↵ Through-Right		0			0	
	→ Right	24	0	0	34	0	0
	↵↵↵ Left-Through-Right		1			1	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	34	1	34	36	1	36
	↵↵ Left-Through		0			0	
	→ Through	1052	1	541	1139	1	570
	→↵ Through-Right		1			1	
	→ Right	30	0	30	1	0	1
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	8	1	8	7	1	7
	↵↵ Left-Through		0			0	
	→ Through	1647	1	830	1209	1	613
	→↵ Through-Right		1			1	
	→ Right	13	0	13	17	0	17
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 74			<i>North-South:</i> 157
				<i>East-West:</i> 864			<i>East-West:</i> 649
				<i>SUM:</i> 938			<i>SUM:</i> 806
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.555			0.467
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR

North-South Street: Sichel St

East-West Street: Mission Rd

Scenario: Existing Year (2014)

Count Date: Jul-14

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

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right			0			0	
SOUTHBOUND	↵ Left	6	0	6	30	0	30
	↵↔ Left-Through		0			0	
	→ Through	0	0	17	0	0	90
	↗ Through-Right		0			0	
	↘ Right	11	0	0	60	0	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right			0		0		
EASTBOUND	↵ Left	34	1	34	18	1	18
	↵↔ Left-Through		0			0	
	→ Through	1036	2	518	1144	2	572
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1676	1	856	1190	1	600
	↗ Through-Right		1			1	
	↘ Right	36	0	36	10	0	10
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
CRITICAL VOLUMES				North-South: 17			North-South: 90
				East-West: 890			East-West: 618
				SUM: 907			SUM: 708
VOLUME/CAPACITY (V/C) RATIO:				0.605			0.472
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.402
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Griffin Ave/Zonal Ave **East-West Street:** Mission Rd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	107	1	107	205	1	205
	↵↔ Left-Through		0			0	
	→ Through	135	1	135	301	1	301
	↘ Through-Right		0			0	
	↘ Right	55	1	0	169	1	159
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	94	1	94	35	1	35
	↵↔ Left-Through		0			0	
	→ Through	221	1	221	67	1	67
	↘ Through-Right		0			0	
	↘ Right	270	1	243	100	1	42
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	54	1	54	117	1	117
	↵↔ Left-Through		0			0	
	→ Through	721	2	361	1038	2	519
	↘ Through-Right		0			0	
	↘ Right	236	1	183	73	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	126	1	126	20	1	20
	↵↔ Left-Through		0			0	
	→ Through	1289	2	645	848	2	424
	↘ Through-Right		0			0	
	↘ Right	69	1	22	73	1	56
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 350			<i>North-South:</i> 336
				<i>East-West:</i> 699			<i>East-West:</i> 541
				<i>SUM:</i> 1049			<i>SUM:</i> 877
VOLUME/CAPACITY (V/C) RATIO:				0.699			0.585
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.515
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Valley Blvd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity					1		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	401	2	201	799	2	400
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
SOUTHBOUND	↵ Left	155	1	155	136	1	136
	↵↔ Left-Through	1298	2	649	638	2	319
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
EASTBOUND	↵ Left	220	1	121	259	1	142
	↵↔ Left-Through	516	0	557	709	0	737
	→ Through	41	1	41	28	1	28
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 649			<i>North-South:</i> 536		
		<i>East-West:</i> 557			<i>East-West:</i> 737		
		<i>SUM:</i> 1206			<i>SUM:</i> 1273		
VOLUME/CAPACITY (V/C) RATIO:		0.804			0.849		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.734			0.779		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR

North-South Street: Mission Rd

East-West Street: Main St

Scenario: Existing Year (2014)

Count Date: Jul-14

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

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 2		<i>NB--</i> 0	<i>SB--</i> 2	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
Override Capacity			1			1	
			0			0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	48	1	48
	Left-Through		0			0	
	Through	597	2	299	965	2	483
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1031	2	516	628	2	314
	Through-Right		0			0	
	Right	251	1	251	168	1	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	399	1	399	160	1	160
	Left-Through		0			0	
	Through	962	2	481	663	2	332
	Through-Right		0			0	
	Right	259	1	259	164	1	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 532			<i>North-South:</i> 483
				<i>East-West:</i> 481			<i>East-West:</i> 332
				<i>SUM:</i> 1013			<i>SUM:</i> 815
VOLUME/CAPACITY (V/C) RATIO:				0.675			0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.605			0.473
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR

North-South Street: State St

East-West Street: Cesar E. Chavez Ave

Scenario: Existing Year (2014)

Count Date: Jul-14

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

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 3	3	<i>EB--</i> 0	<i>WB--</i> 3	3
Override Capacity			1	1		1	1
			0	0		0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	38	1	38
	Left-Through		0			0	
	Through	164	1	164	486	1	486
	Through-Right		0			0	
	Right	61	1	13	279	1	114
	Left-Through-Right		0			0	
SOUTHBOUND	Left	305	1	305	185	1	185
	Left-Through		0			0	
	Through	318	1	318	554	1	554
	Through-Right		0			0	
	Right	397	1	354	19	1	0
	Left-Through-Right		0			0	
EASTBOUND	Left	86	1	86	41	1	41
	Left-Through		0			0	
	Through	278	2	99	317	2	151
	Through-Right		1			1	
	Right	20	0	20	136	0	136
	Left-Through-Right		0			0	
WESTBOUND	Left	97	1	97	331	1	331
	Left-Through		0			0	
	Through	984	2	492	228	2	114
	Through-Right		0			0	
	Right	523	1	218	166	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 469			<i>North-South:</i> 671
				<i>East-West:</i> 578			<i>East-West:</i> 482
				<i>SUM:</i> 1047			<i>SUM:</i> 1153
VOLUME/CAPACITY (V/C) RATIO:				0.761			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.769
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 EB Ramps
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	<i>NB--</i> 2	<i>SB--</i> 0	<i>EB--</i> 2	<i>WB--</i> 0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 0	<i>EB--</i> 2	<i>WB--</i> 0		
Override Capacity			1				1
			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	561	1	384	472	1	459
	Through-Right		1			1	
	Right	207	0	207	446	0	446
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	163	0	163	115	0	115
	Left-Through		1			1	
	Through	895	1	774	398	1	398
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	0	220	175	0	175
	Left-Through		1			1	
	Through	138	0	198	296	0	471
	Through-Right		1			1	
	Right	60	0	0	496	0	496
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		774	<i>North-South:</i>		574
		<i>East-West:</i>		220	<i>East-West:</i>		496
		<i>SUM:</i>		994	<i>SUM:</i>		1070
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.643
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 WB Off-Ramp
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 2	2	<i>EB--</i> 0	<i>WB--</i> 2	2
Override Capacity			1	1		1	1
			0	0		0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	776	2	388	462	2	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	571	2	286	626	2	313
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	478	1	478	151	1	151
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	324	1	324	110	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 388 <i>East-West:</i> 478 <i>SUM:</i> 866			<i>North-South:</i> 313 <i>East-West:</i> 151 <i>SUM:</i> 464
VOLUME/CAPACITY (V/C) RATIO:				0.577			0.309
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.507			0.239
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Pomeroy Ave
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				3			3
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	2	0	0	2
ATSAC-1 or ATSAC+ATCS-2?		2	2	1	2	1	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	659	1	543	439	1	274
	↔ Through-Right		1			1	
	→ Right	427	0	427	109	0	109
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	392	1	201	469	1	238
	↔ Through-Right		1			1	
	→ Right	9	0	9	6	0	6
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
EASTBOUND	↵ Left	2	0	2	2	0	2
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	→ Right	28	0	30	26	0	28
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		1			1	
WESTBOUND	↵ Left	248	1	248	337	1	337
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	→ Right	57	1	57	89	1	89
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: East-West: SUM: 821			North-South: East-West: SUM: 639
VOLUME/CAPACITY (V/C) RATIO:				0.576			0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.506			0.378
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	324	0	324	318	0	318
	↵↔ Left-Through		1			1	
	→ Through	256	0	334	195	0	304
	↘ Through-Right		1			1	
	→ Right	87	0	334	109	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	58	0	58	59	0	59
	↵↔ Left-Through		1			1	
	→ Through	110	0	147	133	0	178
	↘ Through-Right		1			1	
	→ Right	67	0	147	104	0	178
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	67	1	67	49	1	49
	↵↔ Left-Through		0			0	
	→ Through	526	2	263	629	2	315
	↘ Through-Right		0			0	
	→ Right	140	1	140	123	1	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	154	1	154	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	979	1	537	771	1	412
	↘ Through-Right		1			1	
	→ Right	94	0	94	52	0	52
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 471			<i>North-South:</i> 496
				<i>East-West:</i> 604			<i>East-West:</i> 461
				<i>SUM:</i> 1075			<i>SUM:</i> 957
VOLUME/CAPACITY (V/C) RATIO:				0.782			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.626
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR

North-South Street: I-5 NB Off-Ramp

East-West Street: Cesar E. Chavez Ave

Scenario: Existing Year (2014)

Count Date: Jul-14

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

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	470	1	470	201	1	201
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	101	1	101	113	1	113
	↵↔↘ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	418	2	209	763	2	382
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	1321	2	661	626	2	313
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 470			North-South: 201
				East-West: 661			East-West: 382
				SUM: 1131			SUM: 583
VOLUME/CAPACITY (V/C) RATIO:				0.754			0.389
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.684			0.319
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Britannia St **East-West Street:** Marengo St
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	41	1	41	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	122	1	122	252	1	252
	↵↔ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
SOUTHBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
EASTBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	504	2	252	625	2	313
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
WESTBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	1188	2	594	853	2	427
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 122			North-South: 252
				East-West: 594			East-West: 427
				SUM: 716			SUM: 679
VOLUME/CAPACITY (V/C) RATIO:				0.477			0.453
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.383
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Chicago St **East-West Street:** Marengo St
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	26	0	26	13	0	13
	↵↵ Left-Through		1			1	
	→ Through	7	0	33	3	0	16
	→↵ Through-Right		0			0	
	→ Right	32	1	0	20	1	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	50	0	50	54	0	54
	↵↵ Left-Through		1			1	
	→ Through	22	0	72	4	0	58
	→↵ Through-Right		0			0	
	→ Right	167	1	131	138	1	121
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	73	1	73	35	1	35
	↵↵ Left-Through		0			0	
	→ Through	447	2	224	813	2	407
	→↵ Through-Right		0			0	
	→ Right	77	1	77	50	1	50
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	127	1	127	66	1	66
	↵↵ Left-Through		0			0	
	→ Through	1156	1	605	748	1	381
	→↵ Through-Right		1			1	
	→ Right	53	0	53	14	0	14
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 157 <i>East-West:</i> 678 <i>SUM:</i> 835			<i>North-South:</i> 134 <i>East-West:</i> 473 <i>SUM:</i> 607
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.405
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.335
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: San Pablo St **East-West Street:** Valley Blvd
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2			2
				0			0
		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	154	1	154
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	73	2	0	195	2	78
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	684	2	342	1205	2	603
	Through-Right		0			0	
	Right	125	1	91	76	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	190	1	190	58	1	58
	Left-Through		0			0	
	Through	1556	2	778	818	2	409
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 68 <i>East-West:</i> 778 <i>SUM:</i> 846			<i>North-South:</i> 154 <i>East-West:</i> 661 <i>SUM:</i> 815
VOLUME/CAPACITY (V/C) RATIO:				0.564			0.543
V/C LESS ATSA/ATCS ADJUSTMENT:				0.494			0.473
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** I-10 EB Off-Ramp/Wabash Ave
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				3			3
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0	0		0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0	0		0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	573	2	198	927	2	333
	↔ Through-Right		1			1	
	→ Right	22	0	22	73	0	73
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	115	1	115	113	1	113
	↵↔ Left-Through		0			0	
	→ Through	943	2	472	750	2	375
	↔ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
EASTBOUND	↵ Left	621	1	354	504	1	386
	↵↔ Left-Through		1			1	
	→ Through	86	0	354	268	0	386
	↔ Through-Right		0			0	
	→ Right	62	1	62	65	1	65
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
WESTBOUND	↵ Left	177	1	177	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	→ Right	246	1	189	231	1	175
	↔↵ Left-Through-Right		0			0	
	↔↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 472 East-West: 543 SUM: 1015			North-South: 446 East-West: 561 SUM: 1007
VOLUME/CAPACITY (V/C) RATIO:				0.712			0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.637
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	1	<i>NB--</i> 0	<i>SB--</i> 0	1
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 3	<i>WB--</i> 0	0	<i>EB--</i> 3	<i>WB--</i> 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	520	1	459	327	1	327
	Left-Through		1			1	
	Through	857	1	459	1155	1	444
	Through-Right		1			1	
	Right	80	0	58	178	0	178
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	454	1	410	496	1	368
	Left-Through		1			1	
	Through	777	1	410	608	1	368
	Through-Right		0			0	
	Right	433	1	401	210	1	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	64	147	1	147
	Left-Through		0			0	
	Through	224	2	112	447	2	224
	Through-Right		0			0	
	Right	253	1	0	261	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	29	1	29
	Left-Through		0			0	
	Through	528	1	331	274	1	153
	Through-Right		1			1	
	Right	134	0	134	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 869			<i>North-South:</i> 812
				<i>East-West:</i> 395			<i>East-West:</i> 300
				<i>SUM:</i> 1264			<i>SUM:</i> 1112
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.710
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Charlotte St/I-10 WB Ramps
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	2	3	0	2
ATSAC-1 or ATSAC+ATCS-2?		0	2	1	0	2	1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	150	1	150	60	1	60
	↶↷ Left-Through		0			0	
	→ Through	810	2	405	1185	2	593
	↷ Through-Right		0			0	
	→ Right	94	1	0	89	1	0
	↶↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	269	1	269	247	1	247
	↷↶ Left-Through		0			0	
	→ Through	1043	2	522	743	2	372
	↶ Through-Right		0			0	
	→ Right	55	1	33	29	1	14
	↷↶ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
EASTBOUND	↶ Left	44	0	44	31	0	31
	↶↷ Left-Through		1			1	
	→ Through	51	0	206	100	0	131
	↷ Through-Right		1			1	
	→ Right	185	0	206	205	0	175
	↶↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
WESTBOUND	↶ Left	444	1	417	347	1	294
	↶↷ Left-Through		1			1	
	→ Through	390	0	417	241	0	294
	↷ Through-Right		0			0	
	→ Right	382	2	210	358	2	197
	↶↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 674 <i>East-West:</i> 623 <i>SUM:</i> 1297			<i>North-South:</i> 840 <i>East-West:</i> 469 <i>SUM:</i> 1309
VOLUME/CAPACITY (V/C) RATIO:				0.943			0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.873			0.882
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Alcazar St
Scenario: Existing Year (2014)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	303	1	303	138	1	138
	↵↔ Left-Through		0			0	
	→ Through	802	1	412	1284	1	659
	↘ Through-Right		1			1	
	↘ Right	22	0	22	33	0	33
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	30	1	30	21	1	21
	↵↔ Left-Through		0			0	
	→ Through	969	2	485	670	2	335
	↘ Through-Right		0			0	
	↘ Right	446	1	389	84	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	115	1	115	289	1	289
	↵↔ Left-Through		0			0	
	→ Through	37	1	37	59	1	59
	↘ Through-Right		0			0	
	↘ Right	178	1	0	285	1	147
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	43	0	43	40	0	40
	↵↔ Left-Through		0			0	
	→ Through	92	0	178	37	0	104
	↘ Through-Right		0			0	
	↘ Right	43	0	0	27	0	0
	↘↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 788			<i>North-South:</i> 680
				<i>East-West:</i> 293			<i>East-West:</i> 393
				<i>SUM:</i> 1081			<i>SUM:</i> 1073
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.683
LEVEL OF SERVICE (LOS):				B			B

