APPENDIX I-1:

TRANSPORTATION STUDY

The Mobility Group, Enlightenment Plaza Project Transportation Study, January 2020. [This Page Intentionally Left Blank]



Enlightenment Plaza Project

Transportation Study

January 2020

Prepared by

The Mobility Group

Enlightenment Plaza Project

Transportation Study

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Enlightenment Plaza Project

Transportation Study

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1. Introduction

This report documents a transportation impact analysis for the proposed Enlightenment Plaza Project located at 321 N Madison Avenue¹ in the Hollywood Area of Los Angeles. The Project Site is part of the block bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. The Project location is shown in Figure 1.1.

1.1 **Project Description and Location**

The Project Site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.

The Proposed Project, referred to as Enlightenment Plaza will consist of 449 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,700 sq.ft. of services (mental and physical health, financial, employment) for on-site residents, and 5 managers units.

The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue. A Site Plan is shown in Figure 1.2.

The Project Site is located close to many other destination land uses in the Hollywood Area, with excellent access to transit, bike lanes, and a pedestrian network with sidewalks on all streets and pedestrian crosswalks at all intersections. The Vermont /Beverly Red Line rail station and a Rapid Bus stop are approximately 500 feet from the subject site.

1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT), and was conducted in accordance with the LADOT Traffic Study Guidelines, and defined in a Memorandum of Understanding (see Appendix A).

¹ Including 312-328 N Juanita Ave, 3810-3838 W Oakwood Ave, and 317-345 N Madison Avenue

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour

The analysis also addresses the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Future Conditions Year Without Project
- Future Conditions Year With Project
- Future Conditions Year With Project With Mitigation

The analysis addresses a future year of 2023, which is the projected year of project completion.

1.3 Overview of Methodology

Intersection Analysis

Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", and as required by LADOT's Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Congestion Management Program Analysis

A congestion management plan analysis was conducted addressing arterial intersections, freeway segments, and transit, as required by the 2010 Los Angeles County Congestion Management Program (Metro, 2010) guidelines.

Freeway System

Freeway facilities were evaluated according to the MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) that sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system, The evaluation concluded that the thresholds for analysis were not met (as shown in the MOU in Appendix A), so further freeway analysis was not necessary.

State of California Senate Bill No. 743

State of California Senate Bill 743¹, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology.

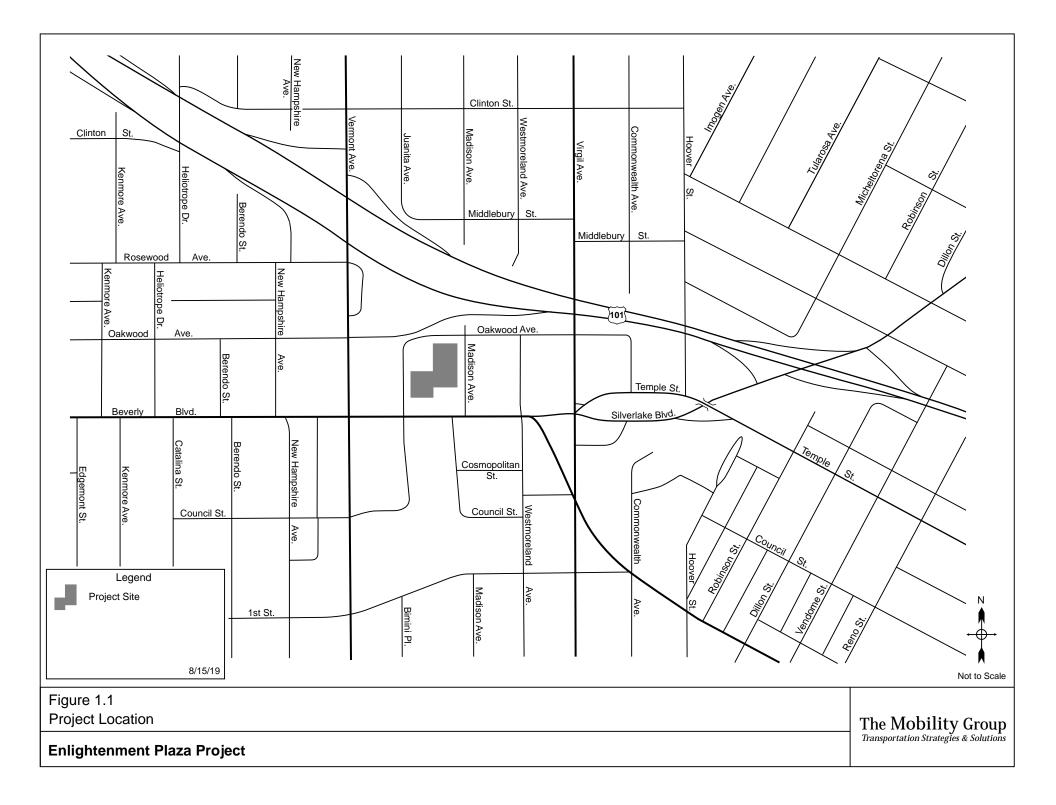
The City of Los Angeles has updated its travel demand model, impact evaluation methodology and transportation impact thresholds based on VMT. The city recently adapted the new CEQA thresholds and methodology for VMT, along with revised Transportation Assessment Guidelines. Because this Project has a signed MOU and submitted its Affordable Housing Referral² application to the Department of City Planning (DCP) prior to the City's adoption date, and because this study has already been in substantial progress, this study utilizes the (pervious) guidelines that were in effect when the study commenced. However, a VMT analysis will be prepared as a separate document.

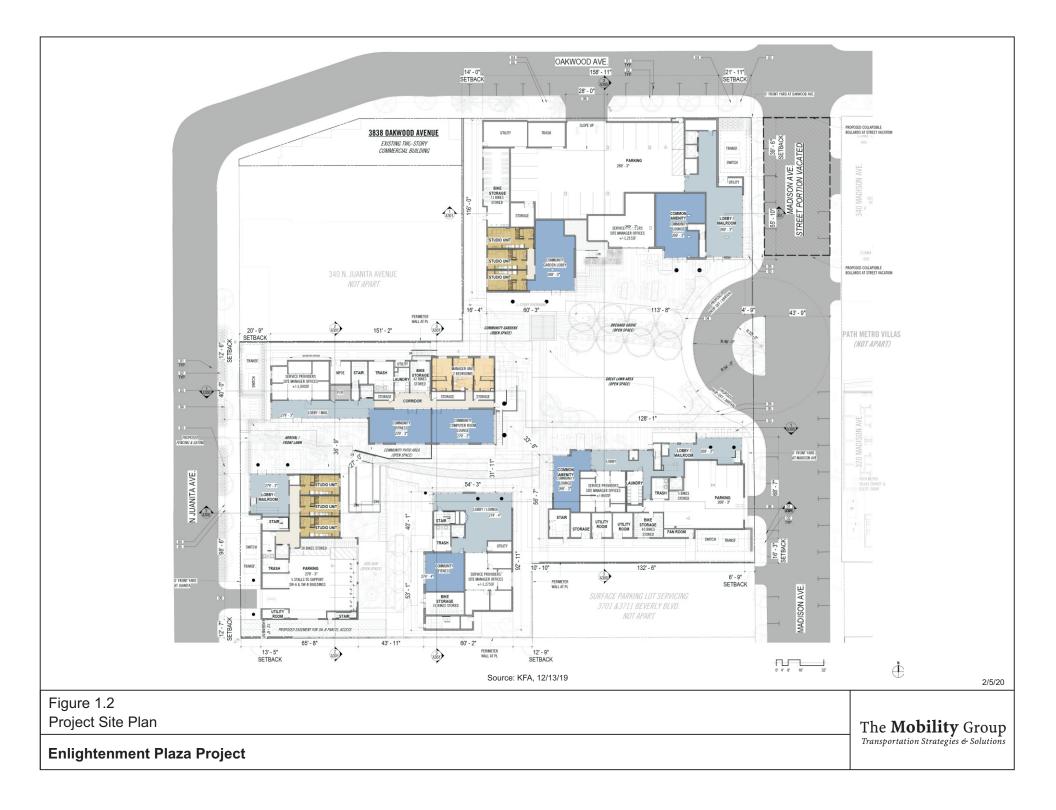
1.4 Organization of this Report

This report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 provides a description of the Proposed Project and its transportation characteristics, including trip generation, distribution of project trips, and vehicular access. Chapter 4 analyzes potential transportation impacts for the Existing With Project conditions. Chapter 5 addresses the Future Without Project conditions (year 2023) and sets the future cumulative baseline for analysis of Project impacts at buildout. Chapter 6 addresses the Future With Project Conditions and analyzes the potential transportation impacts of the Project. Chapter 7 identifies proposed transportation measures to mitigate any identified significant impacts caused by the Project. Appendices provide backup technical information, including the LADOT MOU, list of related projects, the Caltrans Freeway Threshold check, traffic counts, and intersection level of service calculations.

¹ SB 743(Steinberg, 2013).

² Application submitted July 3, 2019 and its review fee was paid on July 11, 2019.





2. Existing Conditions

2.1 Roadway System

The proposed project site is located in the Hollywood Area of Los Angeles and bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. Regional access to the site is provided primarily by the Hollywood (US-101) Freeway.

A grid system of streets serves the Project area, of which the following are the principal streets, as shown in Figure 2.1. All street classifications are from the City's Mobility Plan 2035.

North-South Streets

<u>Vermont Avenue</u>: Vermont Avenue is a two-way north-south street located to the west of the project site. In the City's Mobility Plan 2035, it is classified as an Avenue I. In the vicinity of the Project Site, Vermont Avenue provides three travel lanes with left-turn lanes at intersections and on-street parking is provided during off-peak hours on the west side of the street with some restrictions.

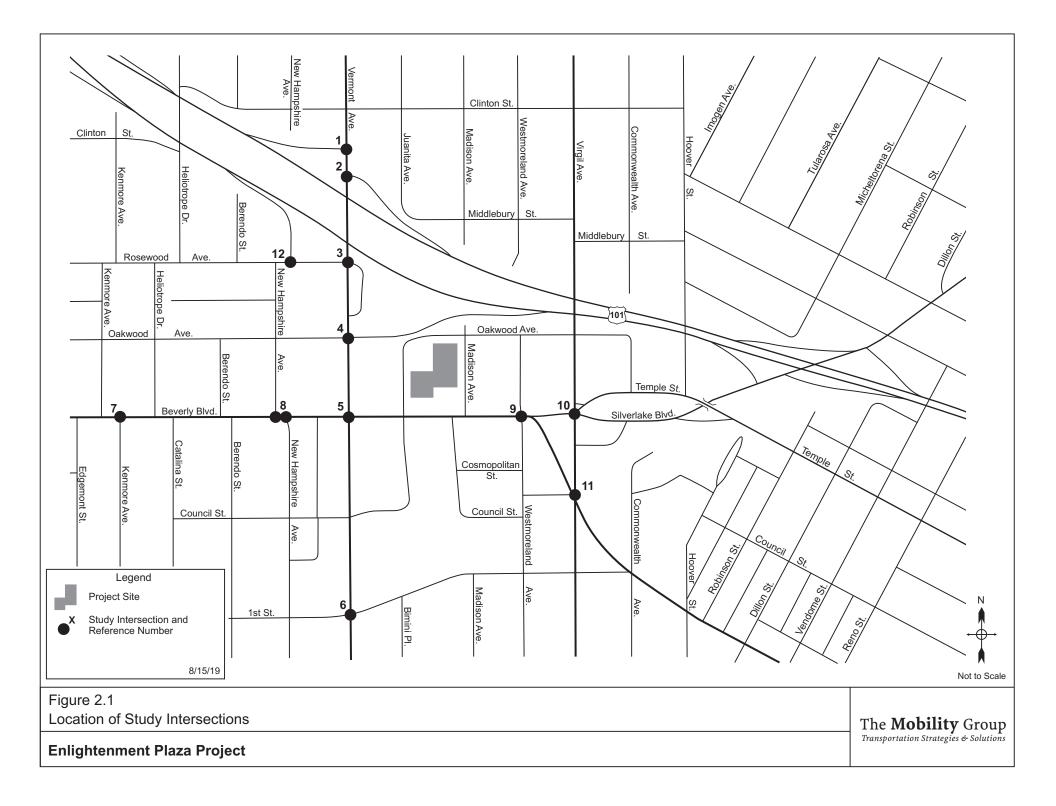
<u>Virgil Avenue</u>: Virgil Avenue is a two-way north-south street located to the east of the project site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Virgil Avenue provides two travel lanes with left-turn lanes at intersections and on-street parking is generally allowed with time restriction.

East-West Streets

<u>Rosewood Avenue</u>: Rosewood Avenue is a two-way east-west street located to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, Rosewood Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

<u>Beverly Boulevard</u>: Beverly Boulevard is a two-way east-west street located immediately south of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Beverly Boulevard provides three travel lanes in each direction with left turn lanes at major intersections but with no left turn lane at minor streets. On-street parking is provided during off-peak hours on the south side of the street with some restrictions.

<u>1st Street:</u> 1st Street is a two-way street located to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, 1st Street



provides one travel lane with left-turn lanes at intersections and a bike lane in each direction and on-street parking is generally provided on both sides with some restrictions.

<u>Temple Street:</u> Temple Street is a two-way east-west street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Temple Street provides two travel lanes in each direction and on-street parking is generally provided in off-peak periods with some restrictions

<u>Silver Lake Boulevard</u>: Silver Lake Boulevard is a two-way east-west street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Silver Lake Boulevard provides two travel lanes in each direction and on-street parking is generally provided in off-peak periods on the west side of the street with some restrictions.

Local Streets

<u>Kenmore Avenue</u>: Kenmore Avenue is a two-way north-south street located to the west of the project site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Kenmore Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

<u>New Hampshire Avenue</u>: New Hampshire Avenue is a two-way north-south street located to the west of the project site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, New Hampshire Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

<u>Westmoreland Avenue</u>: Westmoreland Avenue is a two-way north-south street located to the east of the project site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Westmoreland Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

The following local streets serves the Project Site:

<u>Madison Avenue</u>: Madison Avenue is a two-way north-south street located immediately east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Madison Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking is generally allowed.

<u>Juanita Avenue</u>: Juanita Avenue is a two-way north-south street located immediately west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Juanita Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking on the west side of the street is generally provided

<u>Oakwood Avenue</u>: Oakwood Avenue is a two-way east-west street located immediately north of the Project Site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Oakwood Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking is generally allowed.

2.2 Study Intersections

A total of twelve study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and were identified as locations where the majority of trips associated with the Project would be focused based on the estimated trip distribution for the Project. These locations consist of the intersections through which Project trips would travel before dispersing to multiple routes and therefore were the locations where potential traffic impacts were most likely to occur. The intersections identified for analysis are as follows:

- 1. Vermont Ave &101 NB on-ramp
- 2. Vermont Ave & 101 NB off-ramp
- 3. Vermont Ave & Rosewood Ave
- 4. Vermont Ave & Oakwood Ave
- 5. Vermont Ave & Beverly Blvd
- 6. Vermont Ave & W 1st St
- 7. Beverly Blvd & Kenmore Ave
- 8. Beverly Blvd & New Hampshire Ave
- 9. Beverly Blvd & Temple St & Westmoreland Ave
- 10. Temple St & Virgil Ave & & Silver Lake Blvd
- 11. Beverly Blvd & Virgil Ave & Council St
- 12. 101 SB off-ramp & New Hampshire Ave & Rosewood Ave

All of these intersections are signalized. The existing lane configurations for these twelve analyzed intersections are shown in Figure 2.2.

All study intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All of these signalized intersections also operate under the City's second generation ATCS (Adaptive Traffic Control System) which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system. LADOT estimates that the effect of the ATSAC system is to improve intersection capacity by an average of 7%, and that the effect of the ATCS system is an additional increase in capacity of 3%. As all intersections in the study area operate under both ATSAC and ATCS, in accordance with LADOT procedures a capacity increase of 10% was applied to all intersections in the analysis and is reflected in the level of service calculations.

2.3 Existing Intersection Conditions

Existing Traffic Volumes

Recent traffic counts were used for all of the analyzed intersections. AM and PM peak period traffic counts were conducted in April 2019. As required by LADOT, counts were collected during the hours of 7:00 - 10:00 AM for the morning peak period and 3:00 - 6:00 PM for the PM peak period, and were conducted when schools were in session and outside of holiday periods. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

Level of Service Methodology

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, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", and as required by LADOT's Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Existing Peak Hour Levels of Service

Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

AM Peak Hour

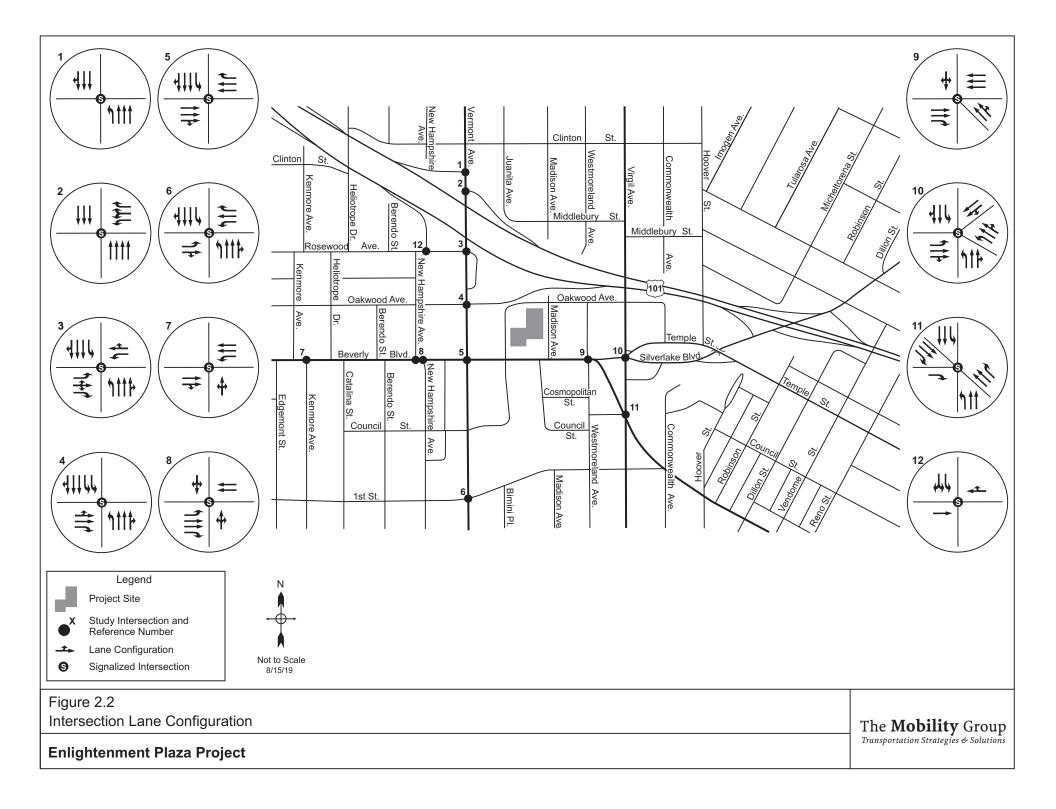
All of the studied intersections currently operate at LOS C or better during the AM peak hour with the majority at LOS A or B, except for the following intersection:

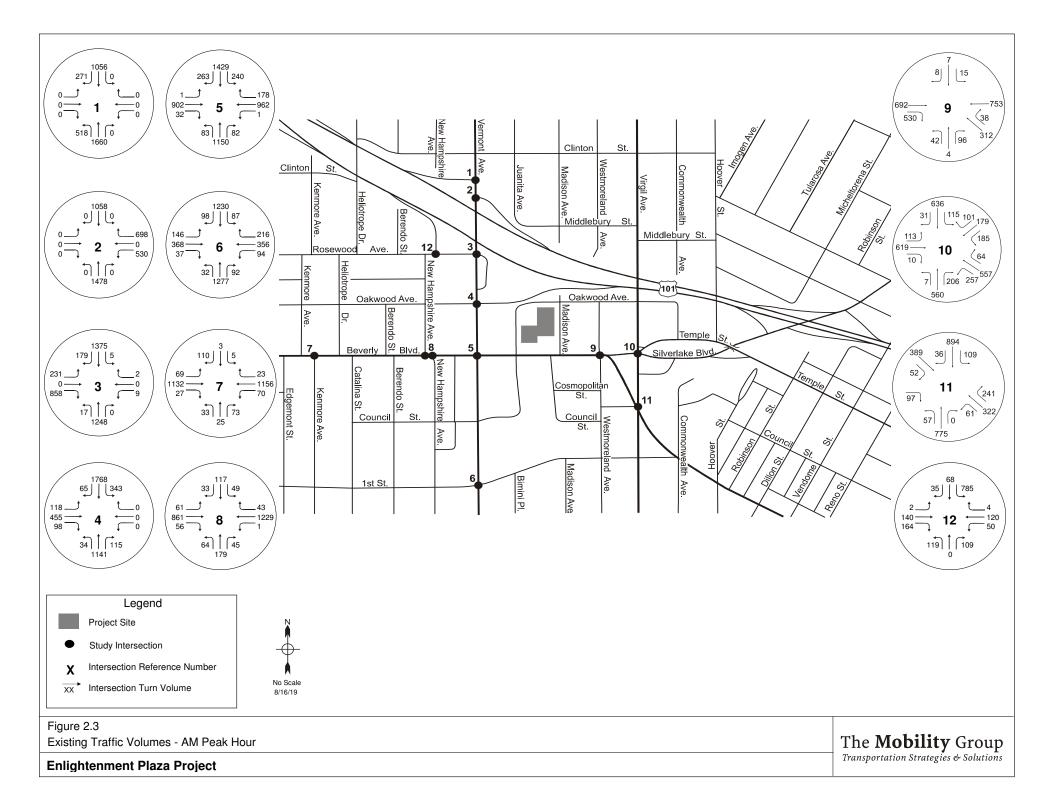
10. Temple St & Virgil Ave & Silver Lake BlvdLOS D

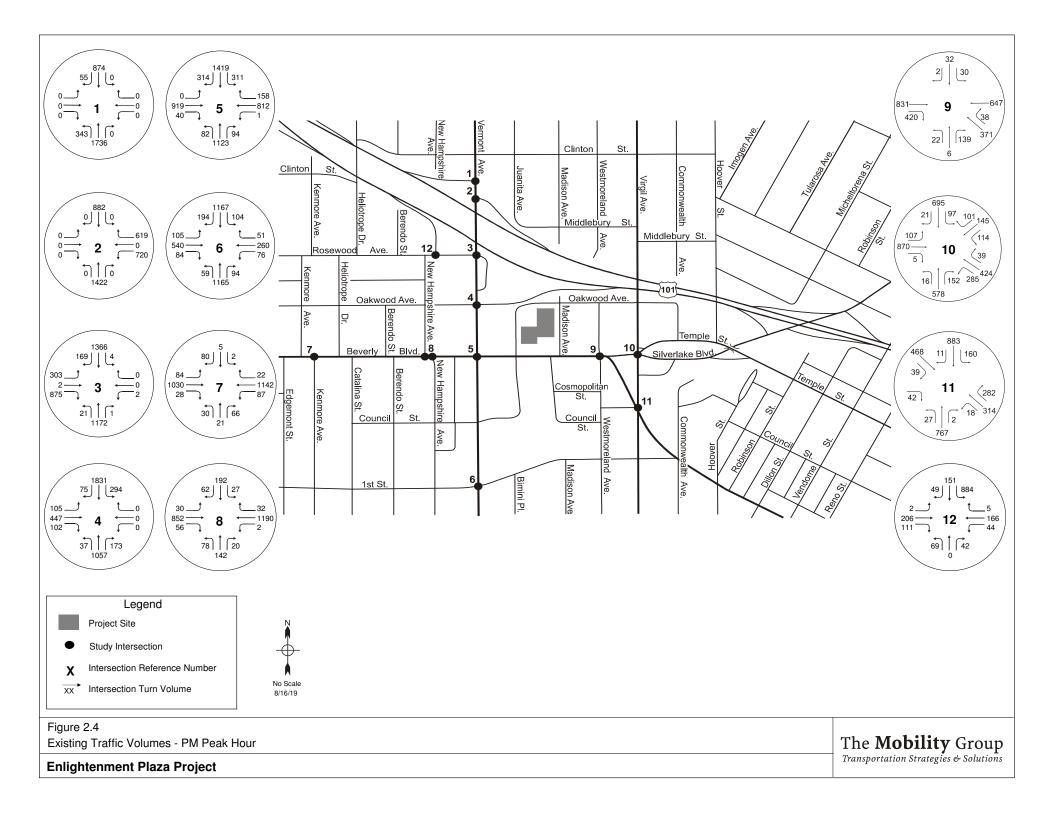
PM Peak Hour

All of the studied intersections currently operate at LOS C or better during the PM peak hour with the majority at LOS A or B, except for the following intersection:

10. Temple St & Virgil Ave & Silver Lake BlvdLOS D







Level of Service	Description	Volume to Capacity Ratio
А	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
В	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
Е	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

Table 2.1 Level of Service Definitions for Signalized Intersections

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

No.	Intersection		Existing Conditions						
		AM Pea	ak Hour	PM Pea	ak Hour				
		V/C	LOS	V/C	LOS				
1	Vermont Ave & 101 NB on-ramp	0.540	А	0.335	А				
2	Vermont Ave & 101 NB off-ramp	0.419	А	0.435	А				
3	Vermont Ave & Rosewood Ave	0.583	А	0.584	А				
4	Vermont Ave & Oakwood Ave	0.554	А	0.565	А				
5	Vermont Ave & Beverly Blvd	0.694	В	0.688	В				
6	Vermont Ave & W 1st St	0.597	А	0.716	С				
7	Kenmore Ave & Beverly Blvd	0.421	А	0.389	А				
8	New Hampshire Ave & Beverly Blvd	0.575	А	0.556	А				
9	Beverly Blvd & Temple St & Westmoreland Ave	0.722	С	0.608	В				
10	Temple St & Virgil Ave & Silver Lake Blvd	0.852	D	0.856	D				
11	Beverly Blvd & Virgil Ave & Council St	0.720	С	0.771	С				
12	101 SB off-ramp & Rosewood Ave	0.267	А	0.349	А				

2.4 Existing Transit Service

The Project Site is well served by transit. The Metro Red Line subway rail station at Vermont Avenue and Beverly Boulevard is located one block from the Project site. It also located within walking distance of six bus routes – Metro 14, Metro 201, Metro 204, one Metro Rapid Route – Metro 754, as well as one LADOT Commuter Express line – CE422, and one LADOT DASH bus line – Wilshire Center/Koreatown. Figure 2.5 shows transit service provided in the Project Area. Table 2.3 lists the individual rail and bus lines serving the Project Area, and indicates the frequency of service (headways) during the AM and PM peak periods.

Summary of Transit Service on Major Streets In the vicinity of the Project Site

Metro Red Line (Metro Rail) runs between Downtown Los Angeles and North Hollywood via Vermont Avenue in the vicinity of the Project. It operates between approximately 4:20am and 1:20pm on weekdays and weekends. It runs at about 10 minute headways during weekday peak periods and around 15-20 minute headways on weekends.

Metro 754 (Metro Bus Rapid Transit) runs between Athens and Hollywood via Vermont Avenue. It operates between approximately 5:10am and 9:25pm on weekdays and between 6:40am and 9pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 15-20 minute headways on weekends.

Metro 14 runs between Beverly Hills and Downtown Los Angeles via Beverly. It operates between approximately 5:10am and 12:50am on weekdays and between 5:30am and 12:50pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 20 minute headways on weekends. It also operates Owl Schedule, between 1:50am and 4:50pm Monday thru Sunday

Metro 201 runs between Glendale and Koreatown Athens and Hollywood via Vermont Avenue in the vicinity of the Project. It operates between approximately 5:45am and 8:40pm on weekdays and between 7am and 9pm on weekends. It runs at about 55 minute headways during weekday peak periods and around 60 minute headways on weekends.

Metro 204 runs between Athens and Hollywood via Vermont Avenue. It operates between approximately 4:50am and 5AM on weekdays and between 5:40am and 5pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 20 minute headways on weekends.

LADOT Commuter Express 422 runs between Hawthorne and Downtown Los Angeles via Highway 101 in the vicinity of the Project. It operates between approximately 5:25am and 8:30am and between 3:35pm and 7:40pm on weekends only. It runs at about 20 minute headways during weekday peak periods



Figure 2.5 Existing Transit Service

The **Mobility** Group Transportation Strategies & Solutions

Enlightenment Plaza Project

Table 2.3 Existing Public Transit Services

				Average Headway (minutes)			
Provider, Routes and Service Area	Street Service Type Hours of Ope	Hours of Operation	AM Peak Hour		PM Pea	ak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail							
Red Line - Downtown Los Angeles - North Hollywood	Vermont Avenue	Rail	4:50 AM - 1:20 AM (EB) 4:20 AM - 12:30 AM (WB)	10	10	10	10
Metro Bus Service							
754 - Athens - Hollywood	Vermont Avenue	Rapid	5:40 AM - 9:25 PM (NB) 5:10 AM - 8:25 AM (SB)	10	10	10	10
14 - Beverly Hills - Downtown Los Angeles	Beverly Boulevard	Local	5:20 AM - 12:50 AM (EB) 5:10 AM - 12:30 AM (WB)	10	10	10	10
201 - Glendale - Koreatown	Vermont Avenue Silver Lake Boulevard	Local	5:45 AM - 8:10 PM (NB) 6:10 AM - 8:40 AM (SB)	55	55	55	55
204 - Athens - Hollywood	Vermont Avenue	Local	5:30 AM - 5:00 AM (NB) 4:50 AM - 4:20 AM (SB)	10	10	10	10
Commuter Express							
CE 422 - Hawthorne - Downtown Los Angeles	Highway 101	Express	5:25 AM - 8:30 AM (WB) 3:35 PM - 7:40 PM (EB)	N/A	20	20	N/A
DASH							
LDWCK - Wilshire Center - Koreatown	Vermont Avenue	DASH	7:30 AM - 7:10 PM (NB) 7:30 AM - 7:10 PM (SB)	20	20	20	20

LADOT DASH Wilshire Center/Koreatown has a bus stop located on Vermont Avenue at the 1st Street intersection. It operates between approximately 7:30am and 7:10Pm on weekdays and between 9:30am and 6:30pm on weekends. It runs at about 20 minute headways during weekdays and weekends.

Bus Stops In the vicinity of the Project Site

Within three blocks of the Project Site, there are 11 bus stops, which are located at the following locations and shown in Figure 2.6:

- 101 Hwy & Vermont Ave
- Rosewood Ave & Vermont Ave
- Beverly Blvd & Vermont Ave
- 1st St & Vermont Ave
- Temple St & Virgil Ave
- Beverly Blvd & Virgil Ave
- 1st St & Virgil Ave

2.4 Bicycle Facilities

Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2 and Tier 3) and bicycle paths in the area of project.

Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.

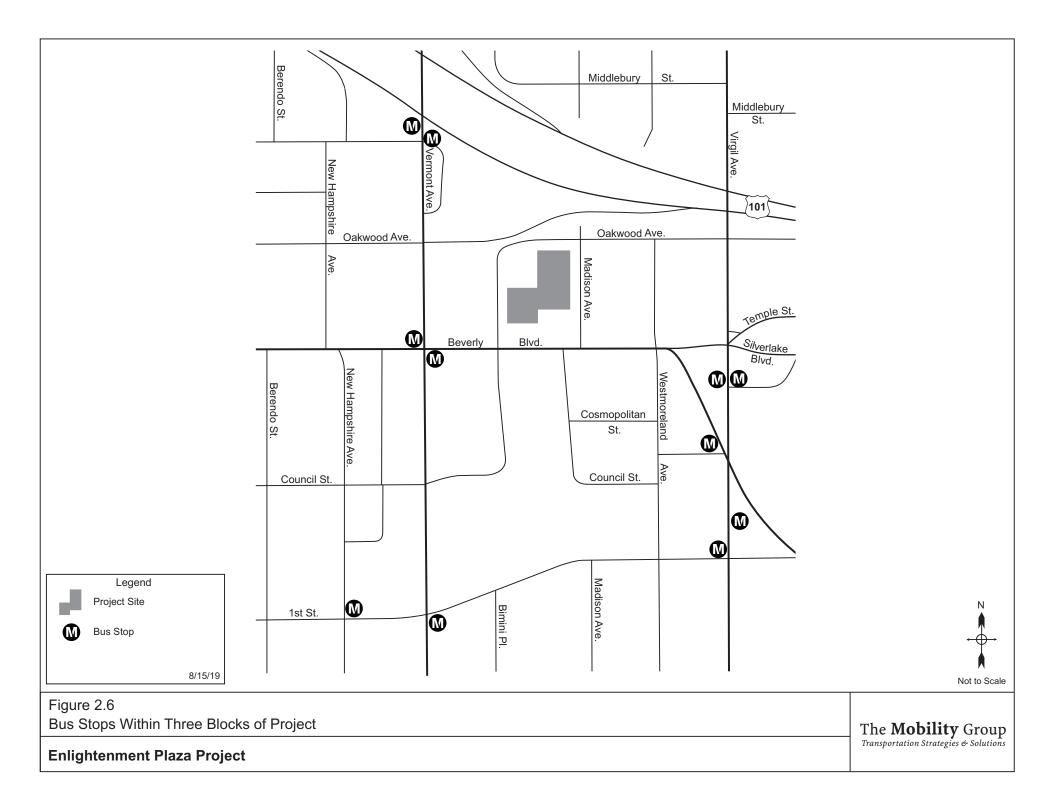
Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.

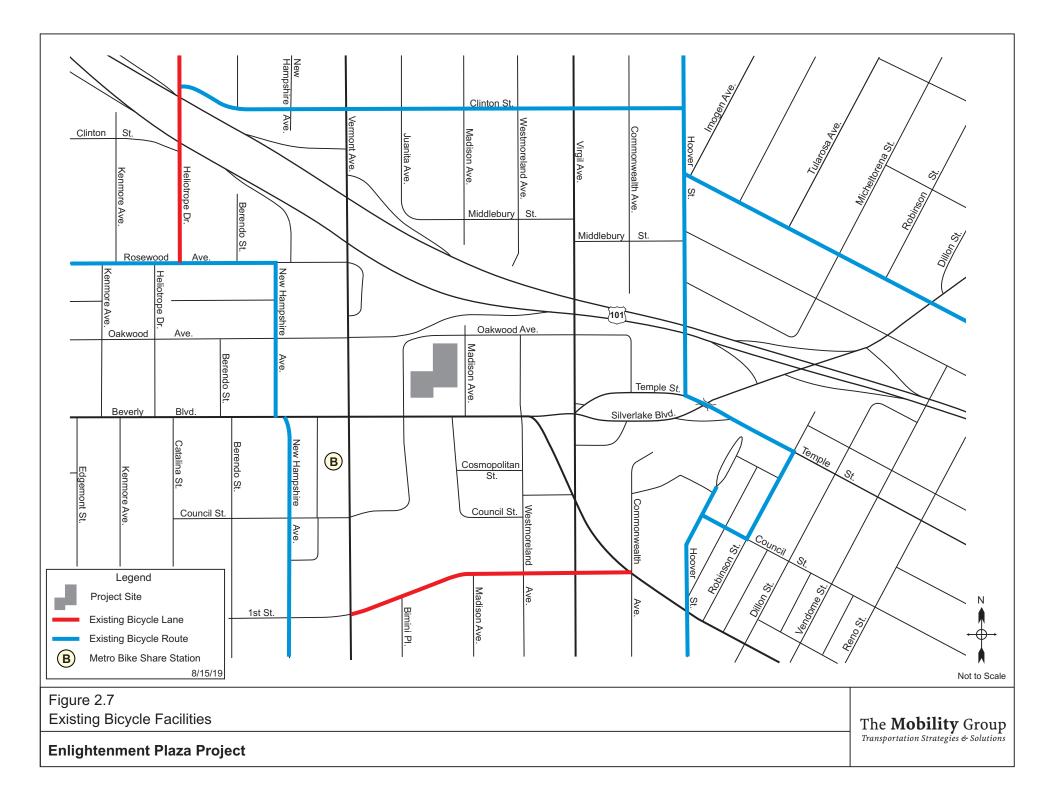
Bicycle Paths are facilities outside of the roadway.

Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces – often with the use of "sharrow" symbols painted on the street.

Existing bicycle facilities in the project area comprise a Bicycle Lane or Bicycle Route on the following streets, as shown in Figure 2.7:

- New Hampshire Avenue south of Rosewood Avenue Bicycle Route
- Rosewood Avenue between New Hampshire Avenue and Serrano Avenue Bicycle Route
- 1st Street between Vermont Avenue and Beverly Boulevard Bicycle Lane on both sides
- Hoover Street south of Council Street and north of Temple Street Bicycle Route





- Temple Street between Hoover Street and Robinson Street Bicycle Route
- Robinson Street between Temple Street and Council Street Bicycle Route
- Council Street between Hoover Street and Robinson Street Bicycle Route
- Clinton Street between Heliotrope Drive and Hoover Street Bicycle Route
- Bellevue Avenue east of Hoover Street Bicycle Route
- Heliotrope Drive between Melrose Avenue and Rosewood Avenue Bicycle Lane

The Mobility Plan 2035 identifies designated bicycle facilities planned for implementation over the longer term. For the area of the Project, these are discussed in Chapter 5 under Future Conditions.

2.5 Pedestrian Facilities

The Project Site is located in an area with well-developed pedestrian facilities, including sidewalks on all streets and crosswalks at all intersections. On the south side of the Project Site, there is currently a thirteen-foot sidewalk on Beverly Boulevard. Adjacent to the Project site there is a fifteen-foot sidewalk on Juanita Avenue west of the Project site, a twelve-foot sidewalk on Oakwood Avenue north of the Project Site, and an eight-foot sidewalk on Madison Avenue east of the Project Site.

According to Walkscore.com¹, the area of the Project has a walkability score of 96 (out of 100) – which is described as a "Walker's Paradise" where 'most errands can be accomplished on foot'. (Walkscore also allocates a transit score of 100 - 'riders paradise, world class public transportation', and a bike score of 63 – bikeable, flat as pancake, minimal bike lanes') to the area of the Project.

Vision Zero

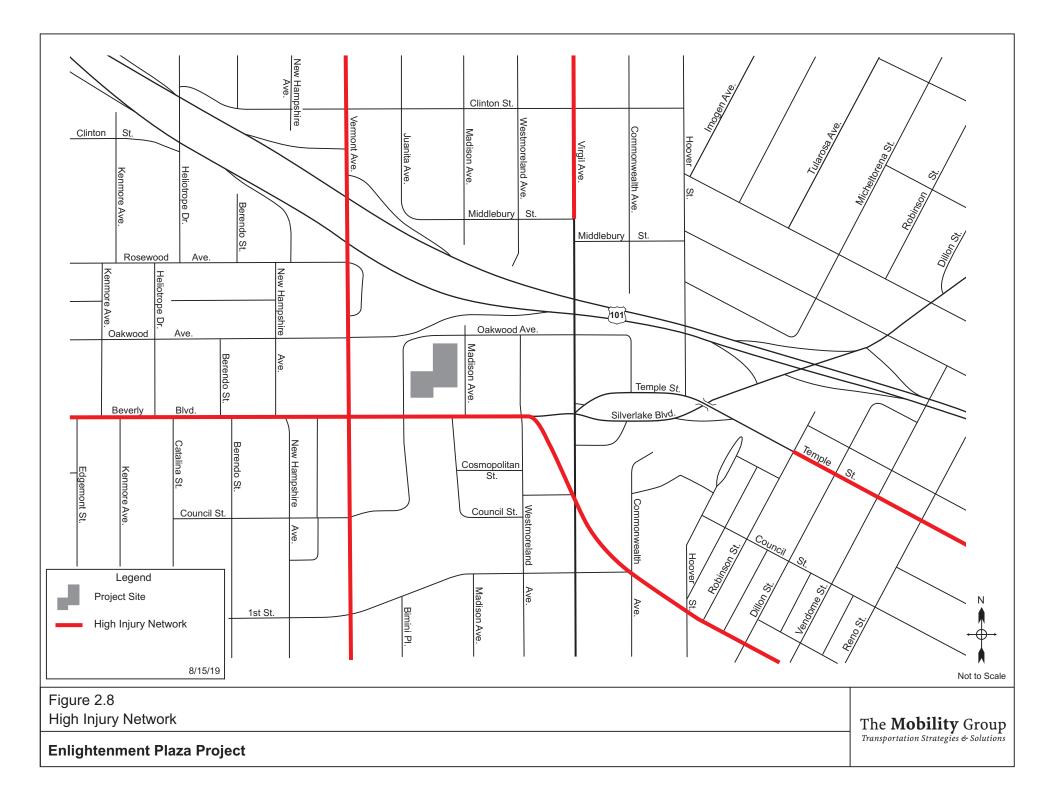
The City of Los Angeles Department of Transportation is implementing a program called Vision Zero Los Angeles², which represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions, and where LADOT has determined that pedestrian enhancement improvements will be most effective in meeting these goals. The HIN is comprised of 386 corridors that represent 6% of Los Angeles' street miles, and 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

¹ Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

² Vision Zero Los Angeles 2015-2025 – Action Plan, January 2017.

Figure 2.8 shows the High Injury Network in the Project area. The Project is located on Beverly Boulevard, which is on the High Injury Network (HIN). Other streets in the vicinity of the Project Site that are located on the High Injury Network are as follows:

- Vermont Avenue
- Temple Street east of Robinson Street
- Virgil Avenue north of Middlebury Street



3. Project Description and Transportation Characteristics

This section of the report provides a description of, and identifies transportation characteristics of, the proposed project including trip generation and trip distribution characteristics.

3.1 **Project Description**

The Project Site is located at 321 N Madison Avenue in the Hollywood Area of Los Angeles and bounded by private property to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. The Project location is shown in Figure 1.1 earlier in this report.

The Project Site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.

The Proposed Project, referred to as Enlightenment Plaza will consist of 449 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,700 sq.ft. of services (mental and physical health, financial, employment) for on-site residents, and 5 managers units.