EXISTING YEAR (2014) PLUS PROJECT CONDITIONS

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St **East-West Street:** Main St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity					1		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	155	1	155	172	1	172
	↵↔ Left-Through		0			0	
	→ Through	368	1	201	699	1	373
	↘ Through-Right		1			1	
	↘ Right	34	0	34	47	0	47
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	180	1	180	113	1	113
	↵↔ Left-Through		0			0	
	→ Through	532	1	437	297	1	193
	↘ Through-Right		1			1	
	↘ Right	342	0	342	88	0	88
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	27	0	27	75	0	75
	↵↔ Left-Through		1			1	
	→ Through	480	0	446	777	0	630
	↘ Through-Right		1			1	
	↘ Right	249	0	446	183	0	630
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	69	0	69	60	0	60
	↵↔ Left-Through		1			1	
	→ Through	846	0	640	417	0	425
	↘ Through-Right		1			1	
	↘ Right	158	0	640	192	0	425
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 592			<i>North-South:</i> 486		
		<i>East-West:</i> 667			<i>East-West:</i> 690		
		<i>SUM:</i> 1259			<i>SUM:</i> 1176		
VOLUME/CAPACITY (V/C) RATIO:		0.839			0.784		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.769			0.714		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 SB Ramps/I-10 On-Ramp **East-West Street:** Mission Rd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0		0	0	
	↙ Left-Right		0		0		
SOUTHBOUND	↙ Left	550	1	445	278	1	248
	↙↔ Left-Through		0		0	0	
	→ Through	3	0	445	22	0	248
	↗ Through-Right		0		0	0	
	↘ Right	337	0	0	196	0	0
	↘↔ Left-Through-Right		1		1	0	
	↙ Left-Right		0		0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	758	2	258	1220	2	419
	↗ Through-Right		1		1	0	
	↘ Right	15	0	15	36	0	36
	↘↔ Left-Through-Right		0		0	0	
	↙ Left-Right		0		0		
WESTBOUND	↙ Left	430	2	237	384	2	211
	↙↔ Left-Through		0		0	0	
	→ Through	1474	2	737	795	2	398
	↗ Through-Right		0		0	0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0		0	0	
	↙ Left-Right		0		0		
CRITICAL VOLUMES				North-South: 445 East-West: 737 SUM: 1182			North-South: 248 East-West: 630 SUM: 878
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.546
LEVEL OF SERVICE (LOS):				C			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St/Marengo St **East-West Street:** Mission Rd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 3	3	<i>NB--</i> 3	<i>SB--</i> 3	3
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	194	1	194	86	1	86
	Left-Through		0			0	
	Through	457	2	229	650	2	325
	Through-Right		0			0	
	Right	144	1	0	146	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	24	1	24	14	1	14
	Left-Through		0			0	
	Through	375	1	249	339	1	175
	Through-Right		1			1	
	Right	373	1	0	186	1	0
	Left-Through-Right		0			0	
EASTBOUND	Left	77	1	77	219	1	219
	Left-Through		0			0	
	Through	847	2	424	966	2	483
	Through-Right		0			0	
	Right	353	1	256	370	1	327
	Left-Through-Right		0			0	
WESTBOUND	Left	197	1	197	331	1	331
	Left-Through		0			0	
	Through	1408	2	704	894	2	447
	Through-Right		0			0	
	Right	18	1	6	55	1	48
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 443			<i>North-South:</i> 339
				<i>East-West:</i> 781			<i>East-West:</i> 814
				<i>SUM:</i> 1224			<i>SUM:</i> 1153
VOLUME/CAPACITY (V/C) RATIO:				0.890			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.769
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Workman St **East-West Street:** Mission Rd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	7	0	7	19	0	19
	↵↵ Left-Through		0			0	
	→ Through	1	0	10	2	0	24
	↵↵ Through-Right		0			0	
	↵ Right	2	0	0	3	0	0
	↵↵ Left-Through-Right		1			1	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	26	0	26	34	0	34
	↵↵ Left-Through		0			0	
	→ Through	0	0	50	1	0	69
	↵↵ Through-Right		0			0	
	↵ Right	24	0	0	34	0	0
	↵↵ Left-Through-Right		1			1	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	34	1	34	36	1	36
	↵↵ Left-Through		0			0	
	→ Through	951	1	490	1096	1	549
	↵↵ Through-Right		1			1	
	↵ Right	28	0	28	1	0	1
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	3	1	3	6	1	6
	↵↵ Left-Through		0			0	
	→ Through	1680	1	847	1239	1	628
	↵↵ Through-Right		1			1	
	↵ Right	13	0	13	17	0	17
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 57			<i>North-South:</i> 88
				<i>East-West:</i> 881			<i>East-West:</i> 664
				<i>SUM:</i> 938			<i>SUM:</i> 752
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.501
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.555			0.431
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Sichel St **East-West Street:** Mission Rd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right			0			0	
SOUTHBOUND	↘ Left	6	0	6	29	0	29
	↘↔ Left-Through		0			0	
	→ Through	0	0	21	0	0	86
	↔ Through-Right		0			0	
	↘ Right	15	0	0	57	0	0
	↘↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	67	1	67	0	1	0
	↵↔ Left-Through		0			0	
	→ Through	897	2	449	1100	2	550
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right		0			0		
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1701	1	874	1222	1	613
	↔ Through-Right		1			1	
	↘ Right	46	0	46	4	0	4
	↵↔↘ Left-Through-Right		0			0	
↵↔↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 21			<i>North-South:</i> 86
				<i>East-West:</i> 941			<i>East-West:</i> 613
				<i>SUM:</i> 962			<i>SUM:</i> 699
VOLUME/CAPACITY (V/C) RATIO:				0.641			0.466
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.396
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Griffin Ave/Zonal Ave **East-West Street:** Mission Rd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	140	1	140	280	1	280
	↵↔ Left-Through		0			0	
	→ Through	163	1	163	396	1	396
	↘ Through-Right		0			0	
	↘ Right	74	1	0	233	1	217
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	97	1	97	33	1	33
	↵↔ Left-Through		0			0	
	→ Through	290	1	290	87	1	87
	↘ Through-Right		0			0	
	↘ Right	267	1	259	99	1	52
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	16	1	16	95	1	95
	↵↔ Left-Through		0			0	
	→ Through	728	2	364	1029	2	515
	↘ Through-Right		0			0	
	↘ Right	236	1	166	65	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	168	1	168	33	1	33
	↵↔ Left-Through		0			0	
	→ Through	1269	2	635	802	2	401
	↘ Through-Right		0			0	
	↘ Right	51	1	3	27	1	11
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 430			<i>North-South:</i> 429
				<i>East-West:</i> 651			<i>East-West:</i> 548
				<i>SUM:</i> 1081			<i>SUM:</i> 977
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.651			0.581
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Valley Blvd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity					1		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	419	2	210	861	2	431
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
SOUTHBOUND	↵ Left	155	1	155	136	1	136
	↵↔ Left-Through	1319	2	660	641	2	321
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
EASTBOUND	↵ Left	219	1	120	255	1	140
	↵↔ Left-Through	515	0	552	704	0	730
	→ Through	37	1	37	26	1	26
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 660			<i>North-South:</i> 567		
		<i>East-West:</i> 552			<i>East-West:</i> 730		
		<i>SUM:</i> 1212			<i>SUM:</i> 1297		
VOLUME/CAPACITY (V/C) RATIO:		0.808			0.865		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.738			0.795		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Main St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	16	1	16	48	1	48
	↵↵ Left-Through		0			0	
	→ Through	614	2	307	1023	2	512
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1064	2	532	635	2	318
	↵↵ Through-Right		0			0	
	→ Right	251	1	251	168	1	168
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	387	1	387	156	1	156
	↵↵ Left-Through		0			0	
	→ Through	962	2	481	663	2	332
	↵↵ Through-Right		0			0	
	→ Right	252	1	252	128	1	128
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 548			<i>North-South:</i> 512
				<i>East-West:</i> 481			<i>East-West:</i> 332
				<i>SUM:</i> 1029			<i>SUM:</i> 844
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.493
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Cesar E. Chavez Ave
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	31	1	31	38	1	38
	↵↵ Left-Through		0			0	
	→ Through	175	1	175	488	1	488
	↵↵ Through-Right		0			0	
	→ Right	61	1	13	279	1	114
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	322	1	322	235	1	235
	↵↵ Left-Through		0			0	
	→ Through	321	1	321	561	1	561
	↵↵ Through-Right		0			0	
	→ Right	403	1	348	44	1	20
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	110	1	110	49	1	49
	↵↵ Left-Through		0			0	
	→ Through	276	2	99	309	2	148
	↵↵ Through-Right		1			1	
	→ Right	20	0	20	136	0	136
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	97	1	97	331	1	331
	↵↵ Left-Through		0			0	
	→ Through	974	2	487	226	2	113
	↵↵ Through-Right		0			0	
	→ Right	587	1	265	182	1	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 497			North-South: 723
				East-West: 597			East-West: 479
				SUM: 1094			SUM: 1202
VOLUME/CAPACITY (V/C) RATIO:				0.796			0.874
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.804
LEVEL OF SERVICE (LOS):				C			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 EB Ramps
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 2	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 0	0	<i>EB--</i> 2	<i>WB--</i> 0	0
Override Capacity			1	1		1	1
			0	0		0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	660	1	434	499	1	473
	Through-Right		1			1	
	Right	207	0	207	446	0	446
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	0	176	145	0	145
	Left-Through		1			1	
	Through	921	1	813	480	1	480
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	253	0	253	182	0	182
	Left-Through		1			1	
	Through	138	0	198	296	0	478
	Through-Right		1			1	
	Right	60	0	0	496	0	496
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			<i>North-South:</i> 813		<i>North-South:</i> 618		
			<i>East-West:</i> 253		<i>East-West:</i> 496		
			<i>SUM:</i> 1066		<i>SUM:</i> 1114		
VOLUME/CAPACITY (V/C) RATIO:			0.711		0.743		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.641		0.673		
LEVEL OF SERVICE (LOS):			B		B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 WB Off-Ramp
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	908	2	454	497	2	249
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	610	2	305	738	2	369
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	478	1	478	151	1	151
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	367	1	367	121	1	121
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 454 East-West: 478 SUM: 932			North-South: 369 East-West: 151 SUM: 520
VOLUME/CAPACITY (V/C) RATIO:				0.621			0.347
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.277
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Pomeroy Ave
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 2	2	<i>EB--</i> 2	<i>WB--</i> 2	2
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	819	1	631	476	1	297
	Through-Right		1		1	1	
	Right	443	0	443	117	0	117
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	437	1	223	582	1	294
	Through-Right		1		1	1	
	Right	9	0	9	6	0	6
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
EASTBOUND	Left	2	0	2	2	0	2
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	28	0	30	26	0	28
	Left-Through-Right		0		0	0	
	Left-Right		1		1	1	
WESTBOUND	Left	252	1	252	358	1	358
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	63	1	63	119	1	119
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
CRITICAL VOLUMES				<i>North-South:</i> 631			<i>North-South:</i> 297
				<i>East-West:</i> 282			<i>East-West:</i> 386
				<i>SUM:</i> 913			<i>SUM:</i> 683
VOLUME/CAPACITY (V/C) RATIO:				0.641			0.479
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.409
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	300	0	300	330	0	330
	↵↔ Left-Through		1			1	
	→ Through	462	0	416	261	0	360
	↗ Through-Right		1			1	
	→ Right	70	0	416	99	0	0
	↗↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	106	0	106	270	0	270
	↵↔ Left-Through		1			1	
	→ Through	169	0	225	372	0	474
	↗ Through-Right		1			1	
	→ Right	68	0	225	102	0	0
	↗↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	68	1	68	53	1	53
	↵↔ Left-Through		0			0	
	→ Through	506	2	253	569	2	285
	↗ Through-Right		0			0	
	→ Right	133	1	133	83	1	0
	↗↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	146	1	146	34	1	34
	↵↔ Left-Through		0			0	
	→ Through	1048	1	608	639	1	359
	↗ Through-Right		1			1	
	→ Right	167	0	167	78	0	78
	↗↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 525			<i>North-South:</i> 804
				<i>East-West:</i> 676			<i>East-West:</i> 412
				<i>SUM:</i> 1201			<i>SUM:</i> 1216
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.814
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 NB Off-Ramp **East-West Street:** Cesar E. Chavez Ave
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	508	1	508	210	1	210
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	101	1	101	113	1	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	422	2	211	778	2	389
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1337	2	669	631	2	316
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 508			<i>North-South:</i> 210
				<i>East-West:</i> 669			<i>East-West:</i> 389
				<i>SUM:</i> 1177			<i>SUM:</i> 599
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715			0.329
LEVEL OF SERVICE (LOS):				C			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Britannia St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity					1		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	41	1	41	117	1	117
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	126	1	126	273	1	273
	↵↔↗ Left-Through-Right		0			0	
	↵↔↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↗ Left-Through-Right		0			0	
	↵↔↘ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	495	2	248	755	2	378
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↗ Left-Through-Right		0			0	
	↵↔↘ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1338	2	669	667	2	334
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↗ Left-Through-Right		0			0	
	↵↔↘ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 126			<i>North-South:</i> 273		
		<i>East-West:</i> 669			<i>East-West:</i> 378		
		<i>SUM:</i> 795			<i>SUM:</i> 651		
VOLUME/CAPACITY (V/C) RATIO:		0.530			0.434		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.460			0.364		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Chicago St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	26	0	26	13	0	13
	↵↔ Left-Through		1			1	
	→ Through	7	0	33	3	0	16
	↘ Through-Right		0			0	
	→ Right	32	1	0	20	1	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	51	0	51	39	0	39
	↵↔ Left-Through		1			1	
	→ Through	22	0	73	4	0	43
	↘ Through-Right		0			0	
	→ Right	153	1	139	5	1	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	28	1	28	11	1	11
	↵↔ Left-Through		0			0	
	→ Through	488	2	244	987	2	494
	↘ Through-Right		0			0	
	→ Right	77	1	77	50	1	50
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	127	1	127	66	1	66
	↵↔ Left-Through		0			0	
	→ Through	1320	1	678	695	1	350
	↘ Through-Right		1			1	
	→ Right	36	0	36	5	0	5
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 165 <i>East-West:</i> 706 <i>SUM:</i> 871			<i>North-South:</i> 56 <i>East-West:</i> 560 <i>SUM:</i> 616
VOLUME/CAPACITY (V/C) RATIO:				0.581			0.411
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.341
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: San Pablo St **East-West Street:** Valley Blvd
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	61	1	61	118	1	118
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	↵ Right	85	2	0	227	2	90
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	681	2	341	1191	2	596
	↵↵ Through-Right		0			0	
	↵ Right	125	1	95	75	1	16
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	233	1	233	70	1	70
	↵↵ Left-Through		0			0	
	→ Through	1544	2	772	814	2	407
	↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 61 <i>East-West:</i> 772 <i>SUM:</i> 833			<i>North-South:</i> 118 <i>East-West:</i> 666 <i>SUM:</i> 784
VOLUME/CAPACITY (V/C) RATIO:				0.555			0.523
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.485			0.453
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** I-10 EB Off-Ramp/Wabash Ave
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	623	2	215	938	2	337
	↘ Through-Right		1		1	1	
	→ Right	22	0	22	73	0	73
	↵↔ Left-Through-Right		0		0	0	
	↘ Left-Right		0		0	0	
SOUTHBOUND	↵ Left	120	1	120	124	1	124
	↵↔ Left-Through		0		0	0	
	→ Through	959	2	480	779	2	390
	↘ Through-Right		0		0	0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0		0	0	
	↘ Left-Right		0		0	0	
EASTBOUND	↵ Left	648	1	367	510	1	389
	↵↔ Left-Through		1		1	1	
	→ Through	86	0	367	268	0	389
	↘ Through-Right		0		0	0	
	→ Right	62	1	62	65	1	65
	↵↔ Left-Through-Right		0		0	0	
	↘ Left-Right		0		0	0	
WESTBOUND	↵ Left	177	1	177	86	1	86
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0		0	0	
	→ Right	262	1	202	235	1	173
	↵↔ Left-Through-Right		0		0	0	
	↘ Left-Right		0		0	0	
CRITICAL VOLUMES				<i>North-South:</i> 480			<i>North-South:</i> 461
				<i>East-West:</i> 569			<i>East-West:</i> 562
				<i>SUM:</i> 1049			<i>SUM:</i> 1023
VOLUME/CAPACITY (V/C) RATIO:				0.736			0.718
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.648
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	625	1	490	356	1	356
	↵↔ Left-Through		1			1	
	→ Through	845	1	490	1148	1	442
	↘ Through-Right		1			1	
	↘ Right	80	0	58	178	0	178
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	456	1	411	490	1	354
	↵↔ Left-Through		1			1	
	→ Through	777	1	411	571	1	354
	↘ Through-Right		0			0	
	↘ Right	485	1	447	227	1	127
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	76	1	76	200	1	200
	↵↔ Left-Through		0			0	
	→ Through	232	2	116	475	2	238
	↘ Through-Right		0			0	
	↘ Right	275	1	0	338	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	45	1	45	29	1	29
	↵↔ Left-Through		0			0	
	→ Through	540	1	336	277	1	155
	↘ Through-Right		1			1	
	↘ Right	132	0	132	32	0	32
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 937			<i>North-South:</i> 796
				<i>East-West:</i> 412			<i>East-West:</i> 355
				<i>SUM:</i> 1349			<i>SUM:</i> 1151
VOLUME/CAPACITY (V/C) RATIO:				0.947			0.808
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.738
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Charlotte St/I-10 WB Ramps
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 0	0	<i>NB--</i> 3	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 2	2	<i>EB--</i> 0	<i>WB--</i> 2	2
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	53	1	53
	Left-Through		0			0	
	Through	816	2	408	1211	2	606
	Through-Right		0			0	
	Right	100	1	0	116	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	269	247	1	247
	Left-Through		0			0	
	Through	1063	2	532	749	2	375
	Through-Right		0			0	
	Right	52	1	30	27	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	0	44	24	0	24
	Left-Through		1			1	
	Through	53	0	208	93	0	117
	Through-Right		1			1	
	Right	186	0	208	162	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	475	1	433	358	1	298
	Left-Through		1			1	
	Through	391	0	433	238	0	298
	Through-Right		0			0	
	Right	382	2	210	358	2	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 677			<i>North-South:</i> 853
				<i>East-West:</i> 641			<i>East-West:</i> 434
				<i>SUM:</i> 1318			<i>SUM:</i> 1287
VOLUME/CAPACITY (V/C) RATIO:				0.959			0.936
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.889			0.866
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Alcazar St
Scenario: Existing Year (2014) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 3	<i>WB--</i> 0	3	<i>EB--</i> 3	<i>WB--</i> 0	3
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	303	1	303	138	1	138
	Left-Through		0			0	
	Through	807	1	415	1297	1	668
	Through-Right		1			1	
	Right	23	0	23	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	21	1	21
	Left-Through		0			0	
	Through	987	2	494	674	2	337
	Through-Right		0			0	
	Right	445	1	387	83	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	116	292	1	292
	Left-Through		0			0	
	Through	37	1	37	57	1	57
	Through-Right		0			0	
	Right	178	1	0	285	1	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	0	42	40	0	40
	Left-Through		0			0	
	Through	99	0	184	38	0	105
	Through-Right		0			0	
	Right	43	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 797 <i>East-West:</i> 300 <i>SUM:</i> 1097			<i>North-South:</i> 689 <i>East-West:</i> 397 <i>SUM:</i> 1086
VOLUME/CAPACITY (V/C) RATIO:				0.770			0.762
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.692
LEVEL OF SERVICE (LOS):				B			B