The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue. A Site Plan is shown in Figure 1.2 earlier in this report.

3.2 Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.1 which summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively. Trips for the existing uses to be removed (the AT&T Service Yard) were obtained from actual driveway counts. Trips estimates for the Proposed Project used trip rates from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016, for Permanent Supportive Housing. The Project would generate 409 net daily trips, 49 net AM peak hour trips and 37 net PM peak hour trips.

Table 3.1 **Enlightenment Plaza Project - Trip Generation Estimates**

Daily Trips

		Source			Daily				
Land Use Assumptions		& Code	Quantity	Units		Trip		Total	
		a ooac				Rate		Trips	
Existing Uses									
AT&T Service Yard ^{1,2}		_	-	-		-		-170	
Total Existing								-170	
-									
Proposed Uses									
Permanent Supportive Housing (PSH) ³		LADOT	449	DU		1.27		570	
		LIBOI	440	20		1.27		010	
Apartments ⁴		ITE 221	5	DU		2.59		13	
(Reduction for internal trips) -	15%			20		2.00			
(Reduction for transit trips) -	15%							-2 -2	
Net Apartment								9	
Total Proposed								579	
Total Net								409	

AM Peak

	Source			AM Peak Hour						
Land Use Assumptions	& Code	Quantity	Units		Trip Rate		-	Total Trip	5	
	& Code			In	Out	Total	ln	Out	Total	
Existing Uses AT&T Service Yard ¹	-	-	-	-	-	-	-5	0	-5	
Total Existing							-5	0	-5	
Proposed Uses Permanent Supportive Housing (PSH) ³	LADOT	449	DU	0.05	0.07	0.12	22	31	53	
Apartments ⁴ (Reduction for internal trips) - 15% (Reduction for transit trips) - 15%		5	DU	0.02	0.18	0.20	0 0 0	1 0 0	1 0 0	
Net Apartment							0	1	1	
Total Proposed							22	32	54	
Total Net							17	32	49	

PM Peak

	Source			PM Peak Hour					
Land Use Assumptions	& Code Quantity		Units	s Trip Rate		Rate		Total Trips	\$
	a coue			In	Out	Total	In	Out	Total
Existing Uses AT&T Service Yard ¹	-	-	-	-	-	-	-10	-7	-17
Total Existing							-10	-7	-17
Proposed Uses									
Permanent Supportive Housing (PSH) ³	LADOT	449	DU	0.07	0.05	0.12	31	22	53
Apartments ⁴ (Reduction for internal trips) - 15% (Reduction for transit trips) - 15%		5	DU	0.13	0.05	0.18	1 0 0	0 0 0	1 0 0
Net Apartment							1	0	1
Total Proposed							32	22	54
Total Net							22	15	37

Notes:

Trips for existing uses (AT&T Service Yard) from driveway traffic counts, 2019.
 Daily trips for existing uses calculated based on the assumption of 10 times PM peak hour traffic.
 Trip rates for Permanent Supportive Housing are from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016.

4. Apartments analyzed as ITE 221 - Multifamily Housing (Mid-Rise). Used trip rates for Dense Multi-Use Urban.

Note : Some numbers may not add up precisely due to rounding.

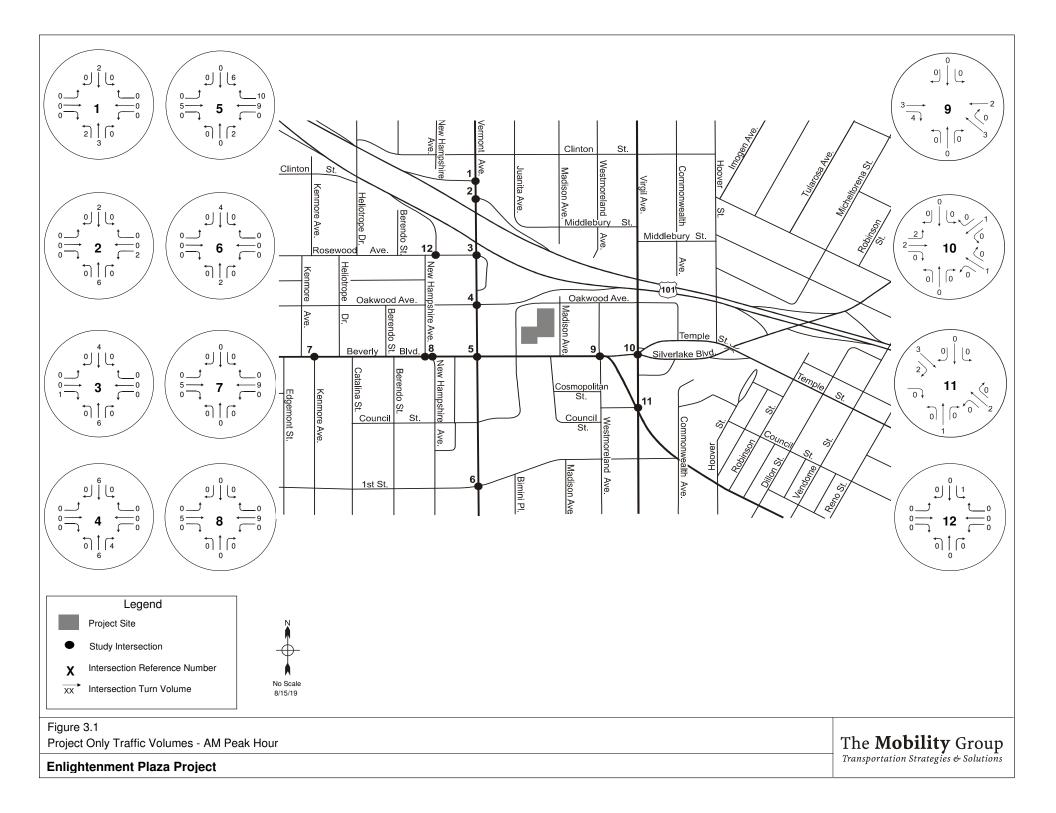
3.3 Project Trip Distribution

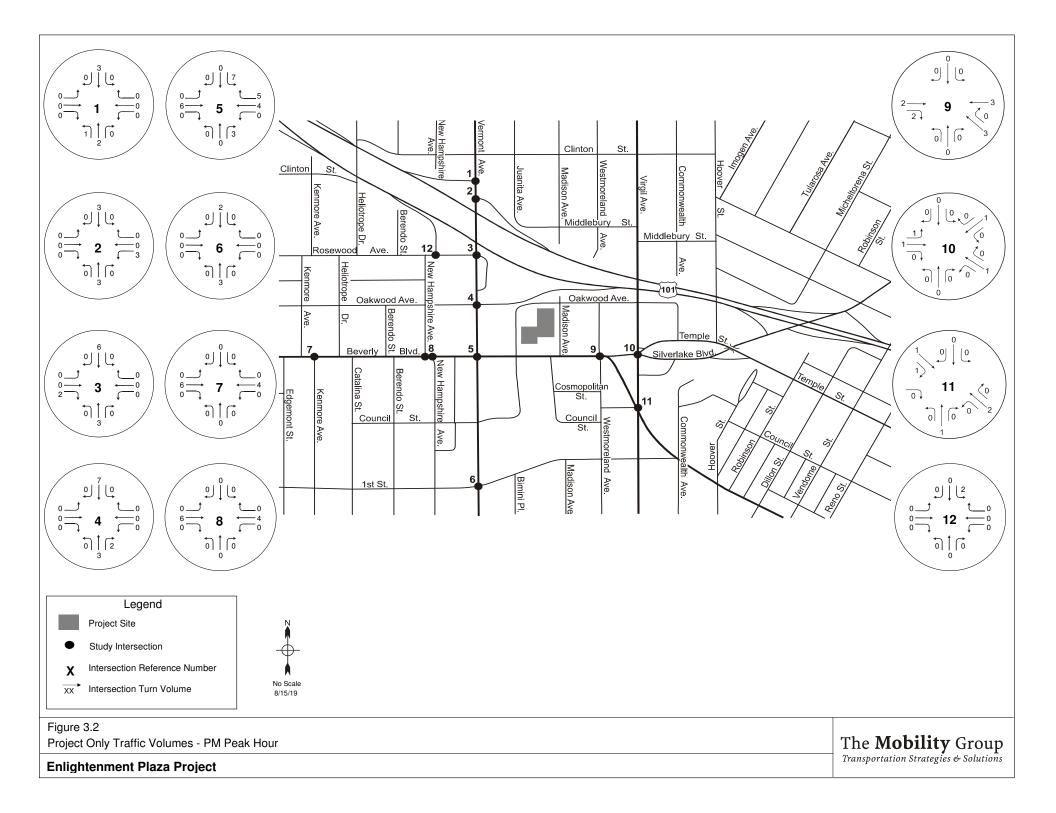
The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, existing traffic volumes, and the characteristics of the street system in the area of the Project. The general trip distribution pattern was developed in consultation with LADOT and the following distribution was assumed:

- 20% of the trips towards the north
- 35% of the trips towards the south
- 20% of the trips towards the east
- 25% of the trips towards the west

3.4 Project Traffic Projections

Project traffic was assigned to the roadway network on the basis of the parameters described above. The Proposed Project traffic volumes forecast on the roadway network are shown in Figure 3.1 for the AM peak hour, and in Figure 3.2 for the PM peak hour.





4. Existing With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Existing With Project conditions. Project traffic was added to existing traffic volumes and the potential for impacts evaluated. The total Existing With Project Conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively.

4.1 **Project Impacts - Intersections**

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

With Project Traffic		Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
С	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Definition of Significant Impact at Intersection

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Existing With Project Intersection Level of Service

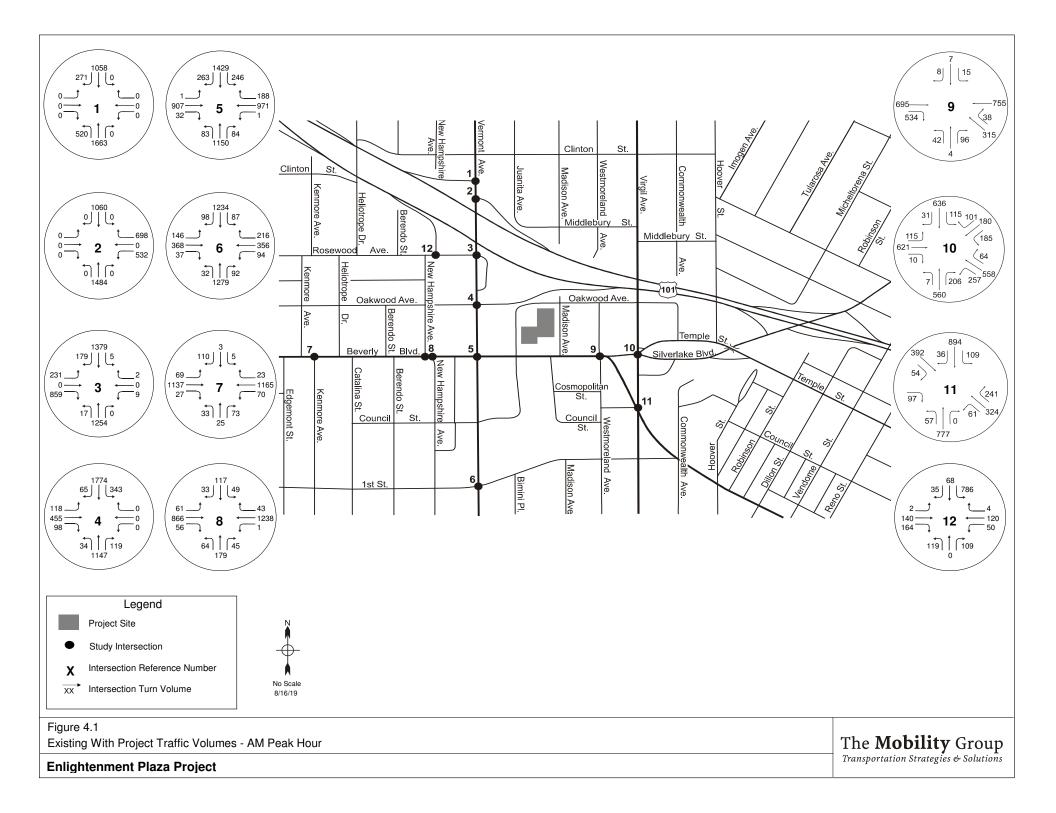
The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours. Tables 4.1 and 4.2 summarize the level of service for the Existing With Project conditions at the analyzed intersections for the AM and PM peak hours respectively, as well as the increase in V/C ratio at each intersection, and identify if the increase constitutes a significant impact.

AM Peak Hour

The analysis summarized in Table 4.1 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections, except at the intersection of Vermont Avenue & Beverly Boulevard where it would change from LOS B to LOS C. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.2 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the PM peak hour.



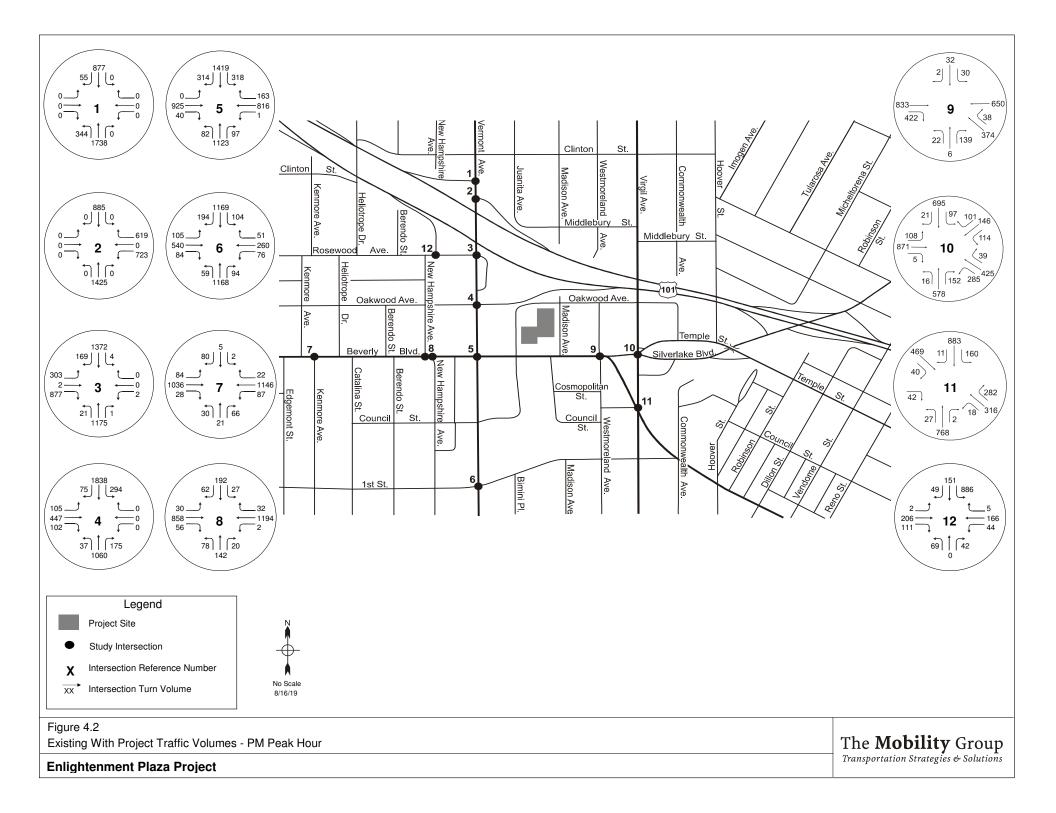


Table 4.1Existing With Project - Intersection Level of Service
AM Peak Hour

No.	Intersection		sting itions	Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.540	Α	0.542	А	0.002	No
2	Vermont Ave & 101 NB off-ramp	0.419	А	0.421	А	0.002	No
3	Vermont Ave & Rosewood Ave	0.583	А	0.584	А	0.001	No
4	Vermont Ave & Oakwood Ave	0.554	А	0.555	А	0.001	No
5	Vermont Ave & Beverly Blvd	0.694	В	0.702	С	0.008	No
6	Vermont Ave & W 1st St	0.597	Α	0.597	А	0.000	No
7	Kenmore Ave & Beverly Blvd	0.421	А	0.422	Α	0.001	No
8	New Hampshire Ave & Beverly Blvd	0.575	Α	0.578	А	0.003	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.722	С	0.727	С	0.005	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.852	D	0.853	D	0.001	No
11	Beverly Blvd & Virgil Ave & Council St	0.720	С	0.721	С	0.001	No
12	101 SB off-ramp & Rosewood Ave	0.267	А	0.267	А	0.000	No

Table 4.2Existing With Project - Intersection Level of Service
PM Peak Hour

No.	Intersection		sting itions	Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.335	А	0.337	А	0.002	No
2	Vermont Ave & 101 NB off-ramp	0.435	А	0.435	А	0.000	No
3	Vermont Ave & Rosewood Ave	0.584	А	0.586	А	0.002	No
4	Vermont Ave & Oakwood Ave	0.565	Α	0.567	А	0.002	No
5	Vermont Ave & Beverly Blvd	0.688	В	0.695	В	0.007	No
6	Vermont Ave & W 1st St	0.716	С	0.717	С	0.001	No
7	Kenmore Ave & Beverly Blvd	0.389	А	0.391	А	0.002	No
8	New Hampshire Ave & Beverly Blvd	0.556	Α	0.557	А	0.001	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.608	В	0.611	В	0.003	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.856	D	0.856	D	0.000	No
11	Beverly Blvd & Virgil Ave & Council St	0.771	C	0.771	С	0.000	No
12	101 SB off-ramp & Rosewood Ave	0.349	А	0.349	А	0.000	No

5. Future Conditions Without The Project

5.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The year selected for this analysis was 2023, which is the expected year of completion of the Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the study area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT¹. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for five years to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the study area. These developments are projects located within an approximately 0.65-mile radius from the Project Site (per guidelines in LADOT Memo of November 28, 2018) that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2023 when the Project will be completed, and that could add traffic growth to the roadways in the study area. The following section of this chapter describes the process of estimating traffic from these related projects.

This approach is consistent with procedures outlined in Section 15130 of the CEQA Guidelines which provide two options for developing future traffic forecasts:

"(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

"(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions

¹ It is noted that the CMP provides growth factors based on regional modeling. For the Central Los Angeles area the CMP estimates an average ambient growth factor of approximately 0.2% per year. between the years of 2018 and 2023 (Exhibit D-1 of the CMP). However, an ambient growth factor of 1% per year, compounded annually, was conservatively used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2023, following agreement with LADOT through the MOU process,. The total ambient growth adjustment applied over the five-year period was 5.1%.

contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described above and further below, the methodology used in this study incorporates both Option A – through the incorporation of a related project list, and Option B – through the incorporation of an ambient growth factor. This approach is conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also in that not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

5.2 Related Projects

Project List

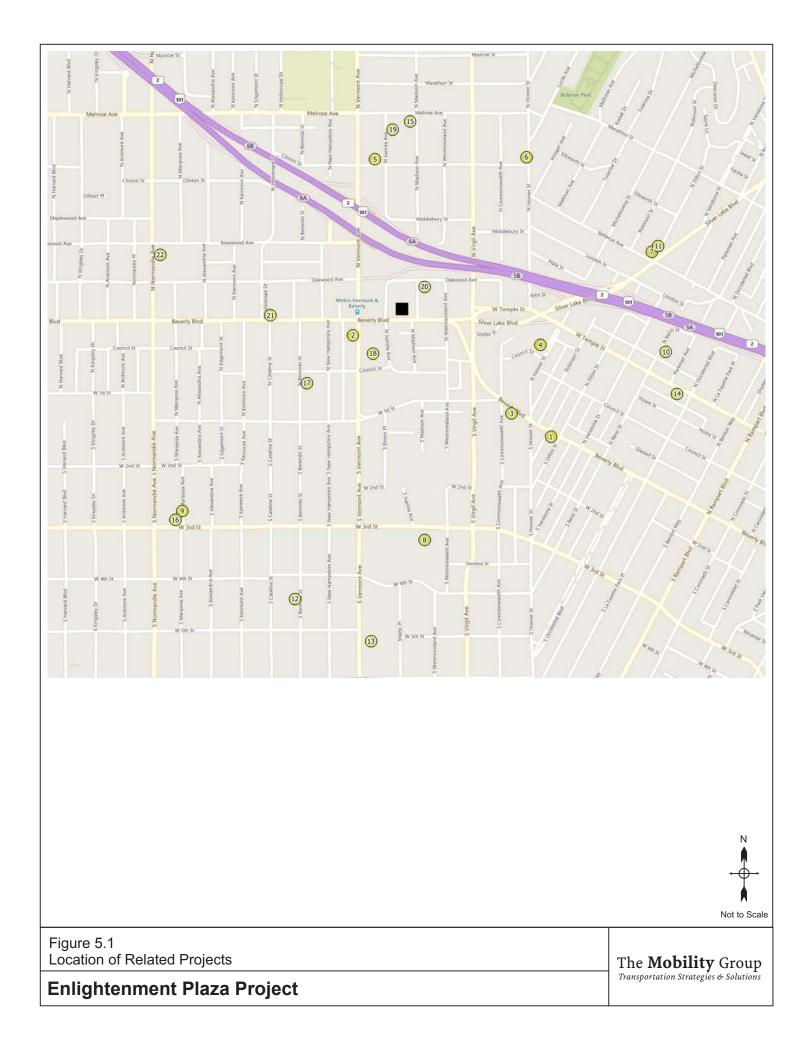
A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports. A total of 22 potential development projects were identified, the locations of which are shown in Figure 5.1 and are listed in Appendix A. This list was verified and approved by the Department of City Planning and LADOT.

It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis.

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Appendix B. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling.

Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an



understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the large geographic distribution of these projects, that not all of the related project trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2023 Without Project Condition

The trip estimates shown in Appendix B were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2023, for both the AM and PM peak periods, representing the Future Without Project conditions.

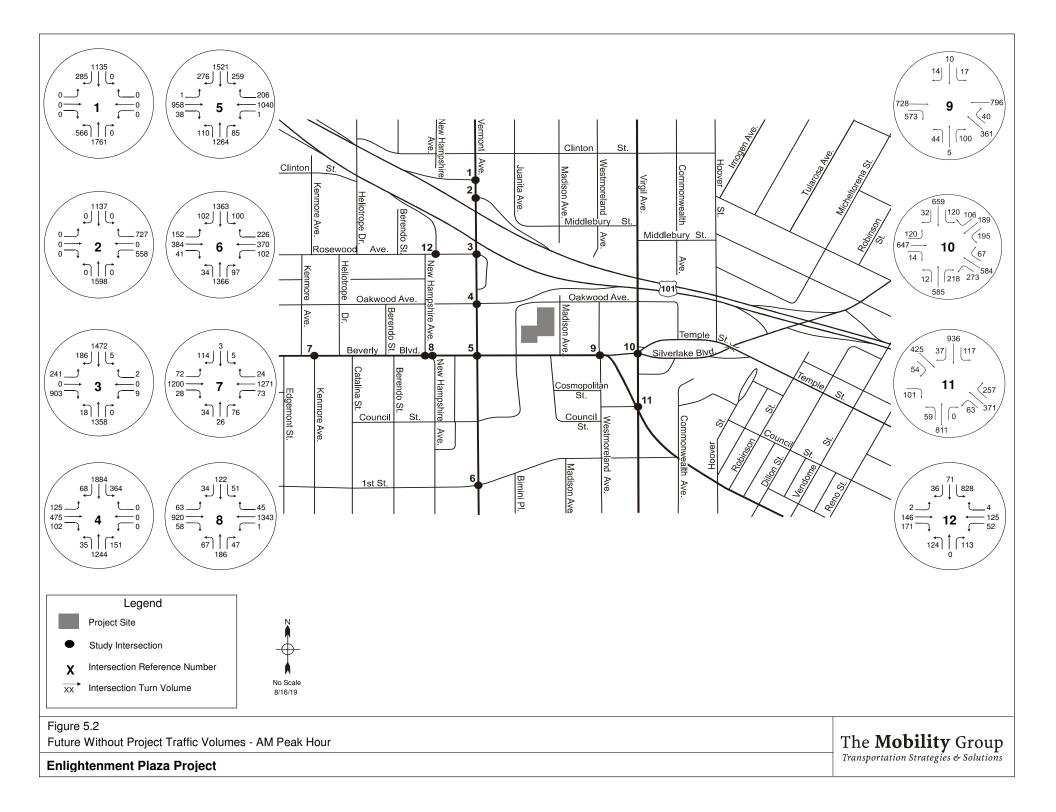
The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 and 5.3 for the AM and PM peak hours respectively.

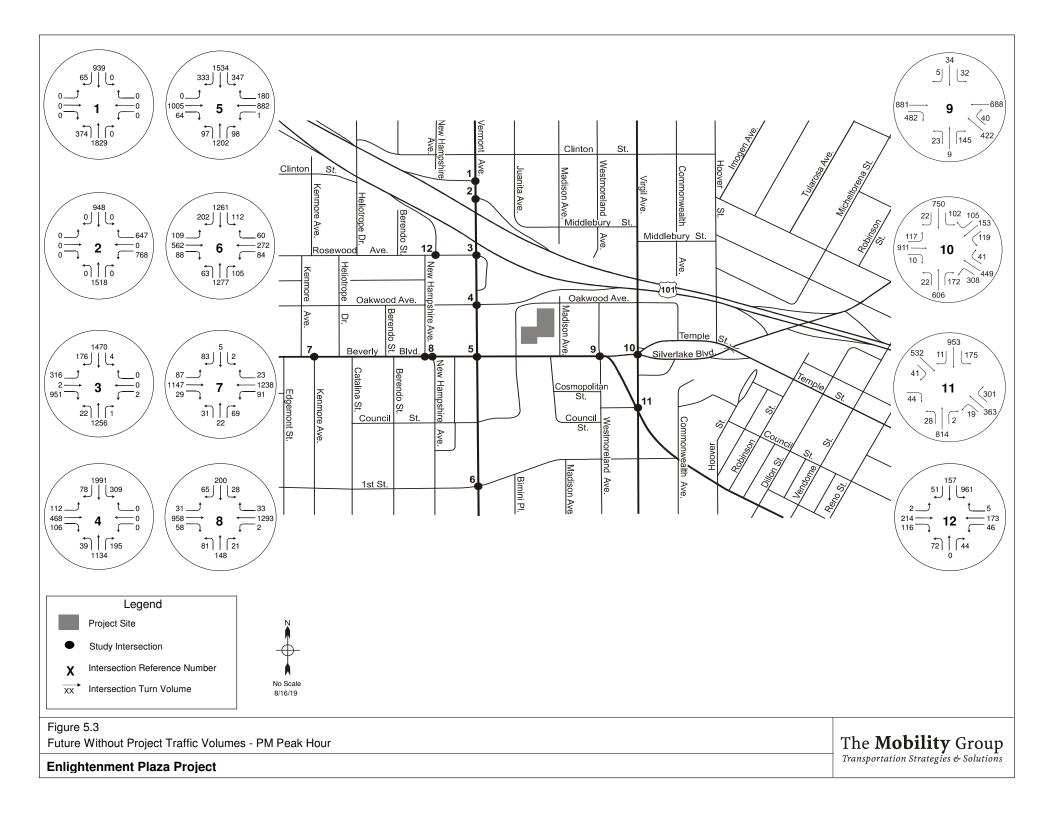
Transportation System Changes

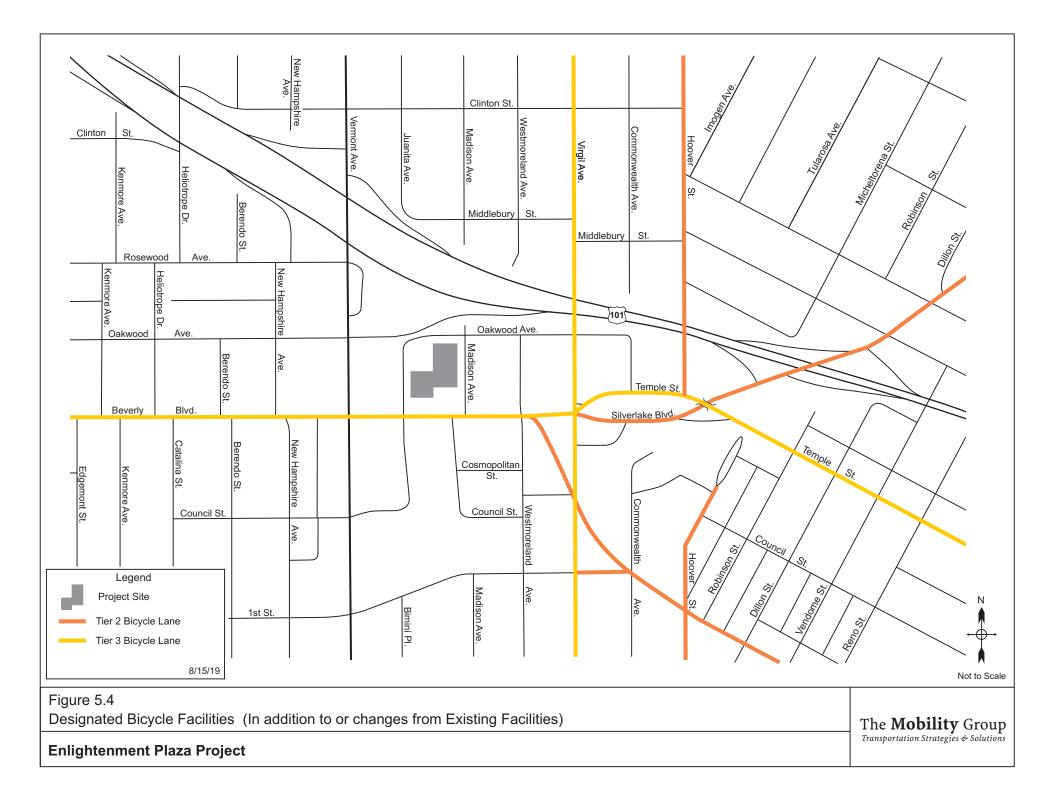
Planned Bicycle Facilities

The Mobility Plan 2035 designates approximately 1,200 miles of street in the City's Bicycle Network that includes a Bicycle Enhanced Network and a Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Tier 1 Bicycle Lane (Protected Bicycle Lane) and Neighborhood Enhanced Network. The Bicycle Lane Network consists of Tier 2 and Tier 3 Bicycle Lanes.

As shown in Figure 5.4, In the area of the Project, the Mobility Plan 2035 recommends Tier 2 bike lanes along Beverly Boulevard east of Westmoreland Avenue, on Silverlake Boulevard east of Virgil Street, on 1st Street between Virgil Street and Beverly Boulevard; Tier 3 bike lanes along Beverly Boulevard west of Westmoreland Avenue, on Temple Street east of Westmoreland Avenue, and along Virgil Avenue. These are in addition to, or change to the existing bicycle facilities shown in Figure 2.7.







For the remaining facilities, the Mobility Plan 2035 will implement the overall list of improvements in phases over many years, and in many cases the proposals are conceptual and the plan does not identify the specific street configurations or geometries that will be necessary to accommodate the proposed bike lanes on those streets – which are details to be worked out in the future.

At the time of preparing this report, none of the designated planned facilities in the area as identified above and shown in Figure 5.4 are programmed for completion before the Project design year of 2023 so there are no definitive details on roadway layouts to accommodate the improvements, and they are not included in the following analysis. These facilities will be evaluated by LADOT over time as the Mobility Plan 2035 is implemented in future phases.

Pedestrian Network

The Mobility Plan 2035 defines Pedestrian Enhanced Districts to identify "where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to/from manor destinations within communities." The Mobility Plan 2035 aims to promote walking and reduce reliance on other modes for shorter trips by providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features that encourage people to take trips on foot instead of by car.

The Mobility Plan 2035, in identifying Pedestrian Enhanced Districts, has designated the following arterial streets in the area of the Project as Pedestrian Street Segments:

- Beverly Boulevard
- Virgil Avenue
- Hoover Street
- Temple Street
- Silver Lake Boulevard
- 3rd Street

5.3 Future Intersection Conditions Without the Project

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.1 and Table 5.2, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour.

PM Peak Hour

All of the studied intersections would operate at LOS D or better during the PM peak hour, except the following intersection that would operate at LOS E:

10. Temple St & Virgil Ave & Silver Lake Blvd LOS E

Table 5.1Future Without Project - Intersection Level of Service
AM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Vermont Ave & 101 NB on-ramp	0.540	А	0.593	А
2	Vermont Ave & 101 NB off-ramp	0.419	А	0.452	А
3	Vermont Ave & Rosewood Ave	0.583	А	0.624	В
4	Vermont Ave & Oakwood Ave	0.554	А	0.592	А
5	Vermont Ave & Beverly Blvd	0.694	В	0.762	С
6	Vermont Ave & W 1st St	0.597	А	0.643	В
7	Kenmore Ave & Beverly Blvd	0.421	А	0.449	А
8	New Hampshire Ave & Beverly Blvd	0.575	А	0.624	В
9	Beverly Blvd & Temple St & Westmoreland Ave	0.722	С	0.786	С
10	Temple St & Virgil Ave & Silver Lake Blvd	0.852	D	0.899	D
11	Beverly Blvd & Virgil Ave & Council St	0.720	С	0.770	С
12	101 SB off-ramp & Rosewood Ave	0.267	А	0.285	А

Table 5.2Future Without Project - Intersection Level of Service
PM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Vermont Ave & 101 NB on-ramp	0.335	А	0.373	А
2	Vermont Ave & 101 NB off-ramp	0.435	А	0.468	A
3	Vermont Ave & Rosewood Ave	0.584	А	0.637	В
4	Vermont Ave & Oakwood Ave	0.565	А	0.615	В
5	Vermont Ave & Beverly Blvd	0.688	В	0.757	С
6	Vermont Ave & W 1st St	0.716	С	0.771	С
7	Kenmore Ave & Beverly Blvd	0.389	А	0.434	А
8	New Hampshire Ave & Beverly Blvd	0.556	А	0.601	В
9	Beverly Blvd & Temple St & Westmoreland Ave	0.608	В	0.704	С
10	Temple St & Virgil Ave & Silver Lake Blvd	0.856	D	0.916	Е
11	Beverly Blvd & Virgil Ave & Council St	0.771	С	0.836	D
12	101 SB off-ramp & Rosewood Ave	0.349	А	0.380	А

6. Future With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 and 6.2 for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

6.1 **Project Impacts - Intersections**

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

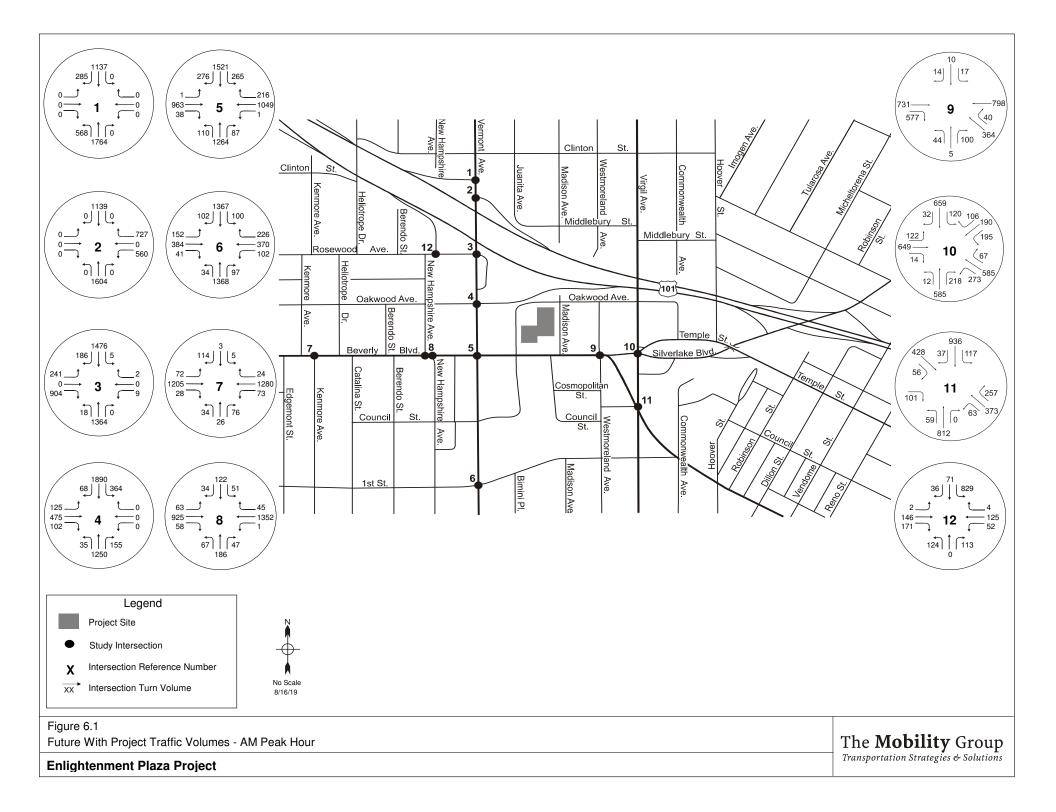
With Project Traffic		Project-Related Increase		
LOS V/C Ratio		in V/C Ratio		
С	0.701 - 0.800	equal to or greater than 0.040		
D	0.801 - 0.900	equal to or greater than 0.020		
E, F	> 0.900	equal to or greater than 0.010		

Definition of Significant Impact at Intersection

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 for the AM peak hour and in Table 6.2 for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.



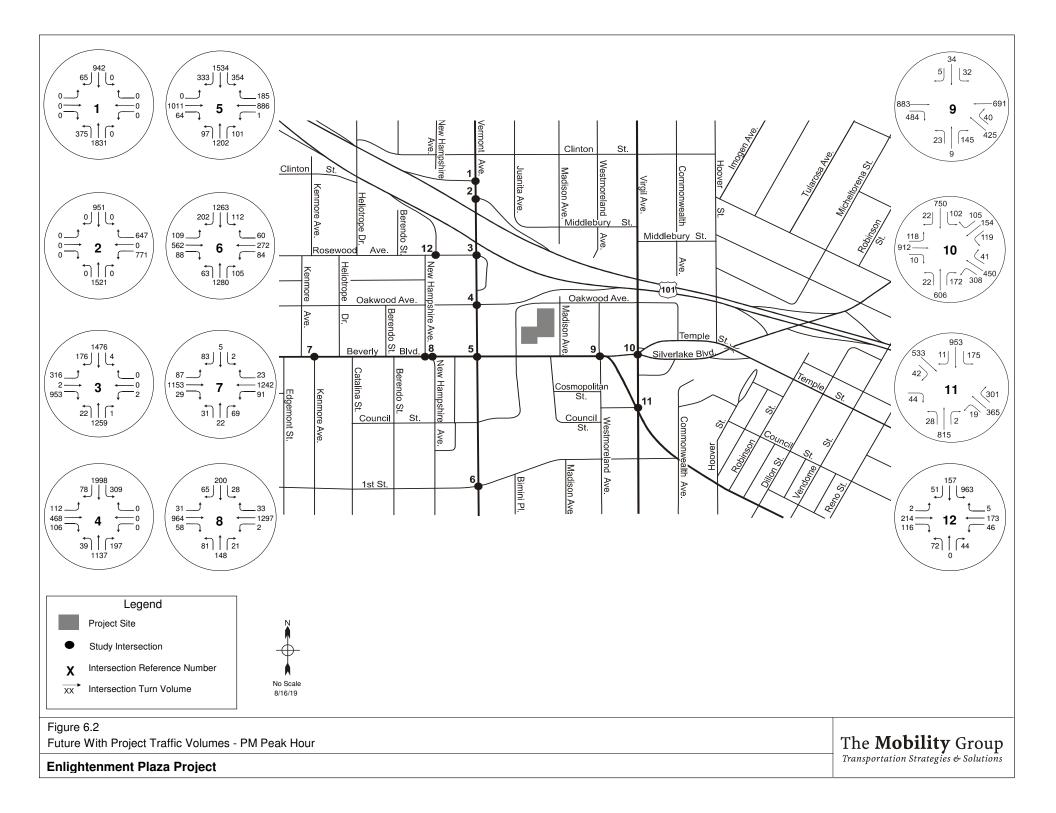


Table 6.1Future With Project - Intersection Level of Service
AM Peak Hour

No.	Intersection	Future WithoutFuture WProjectProject			Change in V/C	Significant Impact	
		Conditions		Conditions			
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.593	Α	0.595	Α	0.002	No
2	Vermont Ave & 101 NB off-ramp	0.452	А	0.453	А	0.001	No
3	Vermont Ave & Rosewood Ave	0.624	В	0.625	В	0.001	No
4	Vermont Ave & Oakwood Ave	0.592	А	0.593	А	0.001	No
5	Vermont Ave & Beverly Blvd	0.762	С	0.770	С	0.008	No
6	Vermont Ave & W 1st St	0.643	В	0.643	В	0.000	No
7	Kenmore Ave & Beverly Blvd	0.449	А	0.451	А	0.002	No
8	New Hampshire Ave & Beverly Blvd	0.624	В	0.627	В	0.003	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.786	С	0.792	С	0.006	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.899	D	0.900	D	0.001	No
11	Beverly Blvd & Virgil Ave & Council St	0.770	С	0.771	С	0.001	No
12	101 SB off-ramp & Rosewood Ave	0.285	А	0.286	А	0.001	No

Table 6.2Future With Project - Intersection Level of Service
PM Peak Hour

No.	Intersection	Pro	Future Without Project Conditions		t Future With Project Conditions		Significant Impact
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.373	Α	0.374	А	0.001	No
2	Vermont Ave & 101 NB off-ramp	0.468	А	0.469	А	0.001	No
3	Vermont Ave & Rosewood Ave	0.637	В	0.639	В	0.002	No
4	Vermont Ave & Oakwood Ave	0.615	В	0.616	В	0.001	No
5	Vermont Ave & Beverly Blvd	0.757	C	0.764	С	0.007	No
6	Vermont Ave & W 1st St	0.771	C	0.772	С	0.001	No
7	Kenmore Ave & Beverly Blvd	0.434	А	0.436	А	0.002	No
8	New Hampshire Ave & Beverly Blvd	0.601	В	0.603	В	0.002	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.701	C	0.704	С	0.003	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.915	E	0.916	E	0.001	No
11	Beverly Blvd & Virgil Ave & Council St	0.836	D	0.836	D	0.000	No
12	101 SB off-ramp & Rosewood Ave	0.380	А	0.381	А	0.001	No

AM Peak Hour

As shown in Table 6.1 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.1 indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the AM peak hour.