EXISTING YEAR (2014) PLUS PROJECT CONDITIONS PLUS MITIGATION

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St **East-West Street:** Main St
Scenario: Existing Year (2014) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
				0			0
		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔ Left	155	1	155	170	1	170
	↔ Left-Through		0			0	
	→ Through	367	1	201	696	1	372
	↔ Through-Right		1			1	
	↔ Right	34	0	34	47	0	47
	↔ Left-Through-Right		0			0	
	↔ Left-Right		0			0	
SOUTHBOUND	↔ Left	179	1	179	113	1	113
	↔ Left-Through		0			0	
	→ Through	528	1	435	296	1	192
	↔ Through-Right		1			1	
	↔ Right	342	0	342	88	0	88
	↔ Left-Through-Right		0			0	
	↔ Left-Right		0			0	
EASTBOUND	↔ Left	27	0	27	75	0	75
	↔ Left-Through		1			1	
	→ Through	478	0	444	776	0	629
	↔ Through-Right		1			1	
	↔ Right	247	0	444	182	0	629
	↔ Left-Through-Right		0			0	
	↔ Left-Right		0			0	
WESTBOUND	↔ Left	69	0	69	60	0	60
	↔ Left-Through		1			1	
	→ Through	846	0	640	416	0	424
	↔ Through-Right		1			1	
	↔ Right	158	0	640	192	0	424
	↔ Left-Through-Right		0			0	
	↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 590			<i>North-South:</i> 485
				<i>East-West:</i> 667			<i>East-West:</i> 689
				<i>SUM:</i> 1257			<i>SUM:</i> 1174
VOLUME/CAPACITY (V/C) RATIO:				0.838			0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.768			0.713
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Cesar E. Chavez Ave
Scenario: Existing Year (2014) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 3	3	<i>EB--</i> 0	<i>WB--</i> 3	3
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	31	1	31	38	1	38
	↵↵ Left-Through		0			0	
	↵↵ Through	174	1	174	488	1	488
	↵↵ Through-Right		0			0	
	↵↵ Right	61	1	13	279	1	114
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵↵ Left	321	1	321	229	1	229
	↵↵ Left-Through		0			0	
	↵↵ Through	321	1	321	560	1	560
	↵↵ Through-Right		0			0	
	↵↵ Right	403	1	349	43	1	19
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	109	1	109	49	1	49
	↵↵ Left-Through		0			0	
	↵↵ Through	276	2	99	308	2	148
	↵↵ Through-Right		1			1	
	↵↵ Right	20	0	20	136	0	136
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵↵ Left	97	1	97	331	1	331
	↵↵ Left-Through		0			0	
	↵↵ Through	973	2	487	226	2	113
	↵↵ Through-Right		0			0	
	↵↵ Right	581	1	260	180	1	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 495			<i>North-South:</i> 717
				<i>East-West:</i> 596			<i>East-West:</i> 479
				<i>SUM:</i> 1091			<i>SUM:</i> 1196
VOLUME/CAPACITY (V/C) RATIO:				0.793			0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.800
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project Plus Physical Mitigation
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	300	0	300	330	0	330
	↵↵ Left-Through		1			1	
	→ Through	462	0	416	261	0	360
	↵↵ Through-Right		1			1	
	→ Right	70	0	416	99	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	106	1	106	270	1	270
	↵↵ Left-Through		0			0	
	→ Through	169	1	119	372	1	237
	↵↵ Through-Right		1			1	
	→ Right	68	0	68	102	0	102
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	68	1	68	53	1	53
	↵↵ Left-Through		0			0	
	→ Through	506	2	253	569	2	285
	↵↵ Through-Right		0			0	
	→ Right	133	1	133	83	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	146	1	146	34	1	34
	↵↵ Left-Through		0			0	
	→ Through	1048	2	524	639	2	320
	↵↵ Through-Right		0			0	
	→ Right	167	1	114	78	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 522			<i>North-South:</i> 630
				<i>East-West:</i> 592			<i>East-West:</i> 373
				<i>SUM:</i> 1114			<i>SUM:</i> 1003
VOLUME/CAPACITY (V/C) RATIO:				0.810			0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.659
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	298	0	298	328	0	328
	Left-Through		1			1	
	Through	449	0	407	255	0	353
	Through-Right		1			1	
	Right	67	0	407	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	0	104	260	0	260
	Left-Through		1			1	
	Through	166	0	222	360	0	462
	Through-Right		1			1	
	Right	69	0	222	102	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	53	1	53
	Left-Through		0			0	
	Through	504	2	252	566	2	283
	Through-Right		0			0	
	Right	133	1	133	81	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	145	31	1	31
	Left-Through		0			0	
	Through	1039	1	601	635	1	356
	Through-Right		1			1	
	Right	163	0	163	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 520			<i>North-South:</i> 790
				<i>East-West:</i> 668			<i>East-West:</i> 409
				<i>SUM:</i> 1188			<i>SUM:</i> 1199
VOLUME/CAPACITY (V/C) RATIO:				0.864			0.872
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.794			0.802
LEVEL OF SERVICE (LOS):				C			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Existing Year (2014) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	615	1	486	352	1	352
	↵↔ Left-Through		1			1	
	→ Through	842	1	486	1147	1	442
	↘ Through-Right		1			1	
	↘ Right	80	0	58	178	0	178
	↵↔↘ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↘ Left	456	1	411	489	1	353
	↘↔ Left-Through		1			1	
	→ Through	776	1	411	569	1	353
	↘ Through-Right		0			0	
	↘ Right	482	1	445	226	1	128
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↘ Left	74	1	74	196	1	196
	↘↔ Left-Through		0			0	
	→ Through	231	2	116	472	2	236
	↘ Through-Right		0			0	
	↘ Right	272	1	0	331	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↘ Left	45	1	45	29	1	29
	↘↔ Left-Through		0			0	
	→ Through	539	1	336	277	1	155
	↘ Through-Right		1			1	
	↘ Right	132	0	132	32	0	32
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES			<i>North-South:</i>	931	<i>North-South:</i>		795
			<i>East-West:</i>	410	<i>East-West:</i>		351
			<i>SUM:</i>	1341	<i>SUM:</i>		1146
VOLUME/CAPACITY (V/C) RATIO:				0.941			0.804
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.734
LEVEL OF SERVICE (LOS):				D			C

CUMULATIVE BASE YEAR (2040) CONDITIONS

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St **East-West Street:** Main St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	165	1	165	184	1	184
	↵↵ Left-Through		0			0	
	→ Through	389	1	213	736	1	393
	↵↵↵ Through-Right		1			1	
	↵ Right	36	0	36	50	0	50
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	229	1	229	128	1	128
	↵↵ Left-Through		0			0	
	→ Through	537	1	452	312	1	203
	↵↵↵ Through-Right		1			1	
	↵ Right	366	0	366	94	0	94
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	29	0	29	80	0	80
	↵↵ Left-Through		1			1	
	→ Through	517	0	475	828	0	673
	↵↵↵ Through-Right		1			1	
	↵ Right	259	0	475	197	0	673
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	74	0	74	64	0	64
	↵↵ Left-Through		1			1	
	→ Through	899	0	683	443	0	518
	↵↵↵ Through-Right		1			1	
	↵ Right	170	0	683	209	0	518
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 617			<i>North-South:</i> 521
				<i>East-West:</i> 712			<i>East-West:</i> 737
				<i>SUM:</i> 1329			<i>SUM:</i> 1258
VOLUME/CAPACITY (V/C) RATIO:				0.886			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.739
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 SB Ramps/I-10 On-Ramp **East-West Street:** Mission Rd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
SOUTHBOUND	↵ Left	610	1	505	301	1	274
	↵↔ Left-Through		0		0	0	
	→ Through	38	0	505	37	0	274
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	361	0	0	210	0	0
	↘↔ Left-Right		1		1	0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	819	2	278	1316	2	452
	↘ Through-Right	16	1	16	39	1	39
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
WESTBOUND	↵ Left	460	2	253	427	2	235
	↵↔ Left-Through		0		0	0	
	→ Through	1582	2	791	875	2	438
	↘ Through-Right	0	0	0	0	0	0
	↘↔ Left-Through-Right	0	0	0	0	0	0
	↘↔ Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES				<i>North-South:</i> 505			<i>North-South:</i> 274
				<i>East-West:</i> 791			<i>East-West:</i> 687
				<i>SUM:</i> 1296			<i>SUM:</i> 961
VOLUME/CAPACITY (V/C) RATIO:				0.909			0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.809			0.574
LEVEL OF SERVICE (LOS):				D			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St/Marengo St **East-West Street:** Mission Rd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 3	3	<i>NB--</i> 3	<i>SB--</i> 3	3
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	211	112	1	112
	Left-Through		0			0	
	Through	485	2	243	679	2	340
	Through-Right		0			0	
	Right	226	1	0	183	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	22	1	22
	Left-Through		0			0	
	Through	345	1	248	352	1	184
	Through-Right		1			1	
	Right	399	1	0	199	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	234	1	234
	Left-Through		0			0	
	Through	997	2	499	1066	2	533
	Through-Right		0			0	
	Right	318	1	213	378	1	322
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	227	1	227	482	1	482
	Left-Through		0			0	
	Through	1507	2	754	976	2	488
	Through-Right		0			0	
	Right	19	1	0	64	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 459			<i>North-South:</i> 362
				<i>East-West:</i> 836			<i>East-West:</i> 1015
				<i>SUM:</i> 1295			<i>SUM:</i> 1377
VOLUME/CAPACITY (V/C) RATIO:				0.942			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.901
LEVEL OF SERVICE (LOS):				D			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Workman St **East-West Street:** Mission Rd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	94	0	94
	Left-Through		0			0	
	Through	1	0	34	2	0	122
	Through-Right		0			0	
	Right	7	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	36	0	36
	Left-Through		0			0	
	Through	0	0	54	1	0	73
	Through-Right		0			0	
	Right	26	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	36	39	1	39
	Left-Through		0			0	
	Through	1194	1	613	1240	1	621
	Through-Right		1			1	
	Right	32	0	32	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	7	1	7
	Left-Through		0			0	
	Through	1796	1	905	1405	1	712
	Through-Right		1			1	
	Right	14	0	14	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 80			<i>North-South:</i> 167
				<i>East-West:</i> 941			<i>East-West:</i> 751
				<i>SUM:</i> 1021			<i>SUM:</i> 918
VOLUME/CAPACITY (V/C) RATIO:				0.681			0.612
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.581			0.512
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Sichel St **East-West Street:** Mission Rd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	6	0	6	32	0	32
	↵↔ Left-Through		0			0	
	→ Through	0	0	18	0	0	96
	↘ Through-Right		0			0	
	↘ Right	12	0	0	64	0	0
	↘↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	36	1	36	19	1	19
	↵↔ Left-Through		0			0	
	→ Through	1177	2	589	1245	2	623
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1827	1	933	1385	1	698
	↘ Through-Right		1			1	
	↘ Right	39	0	39	11	0	11
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 18			<i>North-South:</i> 96
				<i>East-West:</i> 969			<i>East-West:</i> 717
				<i>SUM:</i> 987			<i>SUM:</i> 813
VOLUME/CAPACITY (V/C) RATIO:				0.658			0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.558			0.442
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Griffin Ave/Zonal Ave **East-West Street:** Mission Rd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	115	1	115	219	1	219
	↵↔ Left-Through		0			0	
	→ Through	144	1	144	322	1	322
	↘ Through-Right		0			0	
	↘ Right	59	1	0	181	1	171
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
SOUTHBOUND	↵ Left	101	1	101	37	1	37
	↵↔ Left-Through		0			0	
	→ Through	237	1	237	72	1	72
	↘ Through-Right		0			0	
	↘ Right	289	1	260	107	1	45
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
EASTBOUND	↵ Left	58	1	58	125	1	125
	↵↔ Left-Through		0			0	
	→ Through	840	2	420	1132	2	566
	↘ Through-Right		0			0	
	↘ Right	253	1	196	78	1	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
WESTBOUND	↵ Left	135	1	135	21	1	21
	↵↔ Left-Through		0			0	
	→ Through	1412	2	706	1019	2	510
	↘ Through-Right		0			0	
	↘ Right	74	1	24	78	1	60
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right			0		0		
CRITICAL VOLUMES				<i>North-South:</i> 375 <i>East-West:</i> 764 <i>SUM:</i> 1139			<i>North-South:</i> 359 <i>East-West:</i> 635 <i>SUM:</i> 994
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.563
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Valley Blvd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	441	2	221	865	2	433
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	174	1	174	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	1415	2	708	759	2	380
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	239	1	131	278	1	153
	↵↔ Left-Through		1			1	
	→ Through	623	0	667	773	0	803
	↘ Through-Right		1			1	
	→ Right	44	0	44	30	0	30
	↘↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 708			North-South: 586
				East-West: 667			East-West: 803
				SUM: 1375			SUM: 1389
VOLUME/CAPACITY (V/C) RATIO:				0.917			0.926
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.826
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Main St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	17	1	17	51	1	51
	↵↔ Left-Through		0			0	
	→ Through	655	2	328	1043	2	522
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1122	2	561	692	2	346
	↘ Through-Right		0			0	
	→ Right	269	1	269	184	1	184
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	442	1	442	234	1	234
	↵↔ Left-Through		0			0	
	→ Through	1034	2	517	731	2	366
	↘ Through-Right		0			0	
	→ Right	282	1	282	185	1	185
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 578			<i>North-South:</i> 522
				<i>East-West:</i> 517			<i>East-West:</i> 366
				<i>SUM:</i> 1095			<i>SUM:</i> 888
VOLUME/CAPACITY (V/C) RATIO:				0.730			0.592
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.492
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Cesar E. Chavez Ave
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	41	1	41
	Left-Through		0			0	
	Through	186	1	186	555	1	555
	Through-Right		0			0	
	Right	71	1	8	332	1	149
	Left-Through-Right		0			0	
SOUTHBOUND	Left	331	1	331	206	1	206
	Left-Through		0			0	
	Through	365	1	365	608	1	608
	Through-Right		0			0	
	Right	435	1	387	34	1	11
	Left-Through-Right		0			0	
EASTBOUND	Left	96	1	96	47	1	47
	Left-Through		0			0	
	Through	307	2	109	347	2	164
	Through-Right		1			1	
	Right	21	0	21	146	0	146
	Left-Through-Right		0			0	
WESTBOUND	Left	127	1	127	366	1	366
	Left-Through		0			0	
	Through	1059	2	530	255	2	128
	Through-Right		0			0	
	Right	579	1	248	192	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 517			<i>North-South:</i> 761
				<i>East-West:</i> 626			<i>East-West:</i> 530
				<i>SUM:</i> 1143			<i>SUM:</i> 1291
VOLUME/CAPACITY (V/C) RATIO:				0.831			0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.839
LEVEL OF SERVICE (LOS):				C			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 EB Ramps
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 2	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 0	0	<i>EB--</i> 2	<i>WB--</i> 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	631	1	428	528	1	511
	Through-Right		1			1	
	Right	225	0	225	493	0	493
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	181	0	181	145	0	145
	Left-Through		1			1	
	Through	989	1	857	463	1	463
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	0	240	191	0	191
	Left-Through		1			1	
	Through	185	0	245	324	0	515
	Through-Right		1			1	
	Right	64	0	245	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 857 <i>East-West:</i> 245 <i>SUM:</i> 1102			<i>North-South:</i> 656 <i>East-West:</i> 531 <i>SUM:</i> 1187
VOLUME/CAPACITY (V/C) RATIO:				0.735			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.691
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 WB Off-Ramp
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 2		<i>EB--</i> 0	<i>WB--</i> 2	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	866	2	433	521	2	261
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	315	712	2	356
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	1	531	178	1	178
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	352	1	352	122	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		433	<i>North-South:</i>		356
		<i>East-West:</i>		531	<i>East-West:</i>		178
		<i>SUM:</i>		964	<i>SUM:</i>		534
VOLUME/CAPACITY (V/C) RATIO:				0.643			0.356
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.256
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Pomeroy Ave
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 2	2	<i>EB--</i> 2	<i>WB--</i> 2	2
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	746	1	602	501	1	309
	Through-Right		1			1	
	Right	457	0	457	117	0	117
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	450	1	230	584	1	295
	Through-Right		1			1	
	Right	10	0	10	6	0	6
	Left-Through-Right		0			0	
EASTBOUND	Left	2	0	2	2	0	2
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	32	28	0	30
	Left-Through-Right		0			0	
WESTBOUND	Left	265	1	265	361	1	361
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	61	1	61	95	1	95
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 602 <i>East-West:</i> 297 <i>SUM:</i> 899			<i>North-South:</i> 309 <i>East-West:</i> 391 <i>SUM:</i> 700
VOLUME/CAPACITY (V/C) RATIO:				0.631			0.491
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.391
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	355	0	355	353	0	353
	↵↔ Left-Through		1			1	
	→ Through	289	0	369	225	0	342
	↘ Through-Right		1			1	
	↘ Right	93	0	369	117	0	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	62	0	62	63	0	63
	↵↔ Left-Through		1			1	
	→ Through	126	0	161	148	0	193
	↘ Through-Right		1			1	
	↘ Right	72	0	161	111	0	193
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	72	1	72	52	1	52
	↵↔ Left-Through		0			0	
	→ Through	567	2	284	684	2	342
	↘ Through-Right		0			0	
	↘ Right	164	1	164	142	1	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	194	1	194	193	1	193
	↵↔ Left-Through		0			0	
	→ Through	1062	1	582	850	1	453
	↘ Through-Right		1			1	
	↘ Right	101	0	101	56	0	56
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 516			<i>North-South:</i> 546
				<i>East-West:</i> 654			<i>East-West:</i> 535
				<i>SUM:</i> 1170			<i>SUM:</i> 1081
VOLUME/CAPACITY (V/C) RATIO:				0.851			0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.686
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 NB Off-Ramp **East-West Street:** Cesar E. Chavez Ave
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	515	1	515	221	1	221
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	108	1	108	121	1	121
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	464	2	232	849	2	425
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1451	2	726	701	2	351
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 515 East-West: 726 SUM: 1241			North-South: 221 East-West: 425 SUM: 646
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.431
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.331
LEVEL OF SERVICE (LOS):				C			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Britannia St **East-West Street:** Marengo St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	44	1	44	124	1	124
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	131	1	131	270	1	270
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	553	2	277	697	2	349
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1314	2	657	1003	2	502
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 131 East-West: 657 SUM: 788			North-South: 270 East-West: 502 SUM: 772
VOLUME/CAPACITY (V/C) RATIO:				0.525			0.515
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.415
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Chicago St **East-West Street:** Marengo St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	28	0	28	14	0	14
	↵↵ Left-Through		1			1	
	→ Through	7	0	35	3	0	17
	↵↵ Through-Right		0			0	
	→ Right	34	1	0	21	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	54	0	54	58	0	58
	↵↵ Left-Through		1			1	
	→ Through	24	0	78	4	0	62
	↵↵ Through-Right		0			0	
	→ Right	179	1	140	148	1	130
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	78	1	78	37	1	37
	↵↵ Left-Through		0			0	
	→ Through	492	2	246	898	2	449
	↵↵ Through-Right		0			0	
	→ Right	82	1	82	54	1	54
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	136	1	136	71	1	71
	↵↵ Left-Through		0			0	
	→ Through	1280	1	669	891	1	453
	↵↵ Through-Right		1			1	
	→ Right	57	0	57	15	0	15
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 168			<i>North-South:</i> 144
				<i>East-West:</i> 747			<i>East-West:</i> 520
				<i>SUM:</i> 915			<i>SUM:</i> 664
VOLUME/CAPACITY (V/C) RATIO:				0.610			0.443
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.343
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: San Pablo St **East-West Street:** Valley Blvd
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	93	1	93	253	1	253
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	86	2	0	244	2	100
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	737	2	369	1296	2	648
	↘ Through-Right		0			0	
	↘ Right	217	1	171	99	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	240	1	240	69	1	69
	↵↔ Left-Through		0			0	
	→ Through	1668	2	834	881	2	441
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				93			253
				834			717
				927			970
VOLUME/CAPACITY (V/C) RATIO:				0.618			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.547
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** I-10 EB Off-Ramp/Wabash Ave
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
0				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	677	2	234	1040	2	373
	↘ Through-Right		1			1	
	↘ Right	24	0	24	78	0	78
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	128	1	128	138	1	138
	↵↔ Left-Through		0			0	
	→ Through	1054	2	527	897	2	449
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	721	1	407	550	1	419
	↵↔ Left-Through		1			1	
	→ Through	92	0	407	287	0	419
	↘ Through-Right		0			0	
	↘ Right	66	1	66	70	1	70
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	189	1	189	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	277	1	213	257	1	188
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 527			<i>North-South:</i> 511
				<i>East-West:</i> 620			<i>East-West:</i> 607
				<i>SUM:</i> 1147			<i>SUM:</i> 1118
VOLUME/CAPACITY (V/C) RATIO:				0.805			0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.685
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	573	1	536	362	1	362
	↵↵ Left-Through		1			1	
	→ Through	1035	1	536	1293	1	494
	↵↵ Through-Right		1			1	
	↵ Right	86	0	62	190	0	190
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	498	1	457	584	1	443
	↵↵ Left-Through		1			1	
	→ Through	874	1	457	745	1	443
	↵↵ Through-Right		0			0	
	↵ Right	480	1	445	282	1	201
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	71	1	71	162	1	162
	↵↵ Left-Through		0			0	
	→ Through	243	2	122	483	2	242
	↵↵ Through-Right		0			0	
	↵ Right	278	1	0	296	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	48	1	48	31	1	31
	↵↵ Left-Through		0			0	
	→ Through	571	1	357	297	1	166
	↵↵ Through-Right		1			1	
	↵ Right	143	0	143	34	0	34
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 993 East-West: 428 SUM: 1421			North-South: 937 East-West: 328 SUM: 1265
VOLUME/CAPACITY (V/C) RATIO:				0.997			0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.897			0.788
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Charlotte St/I-10 WB Ramps
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	2	3	0	2
ATSAC-1 or ATSAC+ATCS-2?		0	2	2	0	2	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	161	1	161	64	1	64
	↵↵ Left-Through		0			0	
	↵↵↵ Through	989	2	495	1330	2	665
	↵↵↵↵ Through-Right		0			0	
	↵↵↵↵↵ Right	101	1	0	95	1	0
	↵↵↵↵↵↵ Left-Through-Right		0			0	
	↵↵↵↵↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵↵ Left	288	1	288	264	1	264
	↵↵↵ Left-Through		0			0	
	↵↵↵↵ Through	1175	2	588	957	2	479
	↵↵↵↵↵ Through-Right		0			0	
	↵↵↵↵↵↵ Right	59	1	36	31	1	15
	↵↵↵↵↵↵↵ Left-Through-Right		0			0	
	↵↵↵↵↵↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	47	0	47	33	0	33
	↵↵ Left-Through		1			1	
	↵↵↵ Through	55	0	225	107	0	140
	↵↵↵↵ Through-Right		1			1	
	↵↵↵↵↵ Right	206	0	225	248	0	216
	↵↵↵↵↵↵ Left-Through-Right		0			0	
	↵↵↵↵↵↵↵ Left-Right		0			0	
WESTBOUND	↵↵ Left	479	1	458	382	1	322
	↵↵↵ Left-Through		1			1	
	↵↵↵↵ Through	436	0	458	262	0	322
	↵↵↵↵↵ Through-Right		0			0	
	↵↵↵↵↵↵ Right	465	2	256	394	2	217
	↵↵↵↵↵↵↵ Left-Through-Right		0			0	
	↵↵↵↵↵↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: East-West: SUM: 1466			North-South: East-West: SUM: 1467
VOLUME/CAPACITY (V/C) RATIO:				1.066			1.067
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.967
LEVEL OF SERVICE (LOS):				E			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Alcazar St
Scenario: Cumulative Base Year (2040)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	428	1	428	174	1	174
	↵↵ Left-Through		0			0	
	→ Through	885	1	455	1400	1	718
	↵↵ Through-Right		1			1	
	→ Right	24	0	24	35	0	35
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	32	1	32	22	1	22
	↵↵ Left-Through		0			0	
	→ Through	1057	2	529	749	2	375
	↵↵ Through-Right		0			0	
	→ Right	533	1	466	101	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	135	1	135	362	1	362
	↵↵ Left-Through		0			0	
	→ Through	40	1	40	63	1	63
	↵↵ Through-Right		0			0	
	→ Right	210	1	0	386	1	212
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	46	0	46	43	0	43
	↵↵ Left-Through		0			0	
	→ Through	98	0	190	40	0	112
	↵↵ Through-Right		0			0	
	→ Right	46	0	0	29	0	0
	↵↵ Left-Through-Right		1			1	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 957			North-South: 740
				East-West: 325			East-West: 474
				SUM: 1282			SUM: 1214
VOLUME/CAPACITY (V/C) RATIO:				0.900			0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.752
LEVEL OF SERVICE (LOS):				C			C