PM Peak Hour

As shown in Table 6.2 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the PM peak hour.

Unsignalized Intersection Analysis

LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project's site access and circulation that are expected to operate at LOS E or F in the "Future With Project" scenario should be evaluated solely to determine the need for installation of a traffic signal or other traffic control device. Level of service analysis for the Future With Project scenario was conducted at the following unsignalized intersections in the vicinity of the Project:

- Juanita Avenue & Beverly Boulevard
- Madison Avenue (South) & Beverly Boulevard
- Madison Avenue (North) & Beverly Boulevard
- Oakwood Avenue & Virgil Avenue

These locations were chosen as the closest unsignalized intersections to the Project Site that would provide vehicular access to the Project Site.

The analysis results are shown in Appendix B. As shown in Table B.1, in the Future With Project scenario, the following intersection controlled approaches would operate at LOS E or LOS F in the AM peak hour.

•	Juanita Avenue southbound at Beverly Boulevard	LOS F
٠	Juanita Avenue northbound at Beverly Boulevard	LOS F
•	Madison Avenue northbound at Beverly Boulevard	LOS E

Oakwood Avenue eastbound at Virgil Avenue LOS F

Also, the following controlled approaches would operate at LOS E or LOS F in the PM peak hour.

٠	Juanita Avenue southbound at Beverly Boulevard	LOS F
•	Juanita Avenue northbound at Beverly Boulevard	LOS F
•	Oakwood Avenue eastbound at Virgil Avenue	LOS F
•	Oakwood Avenue westbound at Virgil Avenue	LOS E

All the above approaches would also operate at the same LOS condition under Future Without Project conditions (as shown in Table B.2) except Juanita Avenue southbound at Beverly Boulevard which would operate at LOS D in the AM peak hour and PM peak hour, and Madison Avenue northbound at Beverly Boulevard which would operate at LOS D in the AM peak hour.

All the above approaches also currently operate at the same LOS condition under Existing Conditions (as shown in Table B.3) except Juanita Avenue southbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour and LOS C in the PM peak hour, and Madison Avenue northbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour.

With the Proposed Project, the Madison Avenue southbound approach at Beverly Boulevard, and the eastbound and westbound left turns on Beverly Boulevard at Juanita Avenue and Madison Avenue, would all operate at LOS D or better in both peak hours, as shown in Table B.1 in Appendix B. The Madison Avenue northbound approach at Beverly Boulevard would operate at LOS C in the PM peak hour.

A traffic signal warrant analysis was conducted at the intersections operating at LOS E and LOS F based on the peak hour traffic volumes and level of service. As shown in Appendix B Table B.4, the analysis showed that the future volumes with the Project would not warrant a traffic signal at the Juanita Avenue & Beverly Boulevard, Madison Avenue (North) & Beverley, Madison Avenue (South) & Beverly or Oakwood Avenue & Virgil Avenue intersections, in either peak hour. The project therefore does not cause the need for a new traffic signal.

6.2 **Project Impacts – CMP Analysis**

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

6.3 Driveway and Site Circulation

As previously described in Chapter 3, the main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided via driveways on Oakwood Avenue and Juanita Avenue to parking for those components of the Project. Project traffic will therefore use Madison Avenue, Juanita Avenue and Oakwood Avenue to access the Project.

All Project driveways will be designed according to LADOT standards, so there will be no significant impacts due to roadway design hazards.

6.4 Pedestrian Circulation

The Project introduces various streetscape improvements to encourage more pedestrianfriendly street edges along Juanita and Madison Avenues. Along Madison Avenue, a new onsite passenger loading zone with turn-around will be centrally located between Enlightenment Plaza & PATH Metro Villas on the east side of the street. The sidewalk on Madison Avenue adjacent to the Project, will be widened to up to 12ft wide in most locations. On Juanita Avenue existing 12ft sidewalks will be retained. Existing sidewalk widths will also be maintained on Oakwood Avenue. Utility poles fronting the property along Madison, Oakwood & Juanita Avenues will be relocated underground creating more continuous sidewalks. Additionally, nine new street trees will be placed along these three street frontages. Fourteen new bike racks will be strategically located along both Juanita & Madison Avenues. These streetscape improvements will aid in all streets adjacent to the Project becoming more pedestrian oriented. These improvements, along with the vacation of part of Madison Avenue will also help seamlessly engage the campuses of PATH Metro Villas and Enlightenment Plaza.

6.5 Freeway Analysis

An MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. A freeway evaluation of Project volumes against these thresholds was conducted according to the procedures in the MOU and is included in the MOU in Appendix A. The initial evaluation concluded that neither the freeway mainline thresholds nor the freeway off-ramp threshold were met by Project traffic volumes, so no further analysis of the freeway system was necessary.

7. Future Conditions With Potential Street Vacations

7.1 Description of Potential Street Vacations

The Applicant may also desire to vacate sections of the following two streets, as shown in Figure 7.1:

- Madison Avenue the northern portion of Madison Avenue between the project main entrance turnaround and Oakwood Avenue
- Oakwood Avenue from Juanita Avenue to Westmoreland Avenue.

The approval of the Proposed Project is not contingent upon, and does not require, these street vacations. The following analysis is being provided for informational purposes.

It is anticipated that the vacated portions of Madison Avenue and Oakwood Avenue would not be available for general public use, and would be controlled by a control arm type device. Access would be retained for the Proposed Project and for land uses adjacent to the vacated street sections. Project residents and employees would pass through the vacated street sections with use of key card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH project on the east side of Madison Avenue to Oakwood Avenue. These would be the only two properties affected by the vacations. The public would not however be able to use these sections of Madison Avenue or Oakwood Avenue.

Other than traffic from the Proposed Project and from the adjacent PATH project, traffic volumes currently using this segment of Madison Avenue are negligible, and as Juanita Avenue and Oakwood Avenue offer alternate access routes to Beverly Boulevard and Virgil Avenue, the street vacation is not expected to cause significant traffic impacts.

7.2 Traffic Forecasts

The analysis addressed the same horizon year, 2023, as the traffic analysis for the Proposed Project. It also included the same list of related projects, and traffic from the Proposed Project. The future conditions therefore represent the Future with Proposed Project as analyzed in Chapter 6, but with the potential partial street vacations.

As discussed above, the Potential Street Vacations would not affect traffic access to the Proposed Enlightenment Plaza Project or to the PATH Project and would not cause traffic diversion of traffic to/from these projects. However, traffic using these street segments but not

stopping at adjacent land uses (i.e. traffic passing through) would divert to alternate routes – to Virgil Avenue, Westmoreland Avenue, and Beverly Boulevard.

Based on existing traffic counts at intersections and driveways along Oakwood Avenue, likely traffic diversions were estimated for the Potential Street Vacations. A growth rate of 1.0 percent a year for five years was applied to traffic diversion volumes to represent the future horizon year of analysis. No traffic diversions for related projects were necessary (there would be no related project trips on the street segments to be vacated), and as described above no diversions would occur for the Proposed Project or for adjacent projects. The estimated traffic volumes for the Potential Street Vacations are shown in Figure 7.2 for the AM peak hour and Figure 7.3 for the PM peak hour. The traffic diversions would only affect traffic volumes at Intersection #9 – Beverly Blvd & Temple St & Westmoreland Ave, and Intersection #10 – Temple St & Virgil Avenue & Council Street. Traffic volumes at the other studied intersections would remain the same.

7.3 Impacts - Intersections

Future With Partial Street Vacations - Intersection Level of Service

The intersection level of service analysis for the Future With Potential Street Vacation conditions is summarized in Table 7.1 for the AM peak hour and in Table 7.2 for the PM peak hour. These tables also compare the level of service for Without and With the Potential Street Vacation conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact. The Without Street Vacation condition represents the Future With (Development) Project condition discussed in Chapter 6.

AM Peak Hour

As shown in Table 7.1 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 7.1 also indicates that for the AM peak hour, there would be no changes in the volume/capacity (V/C) ratios. This is because the volume of diverted traffic is very small, and diverted traffic would be added to the non-critical movements at the affected intersection (i.e. those movements not affecting the V/C ratio).

It is therefore concluded that the Potential Street Vacations would cause no significant impacts in the AM peak hour.

PM Peak Hour

As shown in Table 7.2 the intersection levels of service would not change between the Future Without Project and Future With Street Vacation conditions. The analysis summarized in Table

7.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Potential Street Vacations would cause no significant impacts in the PM peak hour.

Unsignalized Intersection Analysis

LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project's site access and circulation that are expected to operate at LOS E or F in the "Future With Street Vacation" scenario should be evaluated solely to determine the need for installation of a traffic signal or other traffic control device. The following analysis used the same procedures and methodology as was used for the Proposed Project analysis and shown in Section 6.1 of Chapter 6. Level of service analysis for the Future With Potential Street Vacation scenario was conducted at the following unsignalized intersections in the vicinity of the Project:

- Juanita Avenue & Beverly Boulevard
- Madison Avenue (South) & Beverly Boulevard
- Madison Avenue (North) & Beverly Boulevard
- Oakwood Avenue & Virgil Avenue

These locations were chosen as the closest unsignalized intersections to the Project Site that would provide vehicular access to the Project Site.

The analysis results are shown in Appendix E. As shown in Table E.1, in the Future With Street Vacation scenario, the following intersection controlled approaches would operate at LOS E or LOS F in the AM peak hour.

•	Juanita Avenue southbound at Beverly Boulevard	LOS F
٠	Juanita Avenue northbound at Beverly Boulevard	LOS F
٠	Madison Avenue northbound at Beverly Boulevard	LOS E
•	Oakwood Avenue eastbound at Virgil Avenue	LOS F

Also, the following controlled approaches would operate at LOS E or LOS F in the PM peak hour.

٠	Juanita Avenue southbound at Beverly Boulevard	LOS F
٠	Juanita Avenue northbound at Beverly Boulevard	LOS F
•	Oakwood Avenue eastbound at Virgil Avenue	LOS F

Oakwood Avenue westbound at Virgil Avenue
 LOS F

All the above approaches would also operate at the same LOS under Future Without Street Vacations conditions (as shown in Table E.2).

All the above approaches also currently operate at the same LOS condition under Existing Conditions (as shown in Table E.3) except Juanita Avenue southbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour and LOS C in the PM peak hour, and Madison Avenue northbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour, and Oakwood westbound at Virgil Avenue which currently operates at LOS E in the PM peak hour.

With the Potential Street Vacations, the Madison Avenue southbound approach at Beverly Boulevard, and the eastbound and westbound left turns on Beverly Boulevard at Juanita Avenue and Madison Avenue, would all operate at LOS D or better in both peak hours, as shown in Table E.1 in Appendix E. The Madison Avenue northbound approach at Beverly Boulevard would operate at LOS C in the PM peak hour.

A traffic signal warrant analysis was conducted at the intersections operating at LOS E and LOS F based on the peak hour traffic volumes and level of service. As shown in Appendix E Table E.4, the analysis showed that the future volumes with the Potential Street Vacations would not warrant a traffic signal at the Juanita Avenue & Beverly Boulevard, Madison Avenue (North) & Beverley, Madison Avenue (South) & Beverly or Oakwood Avenue & Virgil Avenue intersections, in either peak hour. The Potential Street Vacations therefore would not cause the need for a new traffic signal.

7.4 CMP Analysis

The potential street vacations would not change any traffic volumes at the CMP locations described in Chapter 6. The CMP analysis in Chapter 6 would remain unchanged and the potential street vacations would therefore not have any significant CMP impacts.

7.5 Driveway and Site Circulation

All vehicular access to the Proposed Project would remain the same with the potential street vacations. As previously described in Chapter 3, the main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided via driveways on Oakwood Avenue and Juanita Avenue to parking for those components of the Project. Project traffic will therefore use Madison Avenue, Juanita Avenue and Oakwood Avenue to access the Project.

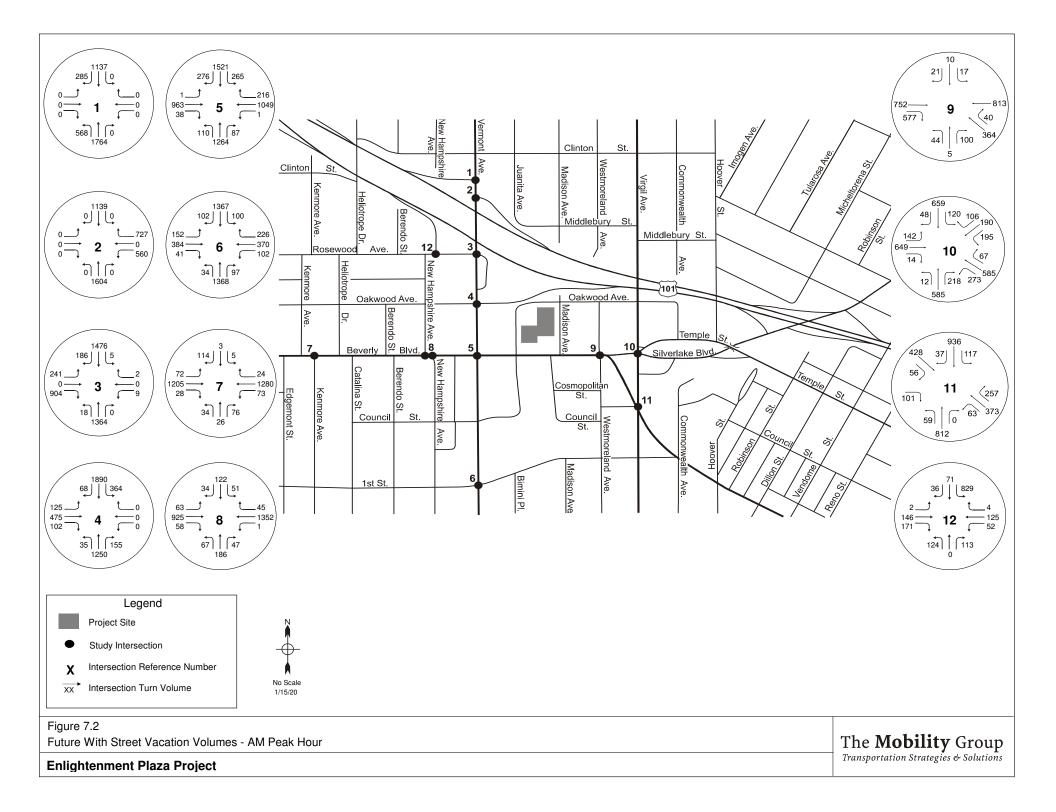
It is anticipated that the vacated portions of Madison Avenue and Oakwood Avenue would not be available for general public use, and would be controlled by a control arm type device. Project residents and employees would pass through the vacated street section with use of key card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH project on the east side of Madison Avenue to Oakwood Avenue. The public would not however be able to use the vacated sections of Madison Avenue and Oakwood Avenue.

Access and circulation for the Proposed Project would there remain unchanged with the potential street vacations.

7.5 Pedestrian Circulation

The potential street vacations would not change any pedestrian facilities, so pedestrian circulation would not be affected and would be unchanged.





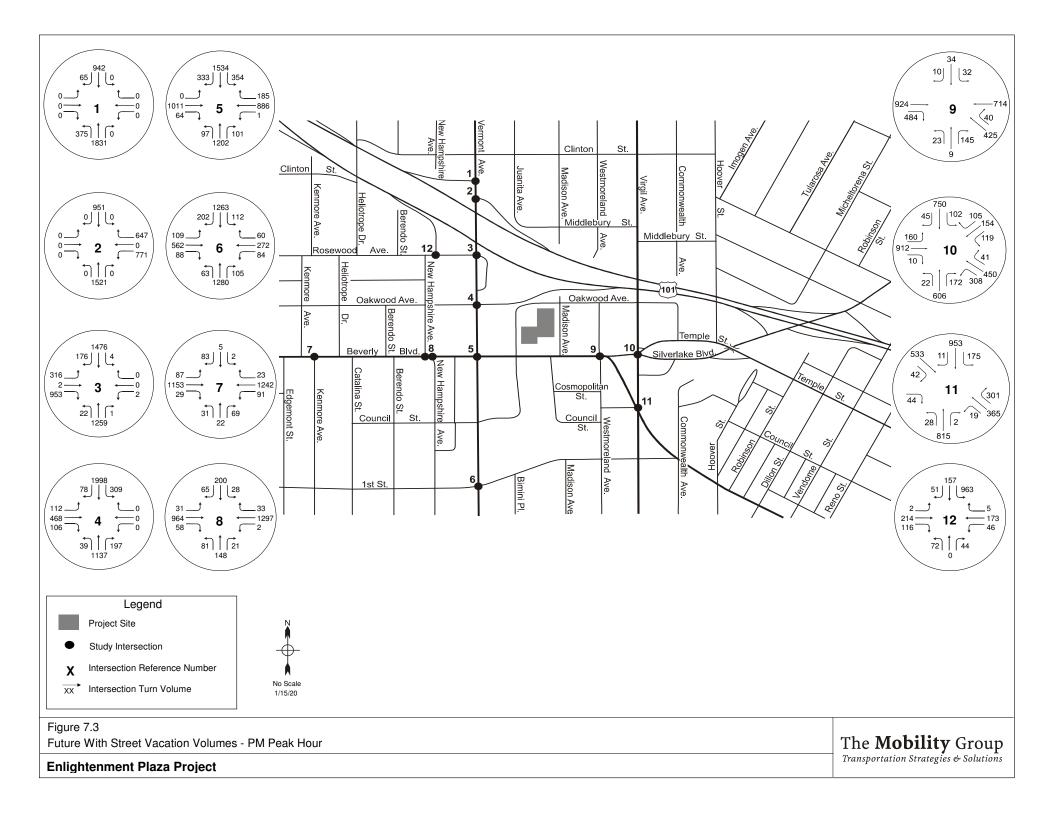


Table 7.1Future With Street Vacation - Intersection Level of Service
AM Peak Hour

No.	Intersection		Future Without		Future With		Significant
		Street Vacation Conditions		Street Vacation Conditions		in V/C	Impact
							_
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.595	А	0.595	А	0.000	No
2	Vermont Ave & 101 NB off-ramp	0.453	А	0.453	А	0.000	No
3	Vermont Ave & Rosewood Ave	0.625	В	0.625	В	0.000	No
4	Vermont Ave & Oakwood Ave	0.593	Α	0.593	Α	0.000	No
5	Vermont Ave & Beverly Blvd	0.770	С	0.770	С	0.000	No
6	Vermont Ave & W 1st St	0.643	В	0.643	В	0.000	No
7	Kenmore Ave & Beverly Blvd	0.451	А	0.451	А	0.000	No
8	New Hampshire Ave & Beverly Blvd	0.627	В	0.627	В	0.000	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.792	С	0.792	С	0.000	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.900	D	0.900	D	0.000	No
11	Beverly Blvd & Virgil Ave & Council St	0.771	С	0.771	С	0.000	No
12	101 SB off-ramp & Rosewood Ave	0.286	А	0.286	А	0.000	No

Table 7.2Future With Street Vacation - Intersection Level of Service
PM Peak Hour

No.	Intersection		Future Without		Future With		Significant
		Street Vacation Conditions		Street Vacation Conditions		in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.374	А	0.374	Α	0.000	No
2	Vermont Ave & 101 NB off-ramp	0.469	А	0.469	А	0.000	No
3	Vermont Ave & Rosewood Ave	0.639	В	0.639	В	0.000	No
4	Vermont Ave & Oakwood Ave	0.616	В	0.616	В	0.000	No
5	Vermont Ave & Beverly Blvd	0.764	С	0.764	С	0.000	No
6	Vermont Ave & W 1st St	0.772	С	0.772	С	0.000	No
7	Kenmore Ave & Beverly Blvd	0.436	А	0.436	А	0.000	No
8	New Hampshire Ave & Beverly Blvd	0.603	В	0.603	В	0.000	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.704	С	0.704	С	0.000	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.916	Е	0.916	E	0.000	No
11	Beverly Blvd & Virgil Ave & Council St	0.836	D	0.836	D	0.000	No
12	101 SB off-ramp & Rosewood Ave	0.381	А	0.381	А	0.000	No

8. Mitigation Measures

As the preceding analysis has determined that there would be no significant traffic impacts at intersections, no access impacts, no CMP or freeway impacts, and no CMP transit impacts caused by the Project, no mitigation measures are necessary.

The analysis has further determined that the potential street vacations would not cause any significant traffic impacts, so no mitigations would be necessary.



Enlightenment Plaza Project

Appendices A-E

January 2020

Prepared by

The Mobility Group

Appendix A Memorandum of Understanding (MOU) **Attachment C: Study Scoping MOU**



Transportation Impact Study Memorandum of Understanding (MOU)

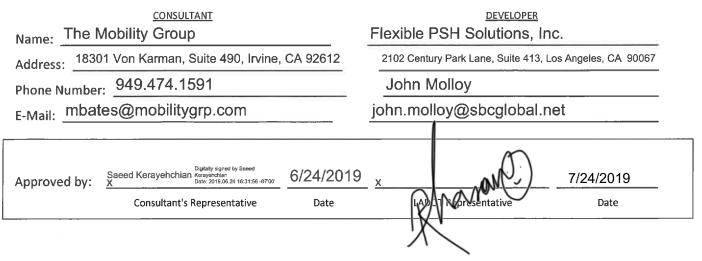
This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Address:	
Project Description:	
LADOT Project Case Number: Project Site Plan attached? (Required)	Yes 🗆 No
II. TRIP GENERATION	
Geographic Distribution: N % S % E % W	%
Illustration of Project trip distribution percentages at Study intersections attached? (Required)	□ No
Trip Generation Adjustments (Exact amount of credit subject to approval by LADOT)	
Yes No	
Transit Usage	
Transportation Demand Management	
Existing Active Land Use	
Previous Land Use	
Internal Trip	
Pass-By Trip	
Source of Trip Generation Rate(s)? ITE 9 th Edition Other:	
Trip generation table including a description of the proposed land uses, ITE rates, estimated morning afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (<i>Required</i>)	
IN <u>OUT</u> <u>TOTAL</u>	
AM Trips	
III. STUDY AREA AND ASSUMPTIONS	
Project Buildout Year: Ambient or CMP Growth Rate:	% Per Yr.
Related Projects List, researched by the consultant and approved by LADOT, attached? (Required)	Yes 🗆 No
Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be i MOU; selecting "yes" implies that at least one criteria was satisfied)	
Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis)] No
Is this Project located on a street within the High Injury Network?	



IV. CONTACT INFORMATION



Attachment A

Project Description & Site Plan

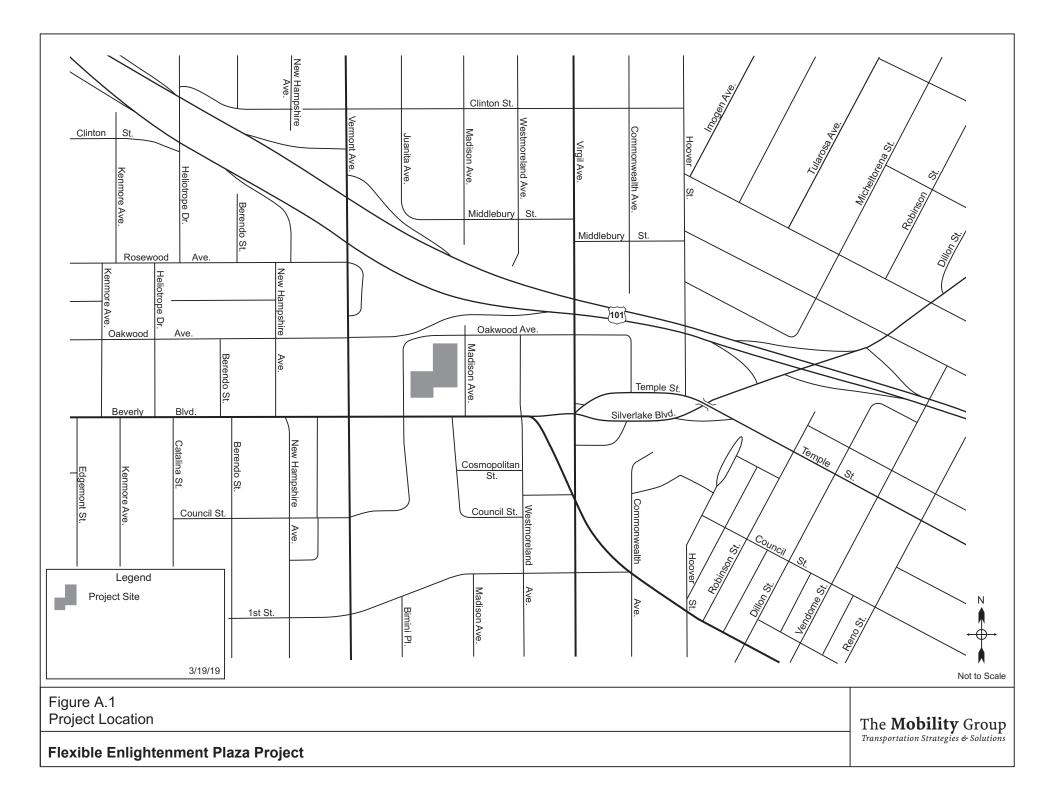
Flexible Enlightenment Plaza Project - Project Description

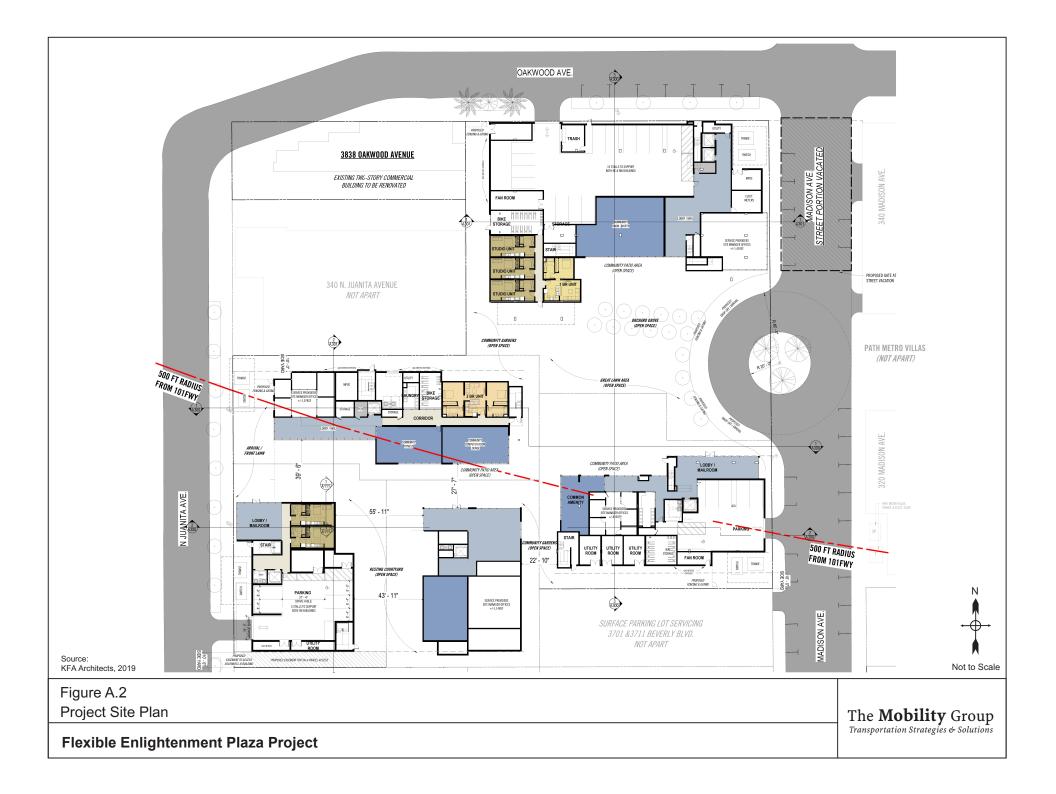
The proposed project site is located in the Hollywood Area of Los Angeles and bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north.

The Project, referred to as Enlightenment Plaza Apartments will consist of 454 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,127 sq.ft. of services (mental and physical health, financial, employment) for on-site residents. The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue.

The project will include the following street vacations: The northern portion of Madison Avenue between Oakwood Avenue and the project turnaround; Oakwood Avenue between Juanita Avenue and Westmoreland Avenue

The site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The project site plan is shown in Figure A.2. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.





Attachment B

Trip Generation Estimates

Table B-1 Flexible Enlightenment Plaza Project - Trip Generation

Daily Trips

	Source				Daily	
Land Use Assumptions	Source	Quantity	Units	Trip		Total
	& Code			Rate		Trips
Existing Uses						
AT&T Service Yard ^{1,2}	-	-	-	-		-170
						(=0
Total Existing						-170
Proposed Uses						
	LADOT	15.4			-	
Permanent Supportive Housing (PSH) ³	LADOT	454	DU	1.:	27	577
Total Proposed						577
Total Net						407

AM Peak

	Course					AM Pea	ak Hour		
Land Use Assumptions	Source & Code	Quantity	Units		Trip Rate	;		Total Trips	S
	a coue			In	Out	Total	In	Out	Total
Existing Uses AT&T Service Yard ¹	-	-	-	-	-	-	-5	0	-5
Total Existing							-5	0	-5
Proposed Uses Permanent Supportive Housing (PSH) ³	LADOT	454	DU	0.05	0.07	0.12	23	31	54
Total Proposed							23	31	54
Total Net							18	31	49

PM Peak

	Course					PM Pea	ak Hour		
Land Use Assumptions	Source & Code	Quantity	Units		Trip Rate	;	٦	5	
	a Coue			In	Out	Total	In	Out	Total
Existing Uses AT&T Service Yard ¹	-	-	-	-	-	-	-10	-7	-17
Total Existing							-10	-7	-17
Proposed Uses Permanent Supportive Housing (PSH) ³	LADOT	454	DU	0.07	0.05	0.12	32	22	54
Total Proposed							32	22	54
Total Net							22	15	37

Notes:

1. Trips for existing uses (AT&T Service Yard) from driveway traffic counts, 2019.

2. Daily trips for existing uses calculated based on the assumption of 10 times PM peak hour traffic.

3. Trip rates for Permanent Supportive Housing are from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016.

Note : Some numbers may not add up precisely due to rounding.

Attachment C

Trip Distribution

Flexible Enlightenment Plaza Project – Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project users, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 20% of the trips towards the north
- 35% of the trips towards the south
- 20% of the trips towards the east
- 25% of the trips towards the west

Attachment D

Related Projects

Flexible Enlightenment Plaza Project – Related Projects

The attached list represents the most currently available information (as of mid-April 2019). The list has been coordinated with LADOT's project list of 4-9-2019, previous related projects lists from other projects in the area, and with coordination with DCP through 4-13-2019, regarding project application submittals and information.

The following criteria were also followed regarding inclusion of projects in the list, based on LADOT guidelines and previous direction from DCP:

- Projects within a 0.65 mile radius from the Project Site. (per guidelines in LADOT Memo of November 28, 2018)
- Only includes projects resulting in a net increase in floor area and which meet/exceed DOT threshold criteria.
- Projects comprising a standalone change of use have not be included, however adaptive reuse projects requiring a planning application have been included.
- Projects comprising a standalone CUB for alcohol have not been included.
- Projects that have been constructed and have a Certificate of Occupancy have not been included.
- Projects that have been withdrawn or terminated have not been included.
- Trip generation from LADOT's project list. For projects where more recent trip generation data is available, this has been used instead of the trip generation data in LADOT's project list.

The list was coordinated with and reviewed by DCP.

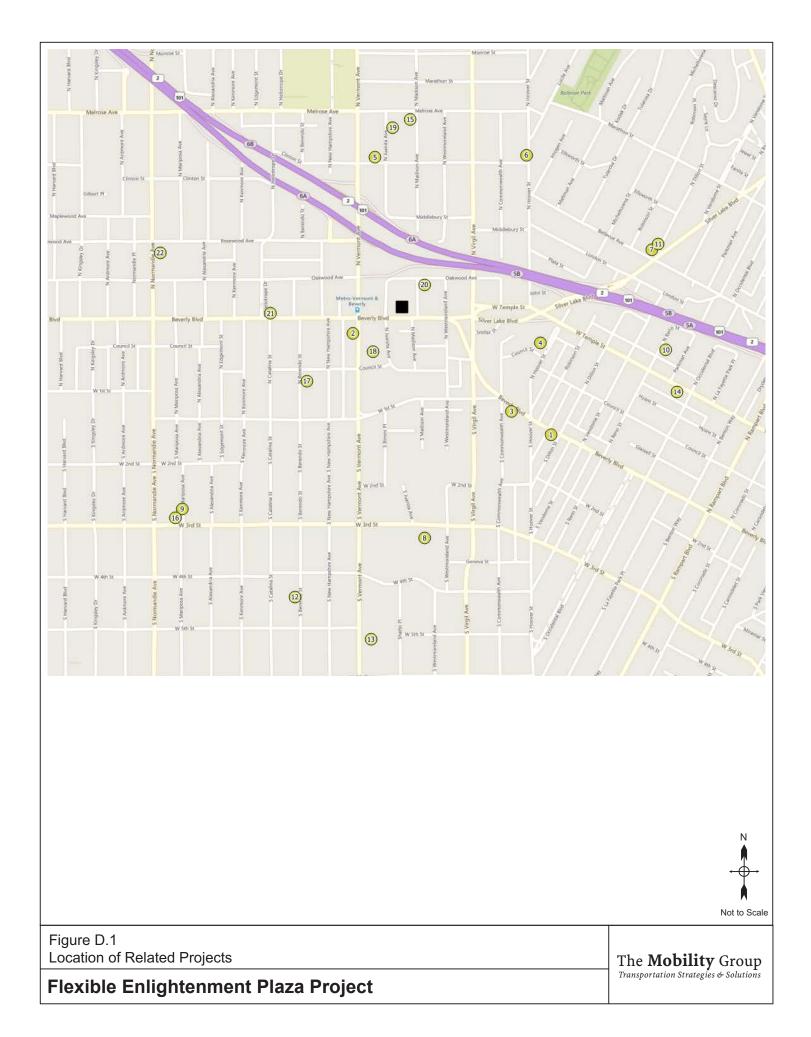


Table D.1 Flexible Enlightenment Plaza Project - Draft Related Project List

Project ID	Project Name	Location/Address	Project	Description	Daily Trips	Al	M Peak H	our	P	M Peak H	our
						In	Out	Total	In	Out	Total
1	Mixed-Use	3200 W Beverly Blvd.	32 DU 5,866 sf	Apartments Retail	632	4	16	20	39	32	71
	AMCAL - Meridian Apartments	241 N Vermont Ave.	100 DU 5,000 sf	Apartments Retail	510	7	38	45	33	16	49
3	Apartment & Child Care	3330 W Beverly Blvd.	40 DU 4,237 sf	Apartments Day Care	495	26	34	60	35	32	67
4	Apartments	235 N Hoover St.	214 DU	Apartments	1,423	22	87	109	86	47	133
5	Mixed-Use	600 N Vermont Ave.	120 DU 14,600 sf	Apartments Retail	320	8	46	54	12	18	30
6	District Maintenance Yard	611 N Hoover St.	20 Employees 80 Employees 40 Vehicles	Office Office (Fleet Staff) Other	136	0	-19	-19	0	99	99
7	Dillion Mixed-Use	609 N Dillon St.	52 DU 18,600 sf	Apartments Retail	985	17	20	37	50	45	95
8	Charter School Relocation	3400 W 3rd St.	N/A		764	146	120	266	43	45	88
	Postpartum Extended Care & Retail	257 Mariposa Ave	140 Unit 3,490 sf	Postpartum Care Retail	1,036	14	58	72	61	33	94
10	Apartments	326 N Reno St.	65 DU	Apartments	168	2	11	13	9	3	12
11	Apartments	617 Dillon St.	49 DU	Apartments	127	1	9	10	6	3	9
12	Apartments	427 S Berendo St	85 DU	Apartments	220	2	15	17	11	4	15
13	Mixed-Use	510 S Vermont Ave	2,166 sf 17,500 sf 318 DU 13,200 sf	Office Retail Apartments Community Center	1,449	25	68	93	66	46	112
14	Apartments	2812 W Temple St	42 DU	Apartments	109	1	7	8	6	2	8
15	Apartments	4100 W Melrose Ave	34 DU	Apartments	88	1	6	7	4	2	6
16	Restaurant	269 S Mariposa Ave	4,656 sf	Restaurant	390	2	1	3	24	12	36

Table D.1 Flexible Enlightenment Plaza Project - Draft Related Project List

Project ID	Project Name	Location/Address	Pro	oject Description	Daily Trips	AM Peak Hour		our	PM Peak Hour			
						In	Out	Total	In	Out	Total	
17	Apartments	146 N Berendo St	15 DU	Apartments	110	2	5	7	5	3	8	
18	Apartments	200 N Vermont Ave	490 DU 35,000 sf	Apartments Retail	1,480	13	90	103	74	35	109	
19	Apartments	642 N Juanita Ave	31 DU	Apartments	80	1	5	6	4	2	6	
20	Affordable Housing (PATH II)	320/330 N Madison	190 DU	Affordable Housing	379	6	23	29	23	12	35	
21	Mixed-Use	3977 W Beverly Blvd	67 DU 8,450 sf	Apartments Retail	493	6	15	21	24	20	44	
22	Apartments	432 N Normandie Ave	14 DU	Apartments	62	2	3	5	3	2	5	
		Total			11,456	308	658	966	618	513	1,131	

Attachment E

Study Intersections

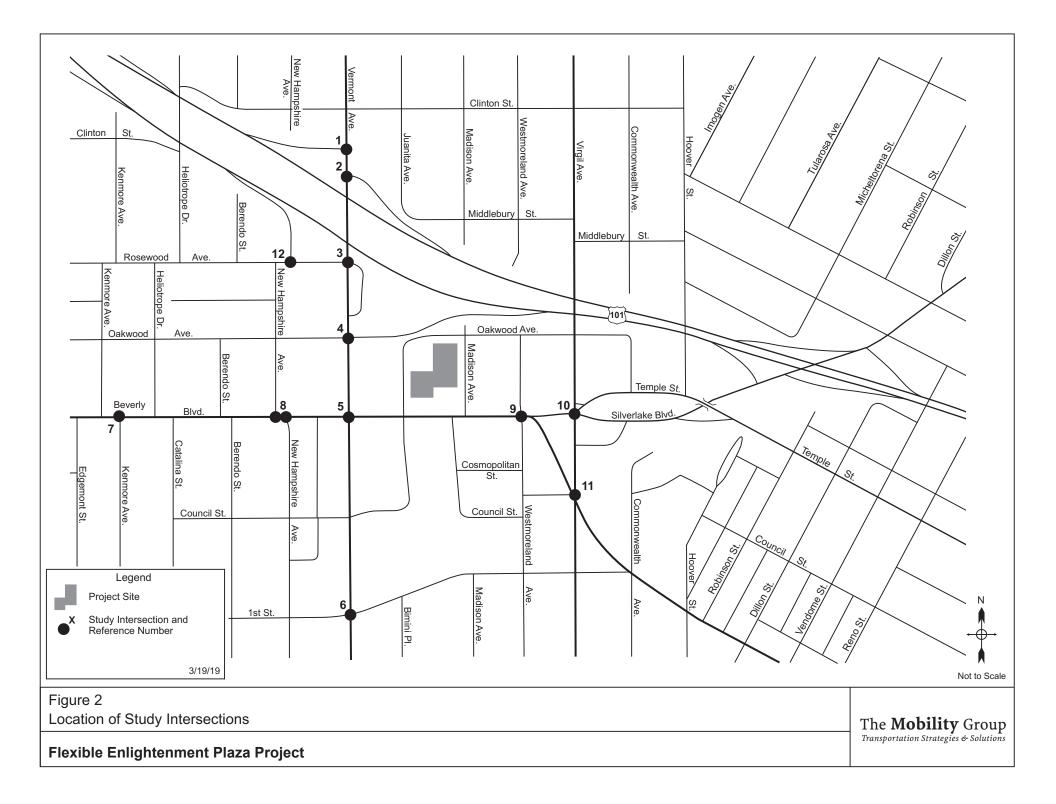
Flexible Enlightenment Plaza Project – Study Intersections

After a review of the project location, surrounding street network and location of signalized intersections, the following study intersections are proposed for the impact analysis:

- 1. 101 NB off-ramp & Vermont Ave
- 2. 101 NB on-ramp & Vermont Ave
- 3. Rosewood Ave & Vermont Ave
- 4. Oakwood Ave & Vermont Ave
- 5. Beverly Blvd & Vermont Ave
- 6. W 1st St & Vermont Ave
- 7. Beverly Blvd & Kenmore Ave
- 8. Beverly Blvd & New Hampshire Ave
- 9. Beverly Blvd & Temple St & Westmoreland Ave
- 10. Temple St & Virgil Ave
- 11. Beverly Blvd & Virgil Ave
- 12. 101 SB off-ramp & New Hampshire Ave & Rosewood Ave

We believe it may be necessary to evaluate the following unsignalized intersections to see if they meet signal warrants:

- 1. Juanita Ave & Beverly Blvd
- 2. Madison Ave & Beverly Blvd
- 3. Oakwood Ave & Virgil Ave



Attachment F

Freeway Threshold Check

Flexible Enlightenment Plaza Project – Freeway Threshold Check

The following freeway mainline and off-ramp locations were evaluated as part of the Freeway Threshold Check required by the December 2015 LADOT/Caltrans MOU.

This MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015) sets forth criteria for when a freeway impact analysis should be conducted, including that if certain thresholds are exceeded then analysis of the freeway system is required.

The Agreement outlines the specific criteria and thresholds designed to identify if a Project is required to conduct the additional freeway analysis. Per the Agreement executed by LADOT and Caltrans, if a Project exceeds any of the following thresholds then the additional freeway analysis would be required:

Freeway Mainline

- 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 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

Freeway Ramps

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

An evaluation threshold check was conducted for the two freeway mainline locations and two freeway off-ramp locations closest to the Project. The evaluation tables are included in the following pages.

Freeway Mainline Locations:

The freeway mainline check was conducted at the following locations.

- US-101 west of Vermont Avenue
- US-101 east of Vermont Avenue

The number of Project vehicle trips expected to travel along these freeway mainline segments was estimated based on the Project trip generation and Project trip distribution. The freeway mainline volume increase that would be created by Project vehicle trips was compared against the thresholds provided in the LADOT/Caltrans Agreement.

The analysis shown in Table F-1 and Table F-2 for the AM and PM peak hours respectively, shows that the threshold would not be exceeded at any of the freeway segments in either peak hour. It is concluded that no further analysis is necessary.

Freeway Ramp Locations:

The freeway ramp check was conducted for the following off-ramps.

- US-101 SB off-ramp at New Hampshire Avenue
- US-101 NB off-ramp at Vermont Avenue

The number of Project vehicle trips expected to travel on these freeway off-ramps was estimated based on the Project trip generation and Project trip distribution. A simple check compared the increase in ramp volumes to the threshold at LOS E for a conservative analysis. The analysis shown in Table F-3 shows that the increase would not exceed the thresholds at any of the freeway off-ramps.

It is therefore concluded that a freeway analysis will not be necessary.

No.	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold %	Exceed Threshold ?
1	US-101 west of Vermont Avenue	NB	4G	8,000	3	0.0%	1%	No
1	03-101 west of vermont Avenue	SB	4G	8,000	2	0.0%	1%	No
2	US-101 east of Vermont Avenue	NB	4G	8,000	4	0.1%	1%	No
2	US-101 east of vermont Avenue	SB	4G	8,000	5	0.1%	1%	No

Table F-1Flexible Enlightenment Plaza Project - Freeway Segment - Threshold CheckAM Peak Hour

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

No.	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold %	Exceed Threshold ?
1	US-101 west of Vermont Avenue	NB	4G	8,000	2	0.0%	1%	No
1	03-101 west of vermont Avenue	SB	4G	8,000	3	0.0%	1%	No
2	US-101 east of Vermont Avenue	NB	4G	8,000	5	0.1%	1%	No
2	US-101 east of vermont Avenue	SB	4G	8,000	4	0.1%	1%	No

Table F-2Flexible Enlightenment Plaza Project - Freeway Segment - Threshold CheckPM Peak Hour

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

3/13/2019

Table F-3	Flexible Enlightenment Plaza Project - Prelinery Freeway Off-Ramp Threshold Check Analysis	3/13/2019
	AM & PM Peak Hour	

No.	Location	Time Period	No. of Lanes	Capacity	Project Trips	Project Trips as % of Capacity		Threshold %	Exceed Threshold ?
3	US-101 SB off-ramp at New Hampshire Avenue	AM	1 L	850	2	0.2%	9	1%	No
5	US-101 SB 011-tamp at New Hampshile Avenue	PM	1 L	850	3	0.4%	9	1%	No
4	US 101 ND off romp at Vormant Avanua	AM	2 L	1,700	4	0.2%	17	1%	No
4	US-101 NB off-ramp at Vermont Avenue	PM	2 L	1,700	5	0.3%	17	1%	No

Note: The freeway Off-Ramp analysis shown in the above table was conducted assuming the subject freeway Off-Ramps were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

Attachment G

CMP Analysis Locations

Flexible Enlightenment Plaza Project - CMP Analysis Locations

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

Based on the estimated project trip generation from Table B-1, the number of Project vehicle trips expected to pass through any individual CMP arterial monitoring location or CMP freeway monitoring station are well below the CMP thresholds, so by definition no CMP analysis is required.

Appendix B Unsignalized Intersections Analyses

	FW	P Condi	tions	FWD	Conditi	ons
Unsignalized Intersections ¹		AM Pea			M Peak	
Charge and the sections	Delay	LOS	Queue ²	Delay	LOS	Queue ²
	Delay	LOD	Queue	Deluy	Los	Queue
Beverly Blvd. & Juanita Ave.						
Westbound Left	19.7	С	1	25.6	D	1
Eastbound Left	17.9	С	1	15.5	C	1
Northbound Left/Through/Right	116.8	F	4	Overflow	F	8
Southbound Left/Through/Right	101	F	5	108.9	F	3
Beverly Blvd. & Madison Ave. (N)						
Southbound Left/Right	27.9	D	1	20.6	С	1
Eastbound Left	17.9	С	1	15.5	C	1
Beverly Blvd. & Madison Ave. (S)						
Northbound Left/Right	35.1	Е	1	18.0	С	1
Westbound Left	23.0	С	1	24.3	C	1
Virgil Ave. & Oakwood Ave.						
Eastbound Left/Through/Right	93.7	F	2	Overflow	F	7
Westbound Left/Through/Right	29.2	D	1	48.6	Е	1
Northbound Left	10.4	В	1	10.1	В	0
Southbound Left	10.8	В	1	11.7	В	2

Table B.1Future With Project (FWP) ConditionsUnsignalized Intersection Analysis

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

		OP Con			P Condi	
Unsignalized Intersections ¹		AM Pe		PM Peak		
	Delay	LOS	Queue ²	Delay	LOS	Queue ²
Beverly Blvd. & Juanita Ave.						
Westbound Left	19.5	С	1	25.1	D	1
Eastbound Left	17.6	С	1	15.3	С	1
Northbound Left/Through/Right	74.3	F	3	238.8	F	7
Southbound Left/Through/Right	32.9	D	2	31.2	D	1
Beverly Blvd. & Madison Ave. (N)						
Southbound Left/Right	14.8	В	1	13.8	В	1
Eastbound Left	17.3	С	1	15.3	C	1
Beverly Blvd. & Madison Ave. (S)						
Northbound Left/Right	33.5	D	1	18.7	С	1
Westbound Left	22.7	С	1	25.9	D	1
Virgil Ave. & Oakwood Ave.						
Eastbound Left/Through/Right	84.3	F	2	overflow	F	7
Westbound Left/Through/Right	29.2	D	1	48.6	Е	1
Northbound Left	10.4	B	1	10.1	B	0
Southbound Left	10.8	B	1	11.7	B	2
		_	_			_

Table B.2Future Without Project (FWOP) Conditions
Unsignalized Intersection Analysis

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Table B.3Existing ConditionsUnsignalized Intersection Analysis

Unsignalized Intersections ¹	sections ¹ Existing Cor			Existing Conditions PM Peak		
	Delay	LOS	Queue ²	Delay	LOS	Queue ²
Beverly Blvd. & Juanita Ave.						
Westbound Left	18.5	С	1	23.5	С	1
Eastbound Left	16.9	С	1	14.7	В	1
Northbound Left/Through/Right	53.8	F	3	122.7	F	5
Southbound Left/Through/Right	27.8	D	2	24.8	С	1
Beverly Blvd. & Madison Ave. (N)						
Southbound Left/Right	14.5	В	1	13.5	В	1
Eastbound Left	16.6	С	1	14.8	В	1
Beverly Blvd. & Madison Ave. (S)						
Northbound Left/Right	28.3	D	1	17.2	С	1
Westbound Left	21.2	С	1	22.5	С	1
Virgil Ave. & Oakwood Ave.						
Eastbound Left/Through/Right	65.0	F	1	Overflow	F	6
Westbound Left/Through/Right	24.9	С	1	37.9	Е	1
Northbound Left	10.2	В	1	9.9	А	0
Southbound Left	10.5	B	1	11.4	B	2

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Intersection	ction Major Street Minor Street		r Street Peak Hour		Major Street		Minor Street		Signal Warranted
				Volume ² (both approaches)	# of Lanes per Direction	Volume ² (high volume approach)	# of Lanes per Direction	Threshold Volume ³	
Powerly Plyd & Juanita Ava	Beverly Blvd.	Juanita Ave.	AM	2,523	3	75	1	100	No
Beverly Blvd. & Juanita Ave. Beverly Blvd.	Beveriy Bivd.	Juanna Ave.	РМ	2,591	3	83	1	100	No
Virgil Ave. & Oslawood Ave	Virgil Ave.	Oakwood Ave.	AM	1,868	2	41	1	100	No
Virgil Ave. & Oakwood Ave. Virgil Ave.	virgii Ave.		РМ	1,906	2	52	1	100	No
Beverly Blvd. & Madison Ave. (S)	Beverly Blvd.	Madison Ava (S)	AM	2,538	3	21	1	100	No
Deveny Divu. & Madison Ave. (S)	Beveriy Biva.	Madison Ave. (S)	PM	-	-	-	-	-	-

Note:

1. Warrant analysis for intersections at LOS E or LOS F in Future With Project conditions.

2. Future With Project volumes.

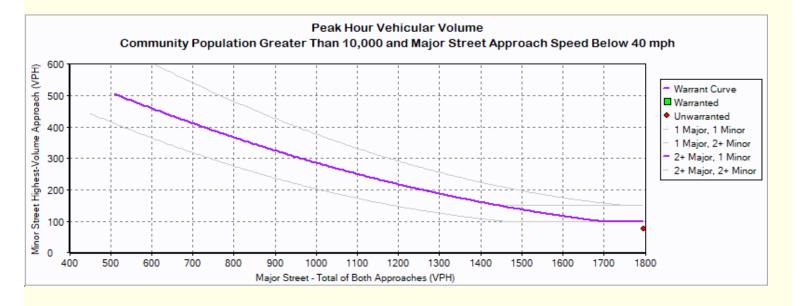
3. Caltrans Traffic Manual - Figure 9-8 Peak Hour Volume Warrant (Urban Areas).

2/6/2020

Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP AM

Intersection Informa	ation	
	Major Street	Minor Street
Street Name	Beverly Blvd.	Juanita Ave.
Direction	EB/WB	NB/SB
Number of Lanes	3	1
Approch Speed	30	30
	Warrant 3 Met?	Νο
Details		
Low Population?	No	
Condition A Met?	No	Condition B Met? No
Notes	0 Hours met (1 required)	Notes0 Hours met (1 required)
Minor Approach Time	e Delay Condition Met?	Not Met
Minor Approach Volu	me Condition Met?	Not Met
Total Entering Interes	ection Volume Condition Met?	Not Met



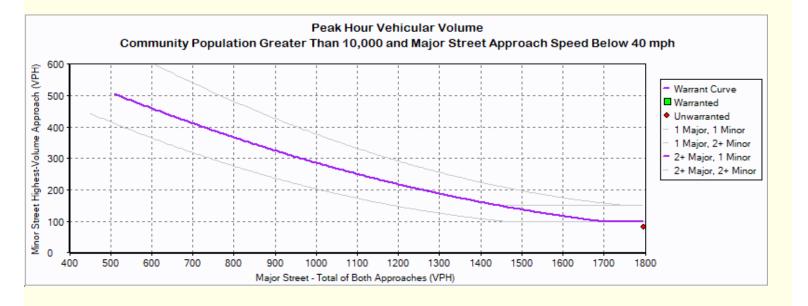
Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP AM

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:45	2,523	75

13: Beverly Blvd. & Juanita Ave. - FWP PM

Intersection Informa	ition	
	Major Street	Minor Street
Street Name	Beverly Blvd.	Juanita Ave.
Direction	EB/WB	NB/SB
Number of Lanes	3	1
Approch Speed	30	30
	Warrant 3 Met?	No
Details		
Low Population?	No	
Condition A Met?	No	Condition B Met? No
Notes	0 Hours met (1 required)	Notes0 Hours met (1 required)
Minor Approach Time	Delay Condition Met?	Not Met
Minor Approach Volu	me Condition Met?	Not Met
Total Entering Interse	ection Volume Condition Met?	Not Met

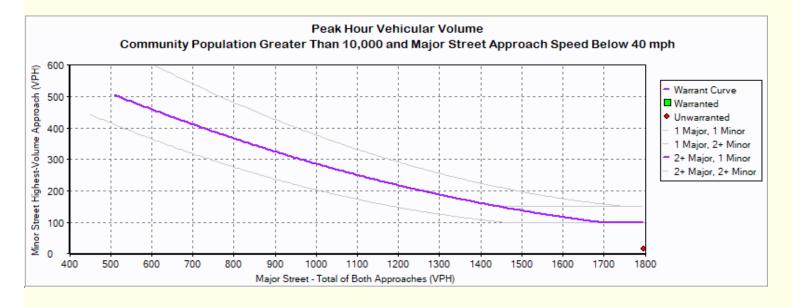


13: Beverly Blvd. & Juanita Ave. - FWP PM

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
15:30	2,591	83

14: Beverly Blvd. & Madison Ave. (S) - FWP AM

Intersection Informa	ation		
	Major Street	Minor Street	
Street Name	Beverly Blvd.	Madison Ave.	
Direction	EB/WB	NB	
Number of Lanes	3	1	
Approch Speed	30	30	
	Warrant 3 Met?	No	
Details			
Low Population?	No		
Condition A Met?	No	Condition B Met?	No
Notes	0 Hours met (1 required)	Notes	0 Hours met (1 required)
Minor Approach Time	e Delay Condition Met?	Not Met	
Minor Approach Volu	me Condition Met?	Not Met	
Total Entering Interse	ection Volume Condition Met?	Not Met	



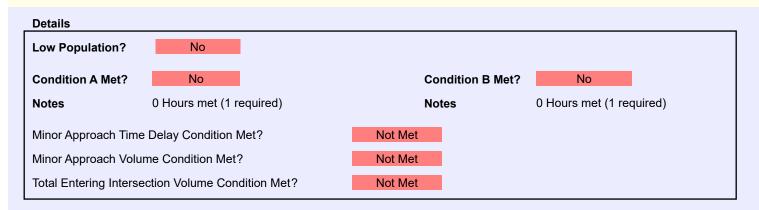
14: Beverly Blvd. & Madison Ave. (S) - FWP AM

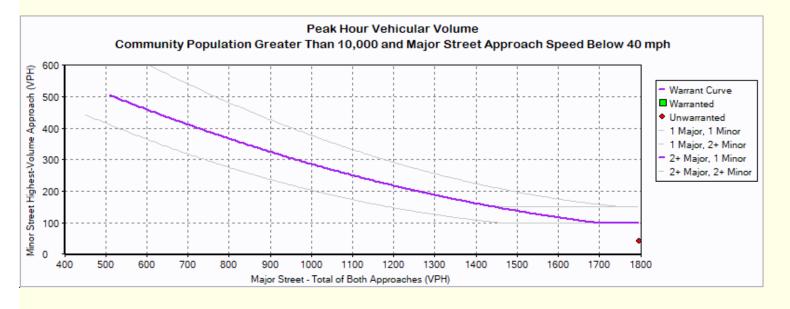
Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:30	2,538	21

15: Virgil Ave. & Oakwood Ave. - FWP AM

	Major Street	Minor Street
Street Name	Virgil Ave.	Oakwood Ave.
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approch Speed	30	30







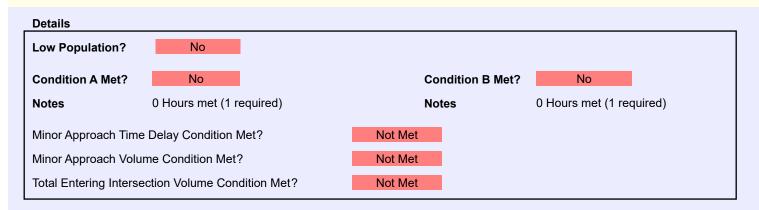
15: Virgil Ave. & Oakwood Ave. - FWP AM

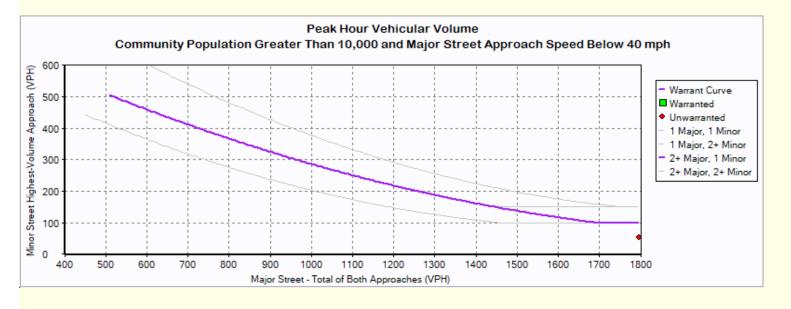
Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:30	1,868	41

15: Virgil Ave. & Oakwood Ave. - FWP PM

	Major Street	Minor Street
Street Name	Virgil Ave.	Oakwood Ave.
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approch Speed	30	30







15: Virgil Ave. & Oakwood Ave. - FWP PM

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
16:30	1,906	52

Appendix C Traffic Counts



STREET:						
North/South	Vermont Ave	enue				
East/West	US-101 North	nbound On Ramp				
Day:	Wednesday	Date: A	April 24, 2019	Weather:	CLEAR	
Hours: 7-10 <i>A</i>	AM 3-6PM		Staf	ff: <u>CUI</u>	_	
School Day:	YES	District:	Hollywood	I/S CODE	57815	
DUAL- WHEELED BIKES BUSES	N/B 175 0 133 N/B TIME	<u>S/B</u> 100 0 151 <u>S/B</u>	-	E/B 0 0 0 E/B TIM	<u>W/B</u> 0 0 0 E <u>W/B</u>	TIME
AM PK 15 MIN	601 7.45	349	9.00	0 7.0	0 0	7.00
PM PK 15 MIN	587 5.30	289	4.15	0 3.0	0 0	3.00
AM PK HOUR	2181 7.15	5 1327	7.30	0 7.0	0 0	7.00
PM PK HOUR	2146 5.00	1093	3.45	0 3.0	0 0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	555	1592	0	2147
8-9	522	1467	0	1989
9-10	493	1313	0	1806
3-4	453	1342	0	1795
4-5	412	1440	0	1852
5-6	302	1844	0	2146
TOTAL	2737	8998	0	11735

EASTBOUND Approach

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

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	908	261	1169
8-9	0	1014	264	1278
9-10	0	1032	267	1299
3-4	0	921	103	1024
4-5	0	1012	70	1082
5-6	0	787	63	850
TOTAL	0	5674	1028	6702

WESTBOUND Approach

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

TOTAL	XING	XING S/L			
N-S	Ped	Sch			
3316	0	0			
3267	0	0			
3105	0	0			
2819	0	0			
2934	0	0			
2996	0	0			
18437	0	0			

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

0

XING N/L

TOTAL XING W/L

E-W	_	Ped	Sch	Ped	Sch
0		10	22	0	0
0		14	13	0	0
0		8	19	0	0
0		16	29	0	0
0		11	17	0	0
0		23	42	0	0
	-				
0		82	142	0	0



STREET:						
North/South	Vermont Ave	enue				
East/West	US-101 Nort	hbound Off Ramp				
Day:	Wednesday	Date: A	april 24, 2019	Weather:	CLEAR	
Hours: 7-10A	AM 3-6PM		Staf	f: CUI	_	
School Day:	YES	District:	Hollywood	I/S CODE	57816	
DUAL- WHEELED BIKES BUSES	N/B 133 0 122 N/B TIMI	<u>S/B</u> 97 0 149 E <u>S/B</u>	TIME	E/B 0 0 0 E/B TIM	<u>W/B</u> 139 0 18 <u>E</u> <u>W/B</u>	TIME
AM PK 15 MIN	391 7.4	5 280	9.00	0 7.0	0 337	7.45
PM PK 15 MIN	394 5.3	0 278	4.00	0 3.0	0 374	5.30
AM PK HOUR	1492 7.0	0 1058	7.30	0 7.0	0 1228	7.30
PM PK HOUR	1422 4.4	5 1037	4.00	0 3.0	0 1419	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1492	0	1492
8-9	0	1406	0	1406
9-10	0	1342	0	1342
3-4	0	1225	0	1225
4-5	0	1300	0	1300
5-6	0	1411	0	1411
TOTAL	0	8176	0	8176

EASTBOUND Approach

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

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	911	0	911
8-9	0	1012	0	1012
9-10	0	1033	0	1033
3-4	0	925	0	925
4-5	0	1037	0	1037
5-6	0	794	0	794
TOTAL	0	5712	0	5712

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	490	0	640	1130
8-9	537	0	568	1105
9-10	445	0	463	908
3-4	463	0	544	1007
4-5	614	0	548	1162
5-6	779	0	640	1419
TOTAL	3328	0	3403	6731

TOTAL	XING	XING S/L			
N-S	Ped	Sch			
2403	0	0			
2418	0	0			
2375	0	0			
2150	0	0			
2337	0	0			
2205	0	0			
13888	0	0			

GS/L		XINO	G N/L	
d	Sch		Ped	Sch
0	0		2	0
0	0		5	0
0	0		2	0
0	0		2	0
0	0		0	0
0	0		0	0
			-	
0	0		11	0