CUMULATIVE YEAR (2040) PLUS PROJECT CONDITIONS

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St **East-West Street:** Main St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	166	1	166	183	1	183
	↵↔ Left-Through		0			0	
	→ Through	396	1	216	754	1	402
	↗ Through-Right		1			1	
	↘ Right	36	0	36	50	0	50
	↵↔↗ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	230	1	230	128	1	128
	↵↔ Left-Through		0			0	
	→ Through	574	1	470	322	1	208
	↗ Through-Right		1			1	
	↘ Right	366	0	366	94	0	94
	↵↔↗ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	29	0	29	80	0	80
	↵↔ Left-Through		1			1	
	→ Through	543	0	492	837	0	677
	↗ Through-Right		1			1	
	↘ Right	266	0	492	196	0	677
	↵↔↗ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	74	0	74	64	0	64
	↵↔ Left-Through		1			1	
	→ Through	907	0	686	462	0	526
	↗ Through-Right		1			1	
	↘ Right	169	0	686	206	0	526
	↵↔↗ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 636			<i>North-South:</i> 530
				<i>East-West:</i> 715			<i>East-West:</i> 741
				<i>SUM:</i> 1351			<i>SUM:</i> 1271
VOLUME/CAPACITY (V/C) RATIO:				0.901			0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.747
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 SB Ramps/I-10 On-Ramp **East-West Street:** Mission Rd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0		0	0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0		0	0	
SOUTHBOUND	↵ Left	632	1	516	306	1	277
	↵↔ Left-Through		0		0	0	
	→ Through	38	0	516	37	0	277
	↗ Through-Right		0		0	0	
	→ Right	361	0	0	210	0	0
	↗↔ Left-Through-Right		1		1	0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0		0	0	
	→ Through	834	2	283	1317	2	452
	↗ Through-Right		1		1	0	
	→ Right	16	0	16	39	0	39
	↗↔ Left-Through-Right		0		0	0	
WESTBOUND	↵ Left	468	2	257	446	2	245
	↵↔ Left-Through		0		0	0	
	→ Through	1589	2	795	875	2	438
	↗ Through-Right		0		0	0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0		0	0	
CRITICAL VOLUMES				<i>North-South:</i> 516			<i>North-South:</i> 277
				<i>East-West:</i> 795			<i>East-West:</i> 697
				<i>SUM:</i> 1311			<i>SUM:</i> 974
VOLUME/CAPACITY (V/C) RATIO:				0.920			0.684
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.584
LEVEL OF SERVICE (LOS):				D			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Daly St/Marengo St **East-West Street:** Mission Rd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 3	3	<i>NB--</i> 3	<i>SB--</i> 3	3
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	96	1	96
	Left-Through		0			0	
	Through	493	2	247	701	2	351
	Through-Right		0			0	
	Right	161	1	0	160	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	28	1	28	15	1	15
	Left-Through		0			0	
	Through	404	1	268	367	1	189
	Through-Right		1			1	
	Right	399	1	0	199	1	0
	Left-Through-Right		0			0	
EASTBOUND	Left	82	1	82	234	1	234
	Left-Through		0			0	
	Through	974	2	487	1052	2	526
	Through-Right		0			0	
	Right	378	1	273	398	1	350
	Left-Through-Right		0			0	
WESTBOUND	Left	227	1	227	414	1	414
	Left-Through		0			0	
	Through	1524	2	762	1010	2	505
	Through-Right		0			0	
	Right	19	1	5	59	1	52
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 478			<i>North-South:</i> 366
				<i>East-West:</i> 844			<i>East-West:</i> 940
				<i>SUM:</i> 1322			<i>SUM:</i> 1306
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.950
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.850
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Workman St **East-West Street:** Mission Rd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	25	0	25
	Left-Through		0			0	
	Through	1	0	12	2	0	33
	Through-Right		0			0	
	Right	2	0	0	6	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	36	0	36
	Left-Through		0			0	
	Through	0	0	54	1	0	73
	Through-Right		0			0	
	Right	26	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	36	39	1	39
	Left-Through		0			0	
	Through	1093	1	562	1197	1	599
	Through-Right		1			1	
	Right	30	0	30	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	6	1	6
	Left-Through		0			0	
	Through	1829	1	922	1435	1	727
	Through-Right		1			1	
	Right	14	0	14	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 63			<i>North-South:</i> 98		
		<i>East-West:</i> 958			<i>East-West:</i> 766		
		<i>SUM:</i> 1021			<i>SUM:</i> 864		
VOLUME/CAPACITY (V/C) RATIO:		0.681			0.576		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.581			0.476		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Sichel St **East-West Street:** Mission Rd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↵↔↘ Left-Through-Right		0			0	
↵↘ Left-Right			0			0	
SOUTHBOUND	↘ Left	7	0	7	31	0	31
	↘↔ Left-Through		0			0	
	→ Through	0	0	22	0	0	92
	↔ Through-Right		0			0	
	↘ Right	15	0	0	61	0	0
	↘↔ Left-Through-Right		1			1	
↘↘ Left-Right		0			0		
EASTBOUND	↘ Left	69	1	69	1	1	1
	↘↔ Left-Through		0			0	
	→ Through	1038	2	519	1200	2	600
	↔ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
↘↘ Left-Right		0			0		
WESTBOUND	↘ Left	0	0	0	0	0	0
	↘↔ Left-Through		0			0	
	→ Through	1852	1	951	1417	1	711
	↔ Through-Right		1			1	
	↘ Right	49	0	49	5	0	5
	↘↔ Left-Through-Right		0			0	
↘↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 22			<i>North-South:</i> 92
				<i>East-West:</i> 1020			<i>East-West:</i> 712
				<i>SUM:</i> 1042			<i>SUM:</i> 804
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.536
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.436
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Griffin Ave/Zonal Ave **East-West Street:** Mission Rd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	147	1	147	294	1	294
	Left-Through		0			0	
	Through	172	1	172	417	1	417
	Through-Right		0			0	
	Right	77	1	0	245	1	228
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	35	1	35
	Left-Through		0			0	
	Through	306	1	306	92	1	92
	Through-Right		0			0	
	Right	285	1	275	106	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	103	1	103
	Left-Through		0			0	
	Through	847	2	424	1123	2	562
	Through-Right		0			0	
	Right	254	1	181	70	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	1	177	34	1	34
	Left-Through		0			0	
	Through	1392	2	696	973	2	487
	Through-Right		0			0	
	Right	55	1	3	32	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 453 <i>East-West:</i> 716 <i>SUM:</i> 1169			<i>North-South:</i> 452 <i>East-West:</i> 596 <i>SUM:</i> 1048
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.599
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Valley Blvd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	459	2	230	928	2	464
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	174	1	174	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	1436	2	718	763	2	382
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	238	1	131	274	1	151
	↵↔ Left-Through		1			1	
	→ Through	622	0	662	768	0	796
	↘ Through-Right		1			1	
	→ Right	40	0	40	28	0	28
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 718 East-West: 662 SUM: 1380			North-South: 617 East-West: 796 SUM: 1413
VOLUME/CAPACITY (V/C) RATIO:				0.920			0.942
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.842
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Mission Rd **East-West Street:** Main St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	17	1	17	51	1	51
	↵↵ Left-Through		0			0	
	→ Through	672	2	336	1102	2	551
	↵↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1155	2	578	700	2	350
	↵↵↵ Through-Right		0			0	
	↵ Right	269	1	269	184	1	184
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	430	1	430	230	1	230
	↵↵ Left-Through		0			0	
	→ Through	1034	2	517	731	2	366
	↵↵↵ Through-Right		0			0	
	↵ Right	275	1	275	149	1	149
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 595			<i>North-South:</i> 551
				<i>East-West:</i> 517			<i>East-West:</i> 366
				<i>SUM:</i> 1112			<i>SUM:</i> 917
VOLUME/CAPACITY (V/C) RATIO:				0.741			0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.511
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Cesar E. Chavez Ave
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	41	1	41
	Left-Through		0			0	
	Through	197	1	197	558	1	558
	Through-Right		0			0	
	Right	71	1	8	332	1	149
	Left-Through-Right		0			0	
SOUTHBOUND	Left	348	1	348	256	1	256
	Left-Through		0			0	
	Through	368	1	368	615	1	615
	Through-Right		0			0	
	Right	441	1	381	59	1	32
	Left-Through-Right		0			0	
EASTBOUND	Left	120	1	120	55	1	55
	Left-Through		0			0	
	Through	305	2	109	338	2	161
	Through-Right		1			1	
	Right	21	0	21	146	0	146
	Left-Through-Right		0			0	
WESTBOUND	Left	127	1	127	366	1	366
	Left-Through		0			0	
	Through	1049	2	525	253	2	127
	Through-Right		0			0	
	Right	644	1	296	208	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 545			<i>North-South:</i> 814
				<i>East-West:</i> 645			<i>East-West:</i> 527
				<i>SUM:</i> 1190			<i>SUM:</i> 1341
VOLUME/CAPACITY (V/C) RATIO:				0.865			0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.875
LEVEL OF SERVICE (LOS):				C			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 EB Ramps
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0		<i>NB--</i> 2	<i>SB--</i> 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 0		<i>EB--</i> 2	<i>WB--</i> 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	730	1	478	555	1	524
	Through-Right		1			1	
	Right	225	0	225	493	0	493
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	0	194	175	0	175
	Left-Through		1			1	
	Through	1015	1	896	545	1	545
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	0	273	199	0	199
	Left-Through		1			1	
	Through	185	0	249	324	0	523
	Through-Right		1			1	
	Right	64	0	0	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 896			<i>North-South:</i> 699
				<i>East-West:</i> 273			<i>East-West:</i> 531
				<i>SUM:</i> 1169			<i>SUM:</i> 1230
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.720
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** I-10 WB Off-Ramp
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	998	2	499	556	2	278
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	669	2	335	824	2	412
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	531	1	531	178	1	178
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	396	1	396	132	1	132
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 499 East-West: 531 SUM: 1030			North-South: 412 East-West: 178 SUM: 590
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.293
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Pomeroy Ave
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 2	<i>WB--</i> 2	2	<i>EB--</i> 2	<i>WB--</i> 2	2
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	906	1	690	538	1	332
	Through-Right		1			1	
	Right	473	0	473	125	0	125
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	495	1	253	697	1	352
	Through-Right		1			1	
	Right	10	0	10	6	0	6
	Left-Through-Right		0			0	
EASTBOUND	Left	2	0	2	2	0	2
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	32	28	0	30
	Left-Through-Right		0			0	
WESTBOUND	Left	269	1	269	382	1	382
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	67	1	67	125	1	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 690 <i>East-West:</i> 301 <i>SUM:</i> 991			<i>North-South:</i> 352 <i>East-West:</i> 412 <i>SUM:</i> 764
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.536
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.436
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	331	0	331	365	0	365
	↵↔ Left-Through		1			1	
	→ Through	495	0	451	290	0	397
	↘ Through-Right		1			1	
	↘ Right	76	0	451	107	0	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	110	0	110	274	0	274
	↵↔ Left-Through		1			1	
	→ Through	185	0	239	388	0	497
	↘ Through-Right		1			1	
	↘ Right	73	0	239	109	0	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	73	1	73	56	1	56
	↵↔ Left-Through		0			0	
	→ Through	547	2	274	624	2	312
	↘ Through-Right		0			0	
	↘ Right	157	1	157	102	1	0
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	186	1	186	106	1	106
	↵↔ Left-Through		0			0	
	→ Through	1131	1	653	718	1	400
	↘ Through-Right		1			1	
	↘ Right	174	0	174	82	0	82
	↘↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 570			<i>North-South:</i> 862
				<i>East-West:</i> 726			<i>East-West:</i> 456
				<i>SUM:</i> 1296			<i>SUM:</i> 1318
VOLUME/CAPACITY (V/C) RATIO:				0.943			0.959
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.859
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: I-5 NB Off-Ramp **East-West Street:** Cesar E. Chavez Ave
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	553	1	553	230	1	230
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	108	1	108	121	1	121
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	468	2	234	864	2	432
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1467	2	734	706	2	353
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 553 East-West: 734 SUM: 1287			North-South: 230 East-West: 432 SUM: 662
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.441
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.341
LEVEL OF SERVICE (LOS):				C			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Britannia St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	44	1	44	125	1	125
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	135	1	135	291	1	291
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	545	2	273	826	2	413
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1464	2	732	817	2	409
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 135			<i>North-South:</i> 291
				<i>East-West:</i> 732			<i>East-West:</i> 413
				<i>SUM:</i> 867			<i>SUM:</i> 704
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.469
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.478			0.369
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Chicago St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	28	0	28	14	0	14
	↵↵ Left-Through		1		1		
	→ Through	7	0	35	3	0	17
	↵↵ Through-Right		0		0		
	↵ Right	34	1	0	21	1	0
	↵↵ Left-Through-Right		0		0		
	↵↵ Left-Right		0		0		
SOUTHBOUND	↵ Left	55	0	55	43	0	43
	↵↵ Left-Through		1		1		
	→ Through	24	0	79	4	0	47
	↵↵ Through-Right		0		0		
	↵ Right	165	1	149	15	1	9
	↵↵ Left-Through-Right		0		0		
	↵↵ Left-Right		0		0		
EASTBOUND	↵ Left	33	1	33	13	1	13
	↵↵ Left-Through		0		0		
	→ Through	533	2	267	1072	2	536
	↵↵ Through-Right		0		0		
	↵ Right	82	1	82	54	1	54
	↵↵ Left-Through-Right		0		0		
	↵↵ Left-Right		0		0		
WESTBOUND	↵ Left	136	1	136	71	1	71
	↵↵ Left-Through		0		0		
	→ Through	1445	1	743	838	1	423
	↵↵ Through-Right		1		1		
	↵ Right	41	0	41	7	0	7
	↵↵ Left-Through-Right		0		0		
	↵↵ Left-Right		0		0		
CRITICAL VOLUMES				<i>North-South:</i> 177			<i>North-South:</i> 61
				<i>East-West:</i> 776			<i>East-West:</i> 607
				<i>SUM:</i> 953			<i>SUM:</i> 668
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.445
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.345
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: San Pablo St **East-West Street:** Valley Blvd
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	86	1	86	217	1	217
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	98	2	0	276	2	113
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	734	2	367	1281	2	641
	↵↵ Through-Right		0			0	
	→ Right	217	1	174	98	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	276	1	276	79	1	79
	↵↵ Left-Through		0			0	
	→ Through	1656	2	828	877	2	439
	↵↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 86			North-South: 217
				East-West: 828			East-West: 720
				SUM: 914			SUM: 937
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.525
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** I-10 EB Off-Ramp/Wabash Ave
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	727	2	250	1051	2	376
	Through-Right		1			1	
	Right	24	0	24	78	0	78
	Left-Through-Right		0			0	
SOUTHBOUND	Left	133	1	133	149	1	149
	Left-Through		0			0	
	Through	1070	2	535	926	2	463
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	748	1	420	557	1	422
	Left-Through		1			1	
	Through	92	0	420	287	0	422
	Through-Right		0			0	
	Right	66	1	66	70	1	70
	Left-Through-Right		0			0	
WESTBOUND	Left	189	1	189	92	1	92
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	293	1	227	261	1	187
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 535 <i>East-West:</i> 647 <i>SUM:</i> 1182			<i>North-South:</i> 525 <i>East-West:</i> 609 <i>SUM:</i> 1134
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.696
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				2			2
0				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	678	1	567	390	1	390
	↵↵ Left-Through		1			1	
	→ Through	1023	1	567	1286	1	492
	↵↵ Through-Right		1			1	
	↵ Right	86	0	62	190	0	190
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	500	1	458	578	1	429
	↵↵ Left-Through		1			1	
	→ Through	874	1	458	708	1	429
	↵↵ Through-Right		0			0	
	↵ Right	532	1	491	299	1	192
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	83	1	83	215	1	215
	↵↵ Left-Through		0			0	
	→ Through	251	2	126	512	2	256
	↵↵ Through-Right		0			0	
	↵ Right	299	1	0	373	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	48	1	48	31	1	31
	↵↵ Left-Through		0			0	
	→ Through	584	1	363	300	1	167
	↵↵ Through-Right		1			1	
	↵ Right	141	0	141	34	0	34
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 1058 East-West: 446 SUM: 1504			North-South: 921 East-West: 382 SUM: 1303
VOLUME/CAPACITY (V/C) RATIO:				1.055			0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.955			0.814
LEVEL OF SERVICE (LOS):				E			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Charlotte St/I-10 WB Ramps
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	2	3	0	2
ATSAC-1 or ATSAC+ATCS-2?		0	2	2	0	2	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	148	1	148	57	1	57
	↵↵ Left-Through		0			0	
	→ Through	995	2	498	1357	2	679
	↵↵ Through-Right		0			0	
	→ Right	107	1	0	121	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	288	1	288	264	1	264
	↵↵ Left-Through		0			0	
	→ Through	1195	2	598	963	2	482
	↵↵ Through-Right		0			0	
	→ Right	45	1	24	24	1	17
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	43	0	43	15	0	15
	↵↵ Left-Through		1			1	
	→ Through	57	0	219	99	0	114
	↵↵ Through-Right		1			1	
	→ Right	208	0	219	205	0	177
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	510	1	474	393	1	326
	↵↵ Left-Through		1			1	
	→ Through	437	0	474	259	0	326
	↵↵ Through-Right		0			0	
	→ Right	465	2	256	394	2	217
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 786 <i>East-West:</i> 693 <i>SUM:</i> 1479			<i>North-South:</i> 943 <i>East-West:</i> 503 <i>SUM:</i> 1446
VOLUME/CAPACITY (V/C) RATIO:				1.076			1.052
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.952
LEVEL OF SERVICE (LOS):				E			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Alcazar St
Scenario: Cumulative Year (2040) Plus Project
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	0	EB-- 3	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	428	1	428	174	1	174
	↵↔ Left-Through		0			0	
	→ Through	892	1	459	1420	1	731
	↘ Through-Right		1			1	
	→ Right	25	0	25	41	0	41
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	32	1	32	22	1	22
	↵↔ Left-Through		0			0	
	→ Through	1083	2	542	755	2	378
	↘ Through-Right		0			0	
	→ Right	531	1	464	100	1	0
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
EASTBOUND	↵ Left	134	1	134	358	1	358
	↵↔ Left-Through		0			0	
	→ Through	40	1	40	61	1	61
	↘ Through-Right		0			0	
	→ Right	210	1	0	386	1	212
	↵↔ Left-Through-Right		0			0	
	↘ Left-Right		0			0	
WESTBOUND	↵ Left	45	0	45	43	0	43
	↵↔ Left-Through		0			0	
	→ Through	104	0	195	41	0	113
	↘ Through-Right		0			0	
	→ Right	46	0	0	29	0	0
	↵↔ Left-Through-Right		1			1	
	↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 970			<i>North-South:</i> 753
				<i>East-West:</i> 329			<i>East-West:</i> 471
				<i>SUM:</i> 1299			<i>SUM:</i> 1224
VOLUME/CAPACITY (V/C) RATIO:				0.912			0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.759
LEVEL OF SERVICE (LOS):				D			C

CUMULATIVE YEAR (2040) PLUS PROJECT CONDITIONS PLUS MITIGATION

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Cesar E. Chavez Ave
Scenario: Cumulative Year (2040) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 3	
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	33	1	33	41	1	41
	↵↵ Left-Through		0			0	
	↵↵ Through	196	1	196	557	1	557
	↵↵ Through-Right		0			0	
	↵↵ Right	71	1	8	332	1	149
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵↵ Left	347	1	347	250	1	250
	↵↵ Left-Through		0			0	
	↵↵ Through	368	1	368	614	1	614
	↵↵ Through-Right		0			0	
	↵↵ Right	441	1	382	58	1	31
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	119	1	119	55	1	55
	↵↵ Left-Through		0			0	
	↵↵ Through	305	2	109	338	2	161
	↵↵ Through-Right		1			1	
	↵↵ Right	21	0	21	146	0	146
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵↵ Left	127	1	127	366	1	366
	↵↵ Left-Through		0			0	
	↵↵ Through	1048	2	524	253	2	127
	↵↵ Through-Right		0			0	
	↵↵ Right	637	1	290	206	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 543			<i>North-South:</i> 807
				<i>East-West:</i> 643			<i>East-West:</i> 527
				<i>SUM:</i> 1186			<i>SUM:</i> 1334
VOLUME/CAPACITY (V/C) RATIO:				0.863			0.970
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.870
LEVEL OF SERVICE (LOS):				C			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project Plus Physical Mitigation
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	331	0	331	365	0	365
	↵↵ Left-Through		1			1	
	→ Through	495	0	451	290	0	397
	↵↵ Through-Right		1			1	
	→ Right	76	0	451	107	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	110	1	110	274	1	274
	↵↵ Left-Through		0			0	
	→ Through	185	1	129	388	1	249
	↵↵ Through-Right		1			1	
	→ Right	73	0	73	109	0	109
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	73	1	73	56	1	56
	↵↵ Left-Through		0			0	
	→ Through	547	2	274	624	2	312
	↵↵ Through-Right		0			0	
	→ Right	157	1	157	102	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	186	1	186	106	1	106
	↵↵ Left-Through		0			0	
	→ Through	1131	2	566	718	2	359
	↵↵ Through-Right		0			0	
	→ Right	174	1	119	82	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 561 East-West: 639 SUM: 1200			North-South: 671 East-West: 418 SUM: 1089
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.792
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.692
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: State St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	329	0	329	363	0	363
	↵↔ Left-Through		1			1	
	→ Through	482	0	442	285	0	391
	↘ Through-Right		1			1	
	↘ Right	73	0	442	106	0	0
	↵↔↘ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↘ Left	108	0	108	264	0	264
	↘↔ Left-Through		1			1	
	→ Through	182	0	236	375	0	484
	↘ Through-Right		1			1	
	↘ Right	74	0	236	109	0	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↘ Left	72	1	72	56	1	56
	↘↔ Left-Through		0			0	
	→ Through	545	2	273	621	2	311
	↘ Through-Right		0			0	
	↘ Right	157	1	157	100	1	0
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↘ Left	185	1	185	104	1	104
	↘↔ Left-Through		0			0	
	→ Through	1122	1	646	714	1	398
	↘ Through-Right		1			1	
	↘ Right	170	0	170	81	0	81
	↘↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 565			<i>North-South:</i> 847
				<i>East-West:</i> 718			<i>East-West:</i> 454
				<i>SUM:</i> 1283			<i>SUM:</i> 1301
VOLUME/CAPACITY (V/C) RATIO:				0.933			0.946
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.846
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Marengo St
Scenario: Cumulative Year (2040) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				3			3
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				1			1
		0	0	0	0	0	0
		3	0	0	3	0	0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	668	1	563	387	1	387
	↵↵ Left-Through		1			1	
	↵↵ Through	1020	1	563	1285	1	492
	↵↵ Through-Right		1			1	
	↵↵ Right	86	0	62	190	0	190
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵↵ Left	500	1	458	577	1	428
	↵↵ Left-Through		1			1	
	↵↵ Through	873	1	458	706	1	428
	↵↵ Through-Right		0			0	
	↵↵ Right	529	1	489	298	1	193
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	81	1	81	211	1	211
	↵↵ Left-Through		0			0	
	↵↵ Through	250	2	125	508	2	254
	↵↵ Through-Right		0			0	
	↵↵ Right	297	1	0	366	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵↵ Left	48	1	48	31	1	31
	↵↵ Left-Through		0			0	
	↵↵ Through	582	1	362	300	1	167
	↵↵ Through-Right		1			1	
	↵↵ Right	141	0	141	34	0	34
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 1052 <i>East-West:</i> 443 <i>SUM:</i> 1495			<i>North-South:</i> 920 <i>East-West:</i> 378 <i>SUM:</i> 1298
VOLUME/CAPACITY (V/C) RATIO:				1.049			0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.811
LEVEL OF SERVICE (LOS):				E			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LAC+USC Medical Center Master Plan EIR
North-South Street: Soto St **East-West Street:** Charlotte St/I-10 WB Ramps
Scenario: Cumulative Year (2040) Plus Project Plus TDM Mitigation (-5% in Project Trips)
Count Date: Jul-14 **Analyst:** Fehr & Peers **Date:** Jul-14

		AM			PM		
				4			4
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	2	NB-- 3	SB-- 0	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	145	1	145	56	1	56
	↵↵ Left-Through		0			0	
	↵↵ Through	995	2	498	1355	2	678
	↵↵ Through-Right		0			0	
	↵↵ Right	107	1	0	120	1	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵↵ Left	288	1	288	264	1	264
	↵↵ Left-Through		0			0	
	↵↵ Through	1195	2	598	964	2	482
	↵↵ Through-Right		0			0	
	↵↵ Right	45	1	24	24	1	17
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	43	0	43	15	0	15
	↵↵ Left-Through		1			1	
	↵↵ Through	57	0	218	99	0	114
	↵↵ Through-Right		1			1	
	↵↵ Right	206	0	218	202	0	174
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵↵ Left	508	1	472	392	1	325
	↵↵ Left-Through		1			1	
	↵↵ Through	435	0	472	258	0	325
	↵↵ Through-Right		0			0	
	↵↵ Right	465	2	256	394	2	217
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES			North-South:	786	North-South:		942
			East-West:	690	East-West:		499
			SUM:	1476	SUM:		1441
VOLUME/CAPACITY (V/C) RATIO:				1.073			1.048
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.973			0.948
LEVEL OF SERVICE (LOS):				E			E

APPENDIX C
SIGNAL WARRANT WORKSHEETS

Major Street Zonal Avenue
 Minor Street State Street

Project LAC+USC Medical Master Plan
 Scenario Existing Year (2014)
 Peak Hour AM

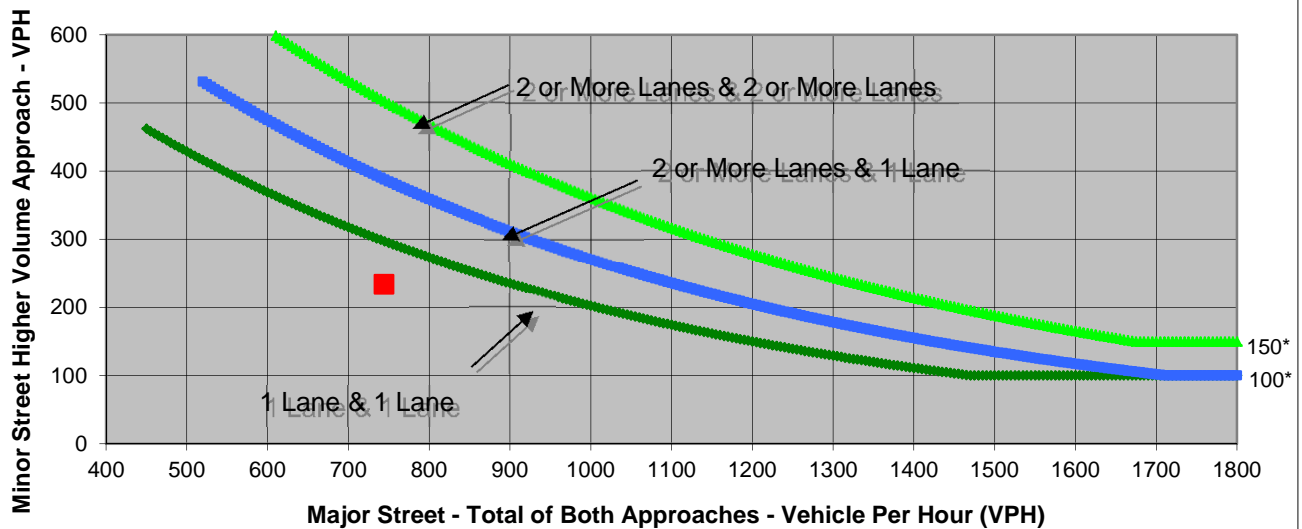
Turn Movement Volumes

	NB	SB	EB	WB
Left	56	0	0	52
Through	0	0	415	277
Right	178	0	0	0
Total	234	0	415	329

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Zonal Avenue	State Street	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	744	234	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Zonal Avenue
 Minor Street State Street

Project LAC+USC Medical Master Plan
 Scenario Existing Year (2014)
 Peak Hour PM

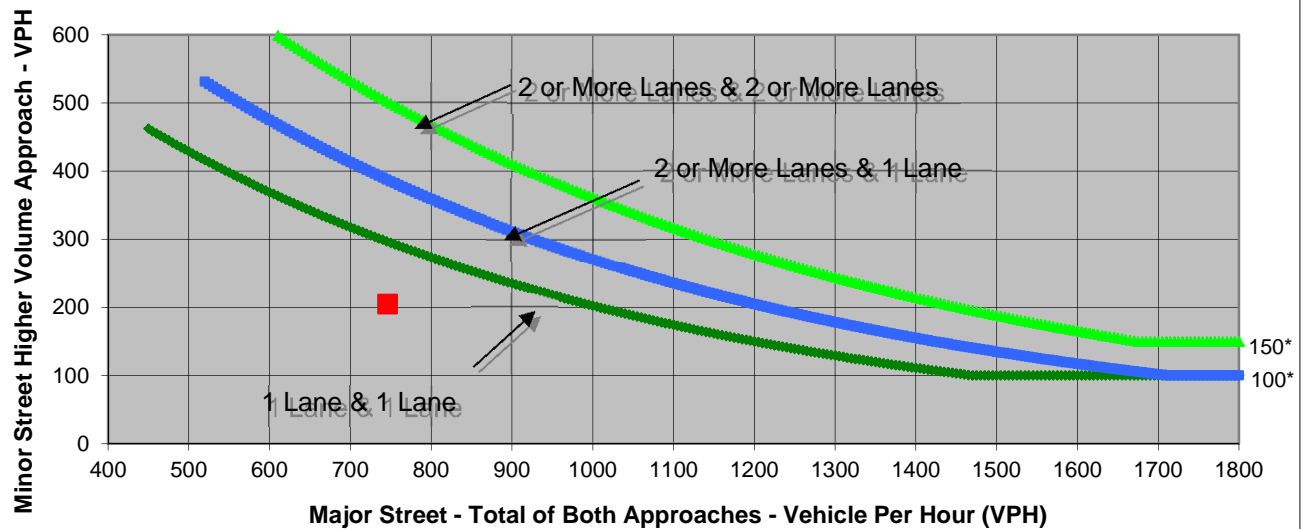
Turn Movement Volumes

	NB	SB	EB	WB
Left	134	0	0	122
Through	0	0	127	497
Right	71	0	0	0
Total	205	0	127	619