0 11

TOTAL XING W/L XING E/L

E-W	Ped	Sch	Ped	Sch
1130	0	0	19	2
1105	0	0	7	0
908	0	0	19	3
1007	0	0	26	5
1162	0	0	12	6
1419	0	0	22	3
6731	0	0	105	19



STREET:									
North/South	Vermont Av	enue							
East/West	Rosewood A	venue							
Day:	Wednesday	Date:	A	pril 24, 2019	Weathe	er:	CLEAR		
Hours: 7-10AM 3-6PM Staff: CUI									
School Day:	YES	District:	<u>]</u>	Hollywood	I/S C	ODE	51164		
	N/B		S/B		E/B			W/B	
DUAL-	IN/D		3/ D		E/ D		-	W/D	
WHEELED	97		147		94			5	
BIKES	0		0		0			0	
BUSES	119		156		29			0	
	N/B TIM	E	S/B	TIME	E/B	TIME		W/B	TIME
AM PK 15 MIN	332 7.1	5	429	8.15	299	8.00		5	7.45
PM PK 15 MIN	314 5.3	0	426	4.30	335	5.45		2	3.15
AM PK HOUR	1286 7.0	0	1577	8.15	1089	7.30		12	8.45
PM PK HOUR	1194 4.4	5	1644	4.00	1228	5.00		5	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	1264	0	1286
8-9	11	1236	1	1248
9-10	16	1186	1	1203
3-4	18	1053	1	1072
4-5	23	1119	0	1142
5-6	24	1130	1	1155
TOTAL	114	6988	4	7106

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	219	0	786	1005
8-9	174	3	838	1015
9-10	135	4	831	970
3-4	171	3	848	1022
4-5	185	2	833	1020
5-6	357	0	871	1228
TOTAL	1241	12	5007	6260

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1242	157	1401
8-9	11	1344	176	1531
9-10	10	1275	166	1451
3-4	6	1205	129	1340
4-5	5	1477	162	1644
5-6	3	1324	189	1516
TOTAL	37	7867	979	8883

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	0	2	8
8-9	5	0	1	6
9-10	4	1	6	11
3-4	3	1	1	5
4-5	0	0	2	2
5-6	4	0	0	4
TOTAL	22	2	12	36
3-4 4-5 5-6 TOTAL	04	1 0 0 2	0	4

TOTAL	XING S/L		
N-S	Ped	Sch	
2687	0	0	
2779	1	0	
2654	0	0	
2412	0	0	
2786	1	2	
2671	0	0	
15989	2	2	

Ped	Sch
6	15
4	5
10	6
6	2
5	11
7	5
38	44

XING N/L

TOTAL XING W/L

E-W	Ped	Sch	Ped	Sch
1013	21	32	6	25
1021	24	13	7	5
981	17	25	6	9
1027	22	18	14	15
1022	11	11	7	18
1232	39	16	14	19
6296	134	115	54	91



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:						
North/South	Vermont Av	enue				
East/West	Oakwood Av	venue				
Day:	Wednesday	Date:	April 24, 2019	Weather:	CLEAR	
Hours: 7-10	AM 3-6PM		Sta	ff: <u>CUI</u>	-	
School Day:	YES	District:	Hollywood	I/S CODE	18575	
DUAL-	N/B	S	<u>B/B</u>	E/B	W/B	
WHEELED	124	1	.89	37	0	
BIKES	0		0	0	0	
BUSES	101	1	34	9	0	
	N/B TIM	<u>e s</u>	S/B TIME	E/B TIME	W/B	TIME
AM PK 15 MIN	359 7.1	5 5	569 9.00	186 7.45	0	7.00
PM PK 15 MIN	320 5.1	5 5	573 5.15	177 5.00	0	3.00
AM PK HOUR	1353 7.0	0 21	92 8.15	671 7.30	0	7.00
PM PK HOUR	1267 5.0	0 22	209 3.45	654 5.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	1183	134	1353
8-9	20	1143	99	1262
9-10	29	1129	136	1294
3-4	30	864	170	1064
4-5	31	886	186	1103
5-6	37	1057	173	1267
TOTAL	183	6262	898	7343

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	114	408	89	611
8-9	96	370	81	547
9-10	77	229	69	375
3-4	106	406	60	572
4-5	90	445	74	609
5-6	105	447	102	654
TOTAL	588	2305	475	3368

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	264	1682	82	2028
8-9	321	1796	67	2184
9-10	243	1674	77	1994
3-4	318	1743	70	2131
4-5	259	1854	72	2185
5-6	294	1831	75	2200
TOTAL	1699	10580	443	12722

WESTBOUND Approach

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

TOTAL XING S/L N-S Ped Sch 3381 13 0 3446 3288 2

8	0	1	0
20	0	0	0
10	0	0	0
3	0	0	0
20	1	0	0
74	1	1	0

TOTAL XING W/L

3195

3288 3467

20065

XING E/L

E-W	Ped	Sch	_	Ped	Sch
611	40	0		24	0
547	35	1		17	0
375	33	3		29	0
572	51	0		40	5
609	44	2		23	2
654	48	0		38	0
3368	251	6		171	7

XING N/L

Ped Sch

0

0



STREET:						
North/South	Vermont Aver	nue				
East/West	Beverly Boule	evard				
Day:	Wednesday	Date: A	April 24, 2019	Weather:	CLEAR	_
			G	CLU		
Hours: 7-10.	AM 3-6PM		Staff	CUI		
School Day:	YES	District:	Hollywood	I/S COE	E 18576	
~						-
DUAT	N/B	S/B	-	E/B	W/B	_
DUAL- WHEELED	95	166		75	83	
BIKES	0	0		0	0	
BUSES	112	130		58	67	
	N/B TIME	S/B	TIME	E/B TI	ME W/B	TIME
AM PK 15 MIN	361 7.30	517	8.00	250 8	.30 330	8.30
PM PK 15 MIN	344 4.45	544	5.15	260 3	.00 267	5.30
AM PK HOUR	1410 7.15	1932	7.45	957 8	.15 1141	7.45
nin i n noon	1110 7.15	1752	1.15	257 0	.1.2 1141	7.45
PM PK HOUR	1307 4.00	2065	4.30	959 4	.45 1001	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	1239	75	1406
8-9	66	1131	61	1258
9-10	39	1136	58	1233
3-4	82	1014	136	1232
4-5	84	1098	125	1307
5-6	86	1097	86	1269
TOTAL	449	6715	541	7705

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	863	48	912
8-9	0	907	33	940
9-10	0	863	40	903
3-4	0	853	35	888
4-5	0	896	33	929
5-6	0	908	37	945
TOTAL	1	5290	226	5517

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	223	1314	226	1763
8-9	231	1415	268	1914
9-10	287	1320	247	1854
3-4	419	1172	248	1839
4-5	350	1427	284	2061
5-6	326	1351	340	2017
TOTAL	1836	7999	1613	11448

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	921	139	1061
8-9	0	944	166	1110
9-10	0	925	156	1081
3-4	2	747	149	898
4-5	1	793	148	942
5-6	1	854	146	1001
TOTAL	5	5184	904	6093

TOTAL	XING	XING S/L		XING N/L	
N-S	Ped	Sch		Ped	Sch
3169	46	206		99	141
3172	64	58		116	40
3087	65	24		97	10
3071	117	84		179	102
3368	73	38		161	40
3286	81	70		188	19
19153	446	480		840	352

TOTAL XING W/L

E-W	Ped	Sch	Ped	Sch
1973	137	178	78	124
2050	161	57	62	29
1984	103	35	59	6
1786	148	119	113	104
1871	152	86	119	7
1946	162	72	143	1
11610	863	547	574	271



STREET:							
North/South	Vermont Av	enue					
East/West	1st Street						
Day:	Wednesday	Date:	April 24, 2019	Weat	her:	CLEAR	_
Hours: 7-10	AM 3-6PM			Staff: CUI		-	
School Day:	YES	District:	Hollywood	I/S	CODE	18661	_
DUAL-	N/B		S/B	E/E	-	W/I	_
WHEELED	116		120	27		2	
BIKES BUSES	0 139		0 123	(33		2	0
BUSES	N/B TIM		S/B TIME		, b time		
		<u> </u>	S/D IIIVIL	L/L			5 THVIE
AM PK 15 MIN	368 7.3	0	414 8.15	154	7.45	19	2 8.00
PM PK 15 MIN	343 4.3	0	391 4.15	193	5.15	11	9 5.45
AM PK HOUR	1401 7.1	5 1	488 8.00	551	7.15	68	2 7.30
PM PK HOUR	1343 4.3	0 1	465 4.45	729	4.45	42-	4 5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	1283	81	1392
8-9	45	1030	77	1152
9-10	43	1106	50	1199
3-4	60	1038	107	1205
4-5	50	1140	89	1279
5-6	67	1158	91	1316
TOTAL	293	6755	495	7543

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	148	305	34	487
8-9	132	317	52	501
9-10	111	188	62	361
3-4	149	297	65	511
4-5	146	424	66	636
5-6	123	506	80	709
TOTAL	809	2037	359	3205

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	1177	85	1340
8-9	126	1239	123	1488
9-10	142	1149	102	1393
3-4	113	976	137	1226
4-5	105	1188	162	1455
5-6	104	1117	189	1410
TOTAL	668	6846	798	8312

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	288	177	557
8-9	63	327	113	503
9-10	52	222	57	331
3-4	76	208	97	381
4-5	62	203	58	323
5-6	70	303	51	424
TOTAL	415	1551	553	2519

TOTAL	XINC	G S/L	XING	GN/L
N-S	Ped	Sch	Ped	Sch
2732	28	133	59	277
2640	47	33	70	76
2592	61	10	15	4
2431	94	136	63	212
2734	75	27	17	25
2726	101	36	23	21
15855	406	375	247	615

TOTAL XING W/L

E-W	Ped	Sch	Ped	Sch
1044	45	76	18	287
1004	57	18	26	50
692	27	5	28	6
892	43	80	75	274
959	47	27	53	28
1133	63	12	36	24
5724	282	218	236	669



STREET:								
North/South	Kenmore Aver	nue						
						<u> </u>		
East/West	Beverly Boule	vard						
Day:	Wednesday	Date: A	pril 24, 2019	Weathe	er:	CLEAR		
Hours: 7-10 <i>A</i>	AM 3-6PM		Sta	ff: CUI				
, 101			544	<u></u>				
School Day:	YES	District:	Hollywood	I/S C	ODE	18983		
		-						
	N/B	S/B		E/B		XX/	/B	
DUAL-	1N/D	<u> </u>		E/D		•••	/ D	
WHEELED	5	9		79			74	
BIKES	0	0		0			0	
BUSES	2	1		62			59	
	N/B TIME	S/B	TIME	E/B	TIME	W	/B	TIME
AM PK 15 MIN	38 7.30	41	7.45	325	8.15	3	66	7.00
PM PK 15 MIN	31 5.15	32	4.15	322	5.30	3	16	4.30
	51 5.15	52	т.13	522	5.50	5	10	т.50
AM PK HOUR	135 7.00	118	7.30	1228	7.30	13	07	8.15
PM PK HOUR	117 5.00	97	3.30	1180	4.00	12	51	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	30	66	135
8-9	27	13	58	98
9-10	22	7	50	79
3-4	31	17	37	85
4-5 5-6	31	19	43	93
5-6	30	21	66	117
TOTAL	180	107	320	607

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	1030	28	1109
8-9	53	1124	17	1194
9-10	39	1019	18	1076
3-4	60	997	27	1084
4-5	84	1059	37	1180
5-6	84	1030	28	1142
TOTAL	371	6259	155	6785

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	3	81	92
8-9	1	2	79	82
9-10	1	3	41	45
3-4 4-5 5-6	4	3	71	78
4-5	2	4	79	85
5-6	2	5	80	87
TOTAL	18	20	431	469

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	1172	31	1248
8-9	81	1173	21	1275
9-10	60	1153	18	1231
3-4	72	994	24	1090
4-5	85	1056	22	1163
5-6	87	1142	22	1251
TOTAL	430	6690	138	7258

IUIAL	AING S/L		
N-S	Ped	Sch	
227	16	0	
180	3	0	
124	5	0	
163	34	0	
178	17	0	
204	17	0	

92

0

Ped	Sch
29	1
42	1
28	1
71	3
57	4
52	0
279	10

TOTAL XING W/L

1076

XING E/L

E-W	Ped	Sch	Ped	Sch
2357	75	0	40	0
2469	48	1	32	0
2307	40	1	28	0
2174	71	3	26	0
2343	89	0	23	0
2393	83	0	39	0
14043	406	5	188	0

ΤΟΤΑΙ

VINC S/I

XING N/L



STREET:								
North/South	New Hamp	oshire Avenue						
East/West	Beverly Bo	oulevard						
Day:	Wednesday	Date:	Ap	oril 24, 2019	Weathe	er:	CLEAR	
Hours: 7-10.	AM 3-6PM			St	aff: <u>CUI</u>			
School Day:	YES	District:	H	Iollywood	I/S C	ODE	0	
DUAL- WHEELED BIKES BUSES	<u>N/B</u> 8 0 5	_	S/B 19 0 4		E/B 46 0 59		W/B 79 0 68	
	N/B TIN	ME	S/B 7	<u>LIME</u>	E/B	TIME	W/B	TIME
AM PK 15 MIN	92 7.	.45	76	9.00	263	7.30	359	8.30
PM PK 15 MIN	75 5.	.00	83	5.00	267	5.30	323	4.30
AM PK HOUR	302 7.	.30	235	9.00	1000	7.30	1273	7.45
PM PK HOUR	240 5.	.00	281	4.15	956	4.45	1224	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	148	35	241
8-9	57	158	35	250
9-10	30	95	23	148
3-4	47	102	24	173
4-5	37	117	24	178
5-6	78	142	20	240
TOTAL	307	762	161	1230

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	834	49	943
8-9	53	879	47	979
9-10	46	845	25	916
3-4	51	812	55	918
4-5	37	840	71	948
5-6	30	852	56	938
TOTAL	277	5062	303	5642

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	109	36	195
8-9	43	105	33	181
9-10	38	133	64	235
3-4	22	131	59	212
4-5	31	179	62	272
5-6	27	192	62	281
TOTAL	211	849	316	1376

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1174	29	1204
8-9	3	1208	44	1255
9-10	8	1150	23	1181
3-4	14	975	31	1020
4-5	1	1111	40	1152
5-6	2	1190	32	1224
TOTAL	29	6808	199	7036

N-S Ped Sch Ped Sch

XING S/L

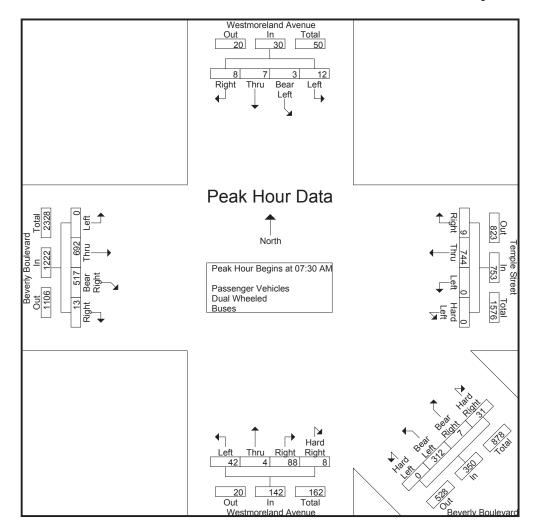
TOTAL

XING N/L

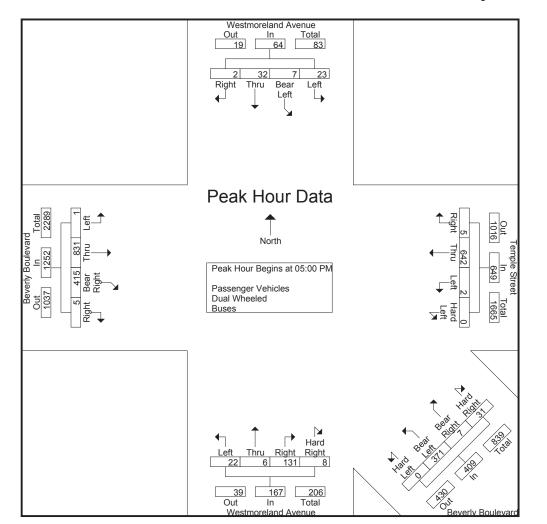
TOTAL XING W/L XING E/L

E-W	Ped	Sch	Ped	Sch
2147	7	11	42	28
2234	21	1	64	5
2097	22	5	26	2
1938	24	9	32	14
2100	21	2	35	3
2162	27	2	32	0
12678	122	30	231	52

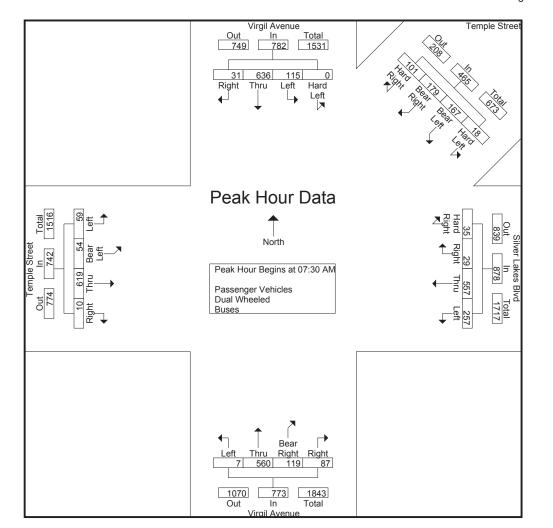
City of Los Angeles N/S: Westmoreland Avenue E/W: Beverly Boulevard/Temple Street Weather: Clear File Name : 09_LAC_Westmoreland_Beverly_Temple AM Site Code : 12819251 Start Date : 5/23/2019 Page No : 2



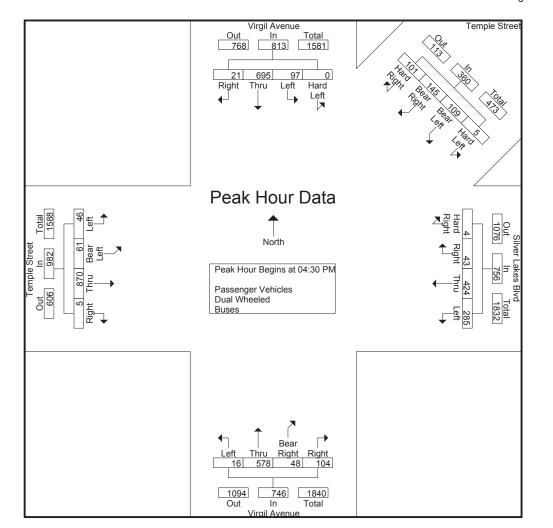
City of Los Angeles N/S: Westmoreland Avenue E/W: Beverly Boulevard/Temple Street Weather: Clear File Name : 09_LAC_Westmoreland_Beverly_Temple PM Site Code : 12819251 Start Date : 4/24/2019 Page No : 2



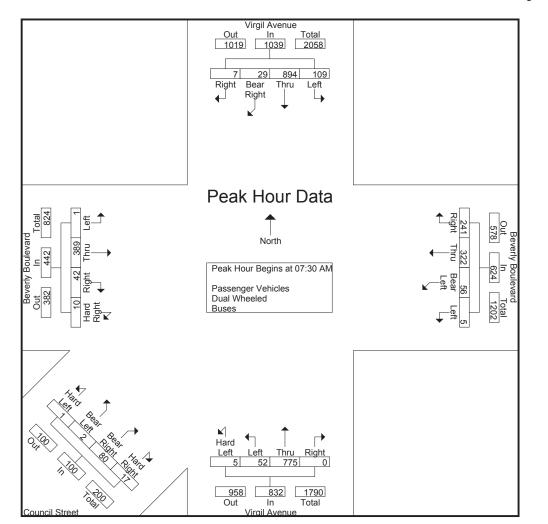
City of Los Angeles N/S: Virgil Avenue E/W: Temple Street / Silver Lakes Blvd Weather: Clear File Name : 10_LAC_Virgil_Temple-Silverlake_AM Site Code : 12819251 Start Date : 4/24/2019 Page No : 2



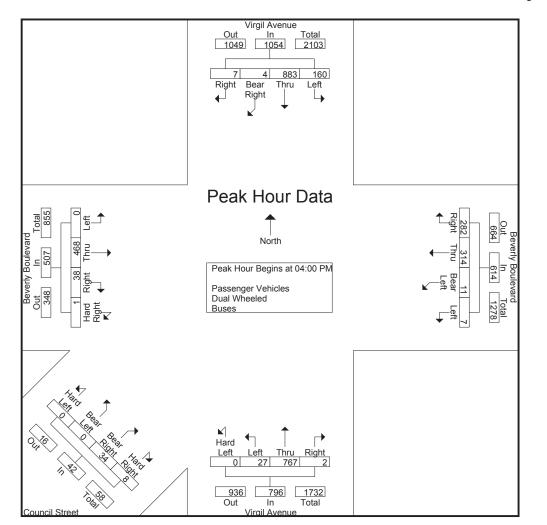
City of Los