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	746	205	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Zonal Avenue**
 Minor Street **State Street**

Project **LAC+USC Medical Master Plan**
 Scenario **Existing Year (2014) Plus Project**
 Peak Hour **AM**

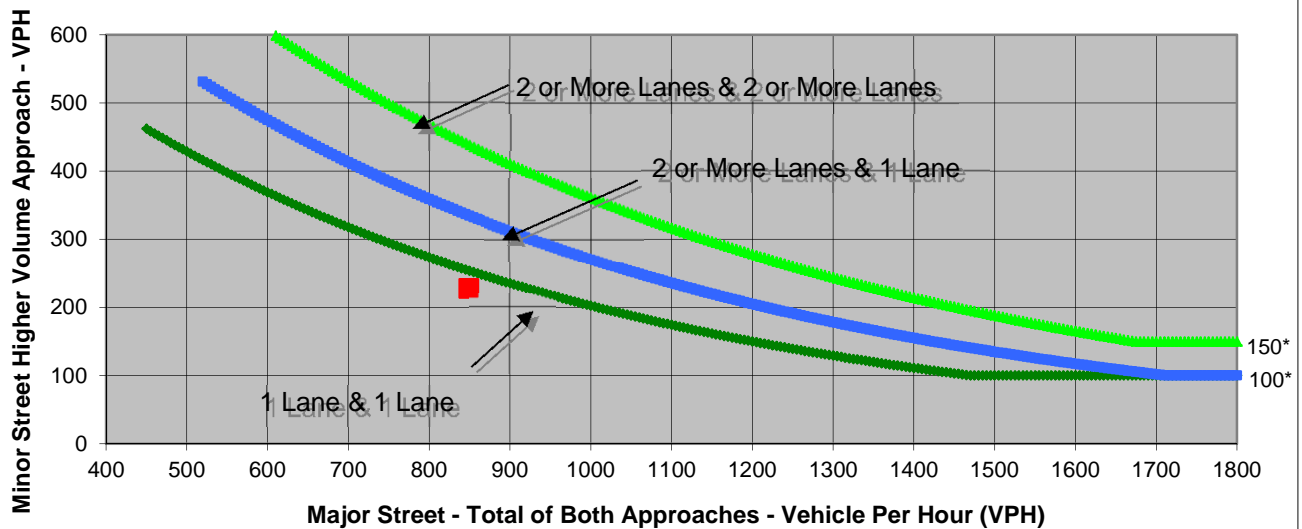
Turn Movement Volumes

	NB	SB	EB	WB
Left	74	0	0	102
Through	0	0	380	367
Right	154	0	0	0
Total	228	0	380	469

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	849	228	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Zonal Avenue**
 Minor Street **State Street**

Project **LAC+USC Medical Master Plan**
 Scenario **Existing Year (2014) Plus Project**
 Peak Hour **PM**

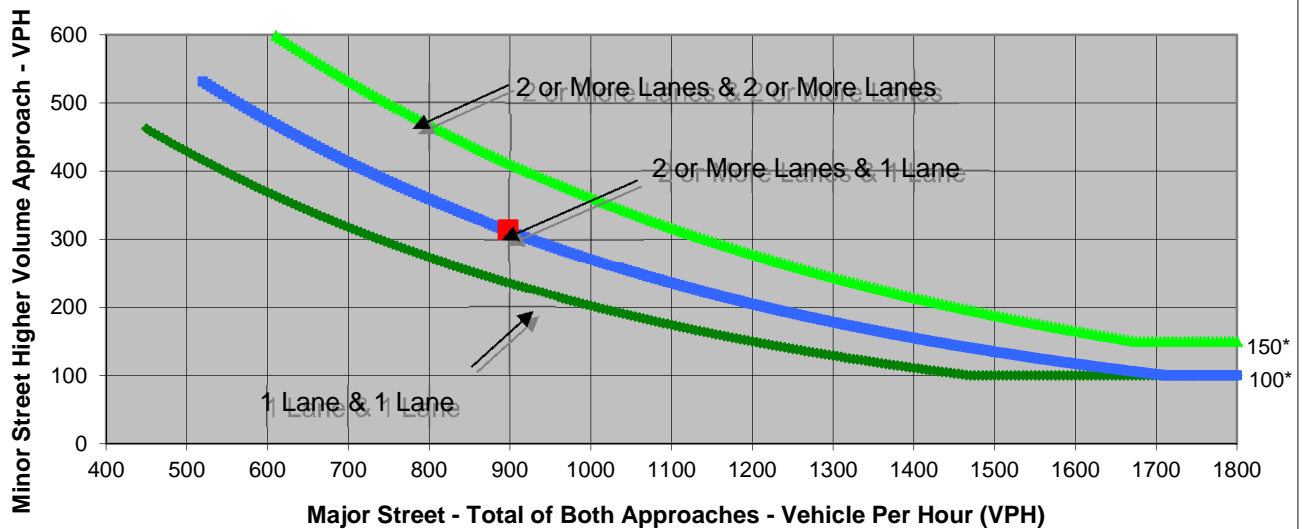
Turn Movement Volumes

	NB	SB	EB	WB
Left	215	0	0	144
Through	0	0	144	611
Right	99	0	0	0
Total	314	0	144	755

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	899	314	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Zonal Avenue
 Minor Street State Street

Project LAC+USC Medical Master Plan
 Scenario Cumulative Base Year (2040)
 Peak Hour AM

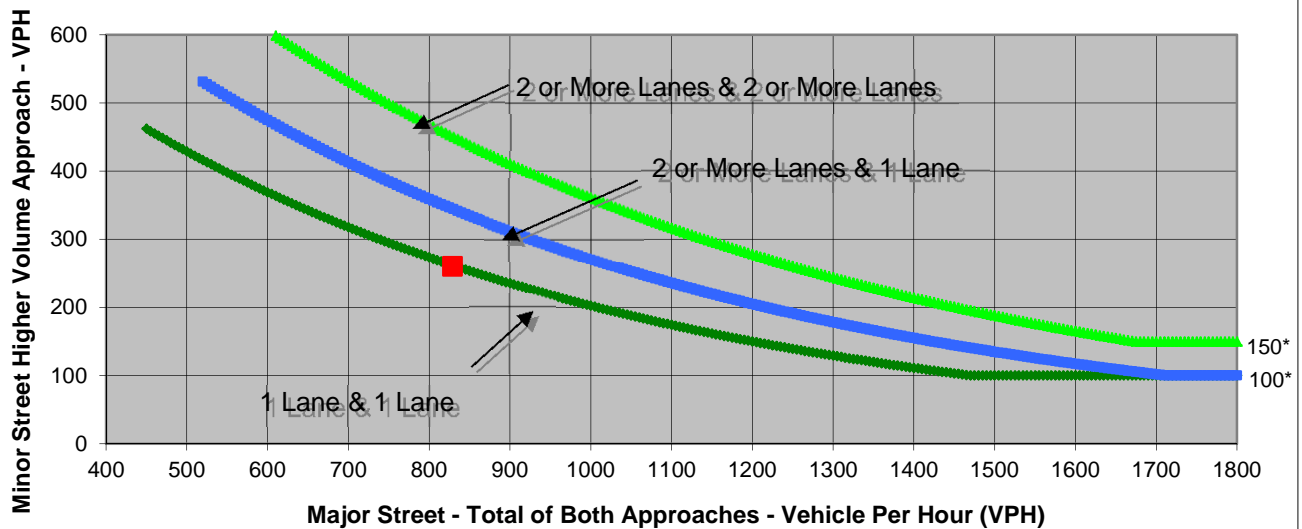
Turn Movement Volumes

	NB	SB	EB	WB
Left	60	0	0	56
Through	0	0	470	303
Right	200	0	0	0
Total	260	0	470	359

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Zonal Avenue	State Street	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	829	260	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Zonal Avenue
 Minor Street State Street

Project LAC+USC Medical Master Plan
 Scenario Cumulative Base Year (2040)
 Peak Hour PM

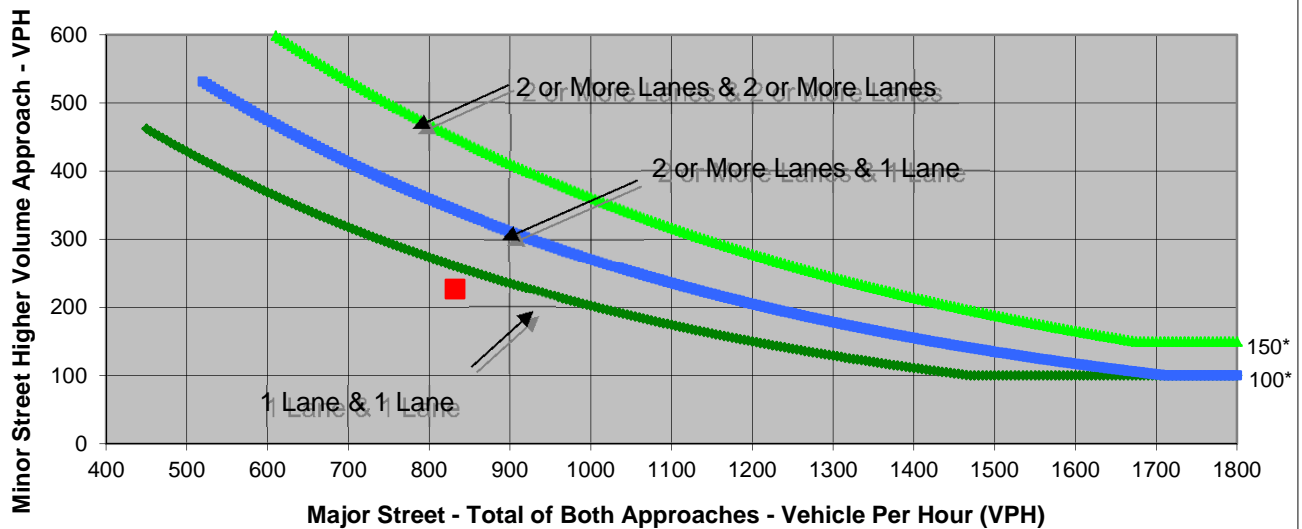
Turn Movement Volumes

	NB	SB	EB	WB
Left	143	0	0	131
Through	0	0	147	554
Right	84	0	0	0
Total	227	0	147	685

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	832	227	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street **Zonal Avenue**
 Minor Street **State Street**

Project **LAC+USC Medical Master Plan**
 Scenario **Cumulative Year (2040) Plus Project**
 Peak Hour **AM**

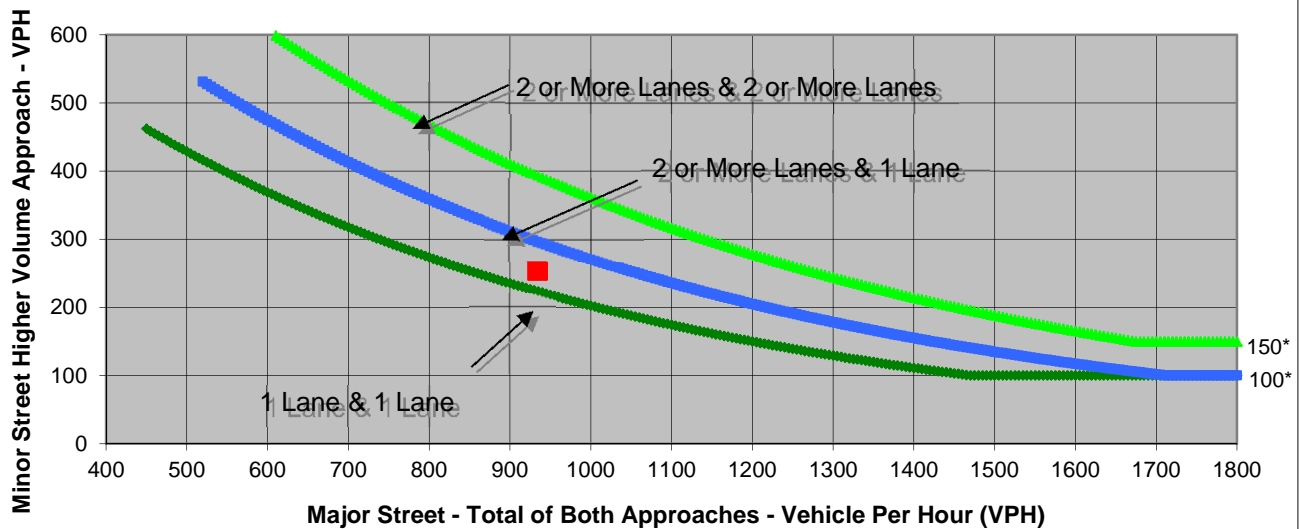
Turn Movement Volumes

	NB	SB	EB	WB
Left	78	0	0	106
Through	0	0	435	393
Right	176	0	0	0
Total	254	0	435	499

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	934	254	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Zonal Avenue
 Minor Street State Street

Project LAC+USC Medical Master Plan
 Scenario Cumulative Base Year (2040)
 Peak Hour PM

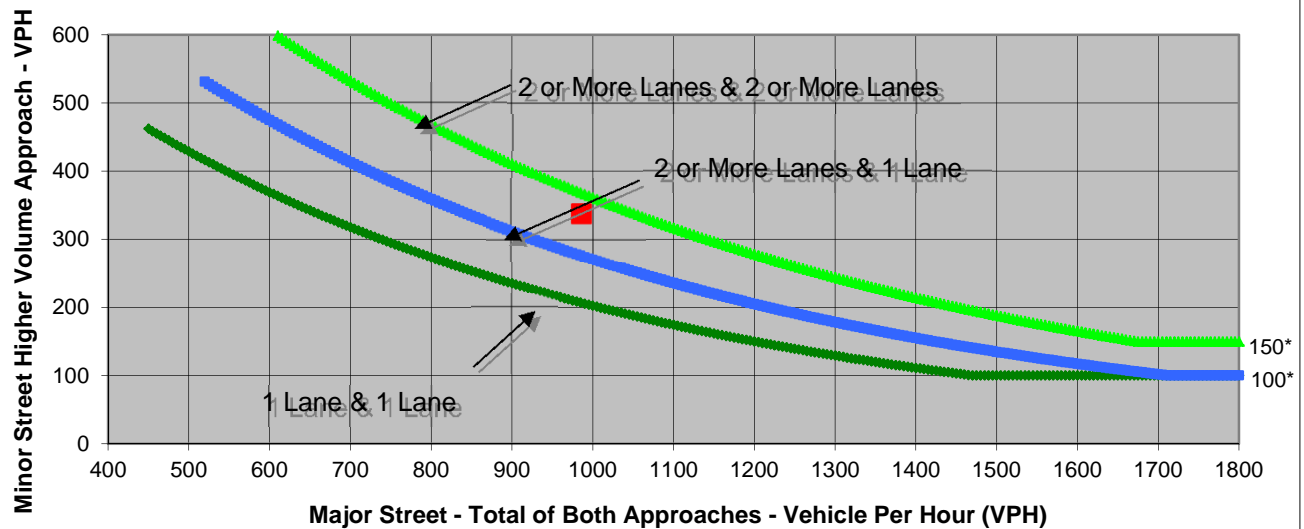
Turn Movement Volumes

	NB	SB	EB	WB
Left	225	0	0	153
Through	0	0	164	669
Right	112	0	0	0
Total	337	0	164	822

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Zonal Avenue	Minor Street State Street	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	986	337	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

**APPENDIX D
FREEWAY SCREENING ANALYSIS**

**FREEWAY SCREENING FOR LAC+USC MEDICAL CENTER MASTER PLAN PROJECT IN ACCORDANCE
WITH SCREENING CRITERIA DESCRIBED IN SECTION 3 OF THE "AGREEMENT BETWEEN CITY OF
LOS ANGELES AND CALTRANS DISTRICT 7 ON FREEWAY IMPACT ANALYSIS PROCEDURES",
OCTOBER 2013**

INTRODUCTION

Section 3.1 of the "Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures" dated October 2013 specifies the following:

"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 1,500 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 1,500 vehicles per hour per lane)."

The purpose of this analysis is to apply the above screening criteria to determine whether a Freeway Impact Analysis would be required for the LAC+USC Medical Center Master Plan project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

INITIAL STEPS

- Project trip generation estimates were prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures as part of preparing the standard LADOT Traffic Study Memorandum of Understanding (MOU) for the project. The project trip generation estimates as accepted by LADOT and used for the screening analysis are shown in Table 1.
- A trip distribution pattern was developed for the project as part of preparing the LADOT Traffic Study MOU for the project. A select zone analysis was conducted using the City of Los Angeles travel demand model to assist in the development of the distribution pattern. In addition to a select zone analysis, LAC+USC-related employee and patient zip code data were also used to inform and refine the project's trip distribution pattern. Based on both the select zone analysis and zip code data, we determined that 6% of project trips may utilize the US 101/I-10 freeway to/from the west, 14% of project trips may utilize the I-10 freeway to/from the east, 5% of project trips may utilize the I-5 freeway to/from the north, and 15% may utilize the I-5 freeway to/from

the south (see Figure 1). The most direct routes for project traffic to access the freeway system is via the State Street interchanges for travel to/from the south, to/from the east, and to/from the west and via the Soto interchange for travel to/from the east. Based on this distribution and data available, the following freeway mainline segments and freeway off-ramps were determined to be the most likely elements of the freeway system to be utilized by project traffic and were selected for screening:

- Freeway Mainline Segments
 - US-101 northbound at Broadway
 - I-10 eastbound and westbound at Echandia Street
 - I-10 eastbound and westbound at Indiana Street
 - I-5 northbound at Main Street
 - I-5 southbound at Broadway
 - I-5 northbound at First Street
 - I-5 southbound at Cesar E. Chavez Avenue
- Freeway off-ramps
 - I-5 southbound off to Mission Road
 - I-10 eastbound off to State Street
 - I-10 westbound off to State Street
 - I-5 northbound off to Cesar E. Chavez Avenue
 - I-10 eastbound off to Soto Street
 - I-10 westbound off to Soto Street

FREEWAY MAINLINE SEGMENT SCREENING

- The freeway mainline segment screening analysis is shown on Table 2.
- For the most part, mainline volume and speed data were obtained from PeMS for the freeway mainline segments for the AM and PM peak periods for Tuesdays, Wednesdays, and Thursdays in April 2014, and the data was averaged across the days.

For the freeway mainline segments at I-5 northbound at Main Street and I-5 northbound at First Street, annual average daily traffic data provided by mainline traffic census stations from PeMS were used to estimate averages of AM and PM peak period data for Tuesdays, Wednesdays, and Thursdays in April 2010 due to the lack of nearby mainline vehicle detector stations and current data at these locations. Additionally, their speed data were obtained from INRIX for Tuesdays, Wednesdays, and Thursdays in April 2014.

- Because volumes can become suppressed and volume-based measures can therefore break down under congested conditions, the existing freeway mainline segment LOS was estimated in two ways, based on volume and based on speed:
 - For volume-based, the number of mainline lanes (not including auxiliary lanes) was identified and segment capacity was determined using a capacity of 2,000 vehicles per hour per lane (vphpl). The existing hourly volume was divided by the capacity to determine volume/capacity (V/C) ratio. The existing LOS was then determined as follows:

V/C Ratio	LOS
<0.60	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
≥1.00	F

- For speed-based, the existing LOS was determined as follows:

Speed	LOS
>50 mph	A/B/C
36-50 mph	D
≤35 mph	E/F

- The worst-case LOS (V/C-based versus speed-based) was then used to determine the appropriate screening threshold:
 - Threshold = ≥2% of segment capacity if worst-case LOS is D
 - Threshold = ≥1% of segment capacity if worst-case LOS is E or F
- The project-added trips to each freeway mainline segment were compared to the appropriate threshold. As shown on Table 2, the screening analysis determined that the screening threshold criteria would not be triggered at either of the seven freeway mainline segments. Furthermore, since the project traffic did not trigger the screening thresholds at the mainline segments most likely to be used by project traffic, there is no need to look at segments further away. Therefore, a Freeway Impact Analysis is not required.

FREEWAY RAMP SCREENING

- The freeway ramp screening analysis is shown on Table 3.
- Turning movement count data was obtained for the AM and PM peak periods for the freeway off-ramp termini intersections.

- Existing LOS was estimated using the Highway Capacity Manual (HCM) operational methodology for the signalized ramp termini intersections. The HCM worksheets attached to this document present the LOS calculations.
- From the HCM intersection analysis, the existing average vehicular delay and LOS was determined for the off-ramp approaches to the termini intersections. For each ramp, the LOS for the off-ramp approach was used to determine the appropriate screening threshold:
 - Threshold = $\geq 2\%$ of assumed ramp capacity if approach LOS is D
 - Threshold = $\geq 1\%$ of assumed ramp capacity if approach LOS is E or F

Where the assumed ramp capacity = 1,500 vphpl multiplied by the number of approach lanes on the ramp approach to the intersection. In other words, the threshold is 30 vphpl at LOS D and 15 vphpl at LOS E or F, multiplied by the number of lanes on the ramp approach to the intersection.

- The project-added trips to each off-ramp were compared to the appropriate threshold. As shown on Table 3, the screening analysis determined that the screening threshold criteria would not be triggered at any of the six freeway ramps. Furthermore, since the project traffic did not trigger the screening thresholds at the ramps most likely to be used by project traffic, there is no need to look at ramps further away. Therefore, a Freeway Impact Analysis is not required.

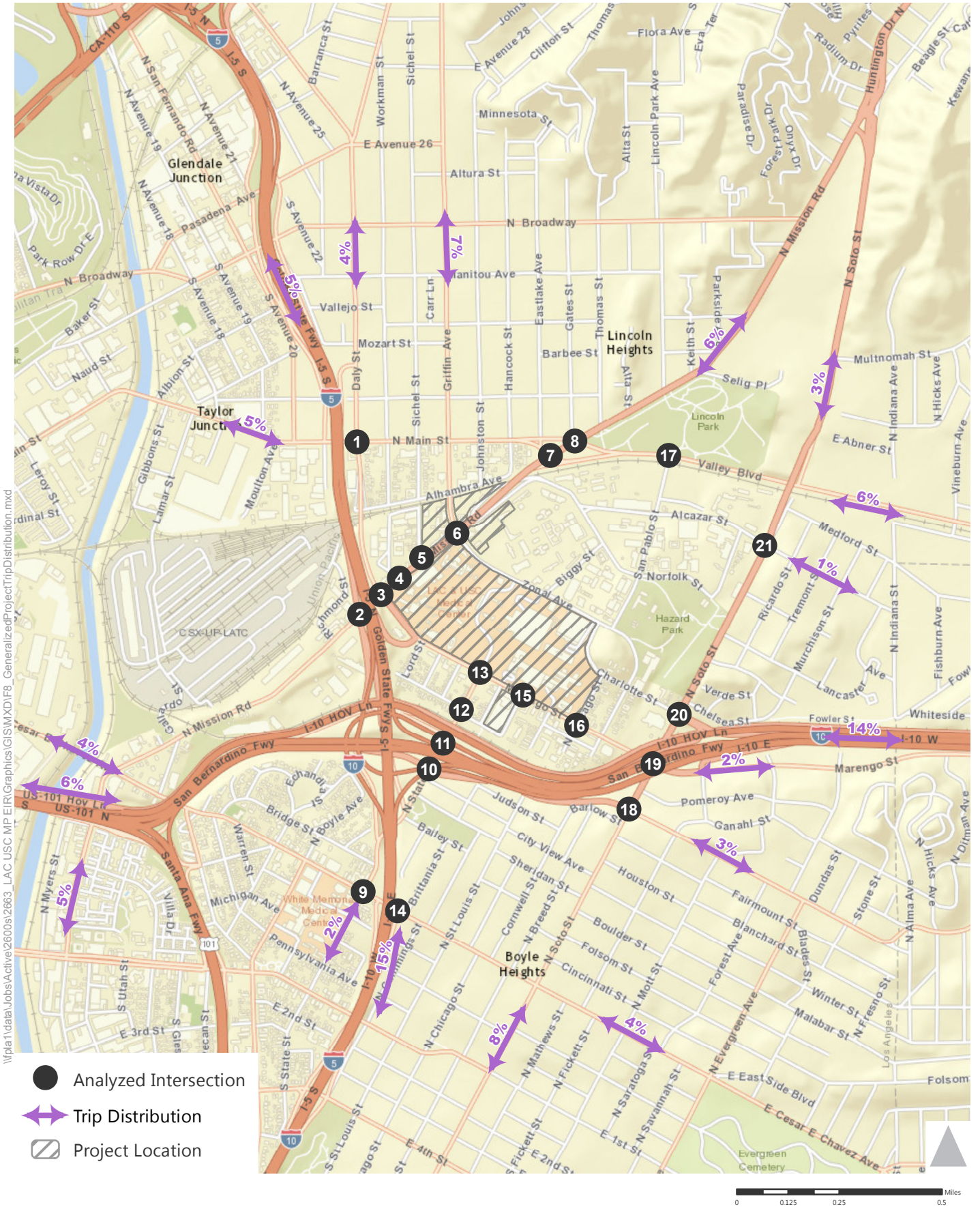


Figure 1
Generalized Project Trip Distribution



TABLE 1 PROPOSED PROJECT TRIP GENERATION - LAC + USC MEDICAL CENTER MASTER PLAN																
Land Use	Size	Trip Generation Rates [a]									Estimated Trip Generation					
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
Hospital Addition <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	450 beds -15% [b] -15% [c]	610 <i>Hospital</i>	12.94	1.32	72%	28%	1.42	33%	67%	5,823 (873) (743)	428 (64) (55)	166 (25) (21)	594 (89) (76)	211 (32) (27)	428 (64) (54)	639 (96) (81)
Net External Vehicle Trips										4,207	309	120	429	152	310	462
Wellness-Oriented Community Meeting Space & Community-Serving Uses <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	85.000 ksf -15% [b] -15% [c]	495 <i>Recreational Community Center</i>	33.82	2.05	66%	34%	2.74	49%	51%	2,875 (431) (367)	115 (17) (14)	59 (9) (8)	174 (26) (22)	114 (17) (15)	119 (18) (15)	233 (35) (30)
Driveway Trips <i>Less: Pass-By credit</i>	-20% [d]									2,077 (415)	84 (17)	42 (8)	126 (25)	82 (17)	86 (17)	168 (34)
Net External Vehicle Trips										1,662	67	34	101	65	69	134
Wellness-Oriented Community Retail Space [e] <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	20.000 ksf -15% [b] -15% [c]	826 <i>Specialty Retail</i>	44.32	0.70	62%	38%	2.71	44%	56%	886 (133) (113)	9 (1) (1)	5 (1) (1)	14 (2) (2)	24 (4) (3)	30 (4) (4)	54 (8) (7)
Driveway Trips <i>Less: Pass-By credit</i>	-10% [d]									640 (64)	7 (1)	3 (0)	10 (1)	17 (2)	22 (2)	39 (4)
Net External Vehicle Trips										576	6	3	9	15	20	35
New Utility Plant and Facilities [f] <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	40.000 ksf -15% [b] -15% [c]	170 <i>Utilities</i>	[f]	0.80	90%	10%	0.76	45%	55%	124 (19) (16)	29 (5) (4)	3 (0) (0)	32 (5) (4)	14 (2) (2)	16 (3) (2)	30 (5) (4)
Net External Vehicle Trips										89	20	3	23	10	11	21
Outpatient Clinics <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	200.000 ksf -15% [b] -15% [c]	720 <i>Medical Office Building</i>	36.13	2.39	79%	21%	3.57	28%	72%	7,226 (1,084) (921)	378 (57) (48)	100 (15) (13)	478 (72) (61)	200 (30) (25)	514 (77) (66)	714 (107) (91)
Net External Vehicle Trips										5,221	273	72	345	145	371	516
Professional/Administrative Offices <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	265.000 ksf -15% [b] -15% [c]	710 <i>General Office Building</i>	11.03	[g]	88%	12%	[g]	17%	83%	2,923 (438) (373)	367 (55) (47)	50 (8) (6)	417 (63) (53)	64 (10) (8)	311 (46) (40)	375 (56) (48)
Net External Vehicle Trips										2,112	265	36	301	46	225	271
Biotech Research and Development [h] <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	635.000 ksf -15% [b] -15% [c]	760 <i>Research & Development</i>	8.11	1.22	83%	17%	1.07	15%	85%	5,150 (773) (657)	643 (96) (82)	132 (20) (17)	775 (116) (99)	102 (15) (13)	577 (87) (74)	679 (102) (87)
Net External Vehicle Trips										3,720	465	95	560	74	416	490
DRIVEWAY TRIPS										18,066	1,423	371	1,794	526	1,441	1,967
EXTERNAL VEHICLE TRIPS										17,587	1,405	363	1,768	507	1,422	1,929
EXISTING TRIPS TO BE REMOVED [i]																
General Office Space	197.288 ksf	710	11.03	[g]	88%	12%	[g]	17%	83%	(2,176)	(290)	(40)	(330)	(51)	(248)	(299)
Laboratory and Clinic Buildings	457.727 ksf	720	36.13	2.39	79%	21%	3.57	28%	72%	(16,538)	(864)	(230)	(1,094)	(458)	(1,176)	(1,634)
Carpenter's Mill [j]	31.000 ksf	120	1.50	0.51	88%	12%	0.68	12%	88%	(47)	(14)	(2)	(16)	(3)	(18)	(21)
Central Power Plant and Cooling Towers	20.938 ksf	170	[f]	0.80	90%	10%	0.76	45%	55%	(66)	(15)	(2)	(17)	(7)	(9)	(16)
Warehouse and Storage Trailers	15.756 ksf	150	3.56	0.30	79%	21%	0.32	25%	75%	(56)	(4)	(1)	(5)	(1)	(4)	(5)
Existing Trips To Be Removed <i>Less: Internal Trips credit</i> <i>Less: Transit credit</i>	-15% [b] -15% [c]									(18,883) 2,832 2,408	(1,187) 178 151	(275) 41 35	(1,462) 219 186	(520) 78 66	(1,455) 218 186	(1,975) 296 252
TOTAL EXISTING VEHICLE TRIPS TO BE REMOVED										(13,643)	(858)	(199)	(1,057)	(376)	(1,051)	(1,427)
TOTAL NET EXTERNAL VEHICLE TRIPS										3,944	547	164	711	131	371	502
Notes:																
[a] Source: <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers (ITE), 2012.																
[b] Internal capture represents the percentage of trips between the land uses that occur within the LAC+USC Medical Center. Due to the synergy between the land uses of the proposed Project, an internal trips credit has been applied to some of the proposed uses in order to provide conservative AM and PM peak hour project traffic volume forecasts, as well as daily project traffic volume forecast. A 15% internal capture trip reduction has been applied to all of the Project land use components.																
[c] The transit credit is based on LADOT's Traffic Study Policies and Procedures, June 2013. The guidelines state that a 15% transit credit may be taken for projects within 1/4 mile of a transit station.																
[d] The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures, June 2013.																
[e] The ITE rates for the Specialty Retail Land Use 826 were used to estimate trip generation for the wellness-oriented community retail space. No information was provided for AM peak hour trip generation and so the AM peak hour trip rate was derived by applying the ratio between the Shopping Center Land Use 820 PM peak hour trip rate and the Specialty Retail Land Use 826 PM peak hour trip rate to the Shopping Center Land Use 820 AM peak hour trip rate. The AM directional distribution assumed is from the Shopping Center Land Use AM peak hour.																
[f] The ITE rates for the Utilities Land Use 170 were used to estimate trip generation for the new utility plant, central power plant, and cooling towers. No information was provided for daily trip generation and so daily trips were estimated by doubling the summation of the AM and PM peak trips. The directional distribution for the trip generation per 1 KSF is unavailable for the AM peak hour, therefore the directional distribution for the trip generation per employee was assumed.																
[g] ITE General Office trip generation equations used rather than the linear trip generation rate: AM Peak Hour: $\ln(T) = 0.80 * \ln(A) + 1.57$, where T = trips, A = area in ksf PM Peak Hour: $T = 1.12 * A + 78.45$, where T = trips, A = area in ksf																
[h] The ITE rates for the Research & Development Center Land Use 760 were used to estimate trip generation for the biotech research land uses proposed.																
[i] Trip generated by existing LAC+USC Medical Center uses to be removed.																
[j] The ITE rates for the General Heavy Industrial Land Use 120 were used to estimate trip generation for the carpenter's mill. Both the AM and PM peak hour directional distribution were unavailable and so General Light Industrial Land Use 110 directional distribution for the AM and PM peak hour were used respectively.																

**TABLE 2
LAC + USC MEDICAL CENTER MASTER PLAN - FREEWAY IMPACT ANALYSIS - FREEWAY MAINLINE
SCREENING**

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	547	164	131	371

(see Table 1)

MAINLINE SCREENING

Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity

Freeway Segment	% of Project	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
US-101 at Broadway		SB	NB	SB	NB
# of Lanes ¹		N/A	4	N/A	4
Capacity		N/A	8,000	N/A	8,000
Existing Volume ^c		N/A	5,489	N/A	5,341
V/C Ratio		N/A	0.69	N/A	0.67
LOS Based on V/C Ratio ³		N/A	B	N/A	B
Speed (mph)		N/A	33	N/A	37
LOS Based on Speed ⁴		N/A	E/F	N/A	D
Trigger % ⁵		N/A	1%	N/A	2%
Trigger		N/A	80	N/A	160
Project Trips	6%	N/A	10	N/A	22
Exceed Trigger?		N/A	no	N/A	no
I-10 at Echandia St		EB	WB	EB	WB
# of Lanes ¹		3	3	3	3
Capacity		6,000	6,000	6,000	6,000
Existing Volume ^c		1,839	2,157	4,076	2,070
V/C Ratio		0.31	0.36	0.68	0.35
LOS Based on V/C Ratio ³		A	A	B	A
Speed (mph)		68	14	61	67
LOS Based on Speed ⁴		A/B/C	E/F	A/B/C	A/B/C
Trigger % ⁵		n/a	1%	n/a	n/a
Trigger		n/a	60	n/a	n/a
Project Trips	6%	33	10	8	22
Exceed Trigger?		no	no	no	no
I-10 at Indiana St		WB	EB	WB	EB
# of Lanes ¹		6	6	6	6
Capacity		12,000	12,000	12,000	12,000
Existing Volume ^c		8,189	6,325	6,445	8,667
V/C Ratio		0.68	0.53	0.54	0.72
LOS Based on V/C Ratio ³		B	A	A	C
Speed (mph)		45	65	66	43
LOS Based on Speed ⁴		D	A/B/C	A/B/C	D
Trigger % ⁵		2%	n/a	n/a	2%
Trigger		240	n/a	n/a	240
Project Trips	14%	77	23	18	52
Exceed Trigger?		no	no	no	no
I-5 at Main St		SB	NB	SB	NB
# of Lanes ¹		N/A	5	N/A	5
Capacity		N/A	10,000	N/A	10,000
Existing Volume ^b		N/A	7,158	N/A	7,646
V/C Ratio		N/A	0.72	N/A	0.76
LOS Based on V/C Ratio ³		N/A	C	N/A	C
Speed (mph) ⁷		N/A	31	N/A	25
LOS Based on Speed ⁴		N/A	E/F	N/A	E/F
Trigger % ⁵		N/A	1%	N/A	1%
Trigger		N/A	100	N/A	100
Project Trips	5%	N/A	8	N/A	19
Exceed Trigger?		N/A	no	N/A	no
I-5 at Broadway		SB	NB	SB	NB
# of Lanes ¹		4	N/A	4	N/A
Capacity		8,000	N/A	8,000	N/A
Existing Volume ^c		5,791	N/A	5,430	N/A
V/C Ratio		0.72	N/A	0.68	N/A
LOS Based on V/C Ratio ³		C	N/A	B	N/A
Speed (mph)		52	N/A	51	N/A
LOS Based on Speed ⁴		A/B/C	N/A	A/B/C	N/A
Trigger % ⁵		n/a	N/A	n/a	N/A
Trigger		n/a	N/A	n/a	N/A
Project Trips	5%	27	N/A	7	N/A
Exceed Trigger?		no	N/A	no	N/A
I-5 at First St		NB	SB	NB	SB
# of Lanes ¹		5	N/A	5	N/A
Capacity		10,000	N/A	10,000	N/A
Existing Volume ^b		6,854	N/A	7,305	N/A
V/C Ratio		0.69	N/A	0.73	N/A
LOS Based on V/C Ratio ³		B	N/A	C	N/A
Speed (mph) ⁷		47	N/A	23	N/A
LOS Based on Speed ⁴		D	N/A	E/F	N/A
Trigger % ⁵		2%	N/A	1%	N/A
Trigger		200	N/A	100	N/A
Project Trips	15%	82	N/A	20	N/A
Exceed Trigger?		no	N/A	no	N/A
I-5 at Cesar E Chavez Ave		NB	SB	NB	SB
# of Lanes ¹		N/A	5	N/A	5
Capacity		N/A	10,000	N/A	10,000
Existing Volume ^c		N/A	6,719	N/A	5,857
V/C Ratio		N/A	0.67	N/A	0.59
LOS Based on V/C Ratio ³		N/A	B	N/A	A
Speed (mph)		N/A	31	N/A	45
LOS Based on Speed ⁴		N/A	E/F	N/A	D
Trigger % ⁵		N/A	1%	N/A	2%
Trigger		N/A	100	N/A	200
Project Trips	15%	N/A	25	N/A	56
Exceed Trigger?		N/A	no	N/A	no

Notes:

- ¹ Number of lanes does not include auxiliary or HOV lanes.
- ² Mainline volume and speed source: Averages of AM and PM peak period data from PeMS for Tuesdays, Wednesdays and Thursdays in April 2014. Data from April 15, 2014 through April 17, 2014 was excluded due to the spring break vacation of LAUSD schools.
- ³ LOS based on V/C as follows: F >= 1.00; E 0.91 to 1.00; D 0.81 to 0.90; C 0.71 to 0.80; B 0.61 to 0.70; A < 0.60.
- ⁴ LOS based on speed as follows: E/F <= 35 mph; D 36-50 mph; A/B/C > 50 mph.
- ⁵ Worst-case LOS (V/C-based versus speed-based, denoted by orange for LOS D and red for LOS E or F) used to determine screening threshold.
- ⁶ Mainline volume source: Due to the lack of nearby mainline vehicle detector stations at this location, annual average daily traffic (AADT) data provided by mainline traffic census stations from PeMS were used to estimate averages of AM and PM peak period data for Tuesdays, Wednesdays, and Thursdays in April 2010 (latest AADT data).
- ⁷ Speed source: Due to the lack of nearby PeMS-related mainline vehicle detector stations at this location, averages of AM and PM peak period speed data were obtained from INRIX for Tuesdays, Wednesdays and Thursdays in April 2014.

TABLE 3
LAC + USC MEDICAL CENTER MASTER PLAN - FREEWAY IMPACT ANALYSIS - FREEWAY RAMP SCREENING

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	547	164	131	371

(see Table 1)

RAMP SCREENING

Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using HCM intersection methodology at ramp terminus

Int. #	Freeway Ramps	Peak Hour	Existing Volume ¹	Off-Ramp Delay ²	LOS ³	Ramp Terminus		% of Project	Project Trips	Exceed Trigger?
						# of Lanes	Trigger			
2	I-5 SB Off-ramp at Mission Rd	AM	868	88.6	F	2	30	4%	22	no
		PM	491	36.1	D		60			
10	I-10 EB Off-ramp at State Street	AM	418	26.2	C	2	n/a	6%	33	no
		PM	967	13.9	B		n/a			
11	I-10 WB Off-ramp at State Street	AM	802	12.3	B	2	n/a	8%	44	no
		PM	261	16.6	B		n/a			
14	I-5 NB Off-ramp at Cesar E. Chavez Ave	AM	571	41.9	D	2	60	7%	38	no
		PM	314	21.3	C		n/a			
18	I-10 EB Off-ramp at Soto Street	AM	769	39.4	D	3	90	5%	27	no
		PM	837	41.4	D		90			
20	I-10 WB Off-ramp at Soto Street	AM	1,216	128.0	F	4	60	6%	33	no
		PM	946	189.1	F		60			

Notes:

¹ Ramp volume source: May 2014 turning movement counts at ramp termini intersections

² Off-ramp delay determined using HCM LOS methodology at ramp termini intersection, with off-ramp approach reported

³ Worst-case LOS (denoted by **orange for LOS D** and **red for LOS E or F**) used to determine screening threshold.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-5 SB Off Ramp & Mission Road

Cycle (sec): 130 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 9 Average Delay (sec/veh): 49.9
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (I-5 SB Off Ramp, Mission Road), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movement categories.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across various movement categories.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ across various movement categories.

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 State Street & I-10 EB Off-ramp

Cycle (sec): 65 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 6 Average Delay (sec/veh): 9.5
Optimal Cycle: 38 Level of Service: A

Street Name:	State Street					I-10 EB Off-ramp														
	North Bound			South Bound		East Bound			West Bound											
Approach:	L - T - R			L - T - R		L - T - R			L - T - R											
Control:	Permitted			Permitted		Split Phase			Split Phase											
Rights:	Include			Include		Include			Include											
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	561	207	163	895	0	220	138	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	207	163	895	0	220	138	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	620	229	180	989	0	243	153	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	229	180	989	0	243	153	66	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	620	229	180	989	0	243	153	66	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.65	0.65	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	1.46	0.54	0.31	1.69	0.00	1.00	0.70	0.30	0.00	0.00	0.00
Final Sat.:	0	2527	932	383	2104	0	1626	1133	493	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.47	0.47	0.00	0.15	0.13	0.13	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.00	0.69	0.69	0.69	0.69	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.68	0.68	0.00	0.68	0.61	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	4.3	4.3	7.1	7.1	0.0	26.2	24.4	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.3	4.3	7.1	7.1	0.0	26.2	24.4	24.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	4	4	9	9	0	6	5	5	0	0	0

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 State Street & I-10 WB Off-ramp

Cycle (sec): 65 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 30 Level of Service: B

Street Name: State Street			I-10 WB Off-ramp											
Approach: North Bound			South Bound			East Bound			West Bound					
Movement: L - T - R			L - T - R			L - T - R			L - T - R					
Control: Permitted			Permitted			Split Phase			Split Phase					
Rights: Include			Include			Include			Include					
Min. Green:	4	4	4	4	4	4	4	4	4	4	4			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	776	0	0	571	0	0	0	0	478	0	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	776	0	0	571	0	0	0	0	478	0	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	847	0	0	623	0	0	0	0	522	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	847	0	0	623	0	0	0	0	522	0	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	847	0	0	623	0	0	0	0	522	0	354

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.29	0.00	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.58	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.58	0.00	0.44
Delay/Veh:	0.0	15.5	0.0	0.0	14.0	0.0	0.0	0.0	0.0	12.3	0.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	0.0	0.0	14.0	0.0	0.0	0.0	0.0	12.3	0.0	10.7
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	0	0	5	0	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 I-5 NB Off-ramp & Cesar E. Chavez Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 6 Average Delay (sec/veh): 25.0
Optimal Cycle: 86 Level Of Service: C

Street Name:	I-5 NB Off-ramp					Cesar E. Chavez Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	0	0	2

Volume Module:	I-5 NB Off-ramp			I-5 SB Off-ramp			Cesar E. Chavez Avenue East			Cesar E. Chavez Avenue West		
Base Vol:	470	0	101	0	0	0	0	418	0	0	1321	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	0	101	0	0	0	0	418	0	0	1321	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	527	0	113	0	0	0	0	469	0	0	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	0	113	0	0	0	0	469	0	0	1482	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	0	113	0	0	0	0	469	0	0	1482	0

Saturation Flow Module:	I-5 NB Off-ramp			I-5 SB Off-ramp			Cesar E. Chavez Avenue East			Cesar E. Chavez Avenue West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1805	0	1609	0	0	0	0	3610	0	0	3610	0

Capacity Analysis Module:	I-5 NB Off-ramp			I-5 SB Off-ramp			Cesar E. Chavez Avenue East			Cesar E. Chavez Avenue West		
Vol/Sat:	0.29	0.00	0.07	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.41	0.00
Crit Moves:	****									****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.60	0.00
Volume/Cap:	0.90	0.00	0.22	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.69	0.00
Delay/Veh:	41.9	0.0	18.7	0.0	0.0	0.0	0.0	51.0	0.0	0.0	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	0.0	18.7	0.0	0.0	0.0	0.0	51.0	0.0	0.0	11.3	0.0
LOS by Move:	D	A	B	A	A	A	A	D	A	A	B	A
HCM2kAvgQ:	16	0	2	0	0	0	0	9	0	0	13	0

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Soto Street & I-10 EB Off-ramp

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 9 Average Delay (sec/veh): 33.8
Optimal Cycle: 50 Level of Service: C

Street Name:		Soto Street						I-10 EB Off-ramp								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R			
Control:		Permitted			Permitted			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:		4	4	4	4	4	4	4	4	4	4	4	4			
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:		0	0	2	1	0	1	0	2	0	0	1	1	0	0	1

Volume Module:												
Base Vol:	0	573	22	115	943	0	621	86	62	177	0	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	573	22	115	943	0	621	86	62	177	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	580	22	116	954	0	628	87	63	179	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	22	116	954	0	628	87	63	179	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	580	22	116	954	0	628	87	63	179	0	249

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.35	0.95	1.00	0.96	0.96	0.84	0.95	1.00	0.79
Lanes:	0.00	2.89	0.11	1.00	2.00	0.00	1.76	0.24	1.00	1.00	0.00	1.00
Final Sat.:	0	4965	191	663	3610	0	3198	443	1600	1805	0	1502

Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.18	0.26	0.00	0.20	0.20	0.04	0.10	0.00	0.17
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.39	0.39	0.39	0.39	0.00	0.29	0.29	0.29	0.24	0.00	0.24
Volume/Cap:	0.00	0.30	0.30	0.45	0.68	0.00	0.68	0.68	0.14	0.41	0.00	0.68
Delay/Veh:	0.0	25.3	25.3	28.3	31.7	0.0	39.4	39.4	31.6	38.6	0.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	28.3	31.7	0.0	39.4	39.4	31.6	38.6	0.0	46.0
LOS by Move:	A	C	C	C	C	A	D	D	C	D	A	D
HCM2kAvgQ:	0	5	5	4	16	0	12	12	2	6	0	9

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Soto Street & I-10 WB Off-ramp

Cycle (sec): 110 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 12 Average Delay (sec/veh): 64.5
Optimal Cycle: 180 Level of Service: E

Street Name:	Soto Street					I-10 WB Off-ramp														
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Permitted			Split Phase			Split Phase										
Rights:	Ovl			Include			Include			Include										
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	1	0	1	1	0	0	2

Volume Module:

Base Vol:	150	810	94	269	1043	55	44	51	185	444	390	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	810	94	269	1043	55	44	51	185	444	390	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	852	99	283	1098	58	46	54	195	467	410	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	852	99	283	1098	58	46	54	195	467	410	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	852	99	283	1098	58	46	54	195	467	410	402

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.26	0.95	0.79	0.85	0.85	0.85	0.97	0.97	0.67
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	0.54	1.00	1.06	0.94	2.00
Final Sat.:	1805	3610	1582	485	3610	1497	747	866	1610	1970	1731	2538

Capacity Analysis Module:

Vol/Sat:	0.09	0.24	0.06	0.58	0.30	0.04	0.06	0.06	0.12	0.24	0.24	0.16
Crit Moves:	****			****					****		****	
Green/Cycle:	0.08	0.58	0.79	0.51	0.51	0.51	0.10	0.10	0.10	0.21	0.21	0.21
Volume/Cap:	1.16	0.41	0.08	1.15	0.60	0.08	0.59	0.59	1.15	1.15	1.15	0.77
Delay/Veh:	175.6	12.8	2.7	133.0	19.9	14.1	48.9	48.9	154.0	128.0	128	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.6	12.8	2.7	133.0	19.9	14.1	48.9	48.9	154.0	128.0	128	48.3
LOS by Move:	F	B	A	F	B	B	D	D	F	F	F	D
HCM2kAvgQ:	11	8	1	17	14	1	4	4	13	25	25	9

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-5 SB Off Ramp & Mission Road

Cycle (sec): 130 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 9 Average Delay (sec/veh): 30.0
Optimal Cycle: 44 Level Of Service: C

I-5 SB Off Ramp					Mission Road														
North Bound					South Bound			East Bound			West Bound								
Movement:	L	T	R		L	T	R	L	T	R	L	T	R						
Control:	Split Phase				Split Phase			Permitted			Protected								
Rights:	Include				Include			Include			Include								
Min. Green:	4	4	4		4	4	4	4	4	4	4	4	4						
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	0	0	0	1	0	1	0	0	0	0	2	1	0	2	0	2	0	0

Volume Module:

Base Vol:	0	0	0	273	22	196	0	1219	36	366	795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	273	22	196	0	1219	36	366	795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	281	23	202	0	1255	37	377	818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	281	23	202	0	1255	37	377	818	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	281	23	202	0	1255	37	377	818	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.91	0.91	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.39	0.06	0.55	0.00	2.91	0.09	2.00	2.00	0.00
Final Sat.:	0	0	0	2268	102	905	0	5018	148	3502	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.22	0.22	0.00	0.25	0.25	0.11	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.40	0.40	0.17	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.62	0.62	0.00	0.62	0.62	0.62	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	30.8	36.1	36.1	0.0	31.7	31.7	51.9	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.8	36.1	36.1	0.0	31.7	31.7	51.9	15.4	0.0
LOS by Move:	A	A	A	C	D	D	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	12	12	0	15	15	8	9	0

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 State Street & I-10 EB Off-ramp

Cycle (sec): 60 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 Average Delay (sec/veh): 14.6
Optimal Cycle: 39 Level of Service: B

Street Name:	State Street					I-10 EB Off-ramp														
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Permitted			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	472	446	115	398	0	175	296	496	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	446	115	398	0	175	296	496	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	510	482	124	430	0	189	320	536	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	510	482	124	430	0	189	320	536	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	510	482	124	430	0	189	320	536	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.87	0.56	0.56	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.02	0.98	0.45	1.55	0.00	0.37	0.63	1.00	0.00	0.00	0.00
Final Sat.:	0	1709	1615	480	1661	0	602	1019	1620	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.26	0.26	0.00	0.31	0.31	0.33	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.61	0.61	0.00	0.66	0.66	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	15.6	14.5	14.5	0.0	13.2	13.2	13.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	14.5	14.5	0.0	13.2	13.2	13.9	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	9	5	5	0	9	9	10	0	0	0

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 State Street & I-10 WB Off-ramp

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: 20 Level of Service: A

Street Name:	State Street						I-10 WB Off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	2	0	0	0	1	0	0

Volume Module:

Base Vol:	0	462	0	0	626	0	0	0	0	151	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	0	0	626	0	0	0	0	151	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	534	0	0	724	0	0	0	0	175	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	534	0	0	724	0	0	0	0	175	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	534	0	0	724	0	0	0	0	175	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:				****						****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.24	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.33	0.00	0.27
Delay/Veh:	0.0	5.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	17.0	0.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	17.0	0.0	16.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	2	0	0	4	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 I-5 NB Off-ramp & Cesar E. Chavez Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 6 Average Delay (sec/veh): 10.3
Optimal Cycle: 22 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include I-5 NB Off-ramp and Cesar E. Chavez Avenue with various traffic movements and signal settings.

Volume Module: Table showing traffic volume calculations including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module: Table showing saturation flow calculations including Sat/Lane, Adjustment, Lanes, and Final Sat. for each movement.

Capacity Analysis Module: Table showing capacity analysis results including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Soto Street & I-10 EB Off-ramp

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 9 Average Delay (sec/veh): 33.1
Optimal Cycle: 60 Level Of Service: C

Table with columns for Street Name (Soto Street, I-10 EB Off-ramp), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Split Phase), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movement categories.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across various movement categories.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ across various movement categories.

Note: Queue reported is the number of cars per lane.

LAC+USC Medical Center Master Plan
Freeway Ramp Screening

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Soto Street & I-10 WB Off-ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 12 Average Delay (sec/veh): 73.3
Optimal Cycle: 180 Level of Service: E

Street Name:		Soto Street						I-10 WB Off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0	

Volume Module:

Base Vol:	60	1185	89	247	743	29	31	100	205	347	241	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1185	89	247	743	29	31	100	205	347	241	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	62	1217	91	254	763	30	32	103	211	356	248	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1217	91	254	763	30	32	103	211	356	248	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1217	91	254	763	30	32	103	211	356	248	368

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.17	0.95	0.82	0.86	0.86	0.84	0.97	0.97	0.74
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.24	0.76	1.00	1.18	0.82	2.00
Final Sat.:	1805	3610	1574	320	3610	1551	386	1246	1596	2177	1512	2802

Capacity Analysis Module:

Vol/Sat:	0.03	0.34	0.06	0.79	0.21	0.02	0.08	0.08	0.13	0.16	0.16	0.13
Crit Moves:	****			****					****	****		
Green/Cycle:	0.04	0.65	0.78	0.61	0.61	0.61	0.10	0.10	0.10	0.13	0.13	0.13
Volume/Cap:	0.85	0.52	0.07	1.30	0.35	0.03	0.81	0.81	1.29	1.29	1.29	1.03
Delay/Veh:	106.6	9.4	2.6	185.4	9.7	7.7	54.6	54.6	200.4	189.1	189	100.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.6	9.4	2.6	185.4	9.7	7.7	54.6	54.6	200.4	189.1	189	100.2
LOS by Move:	F	A	A	F	A	A	D	D	F	F	F	F
HCM2kAvgQ:	4	10	1	17	6	0	6	6	15	20	20	11

Note: Queue reported is the number of cars per lane.
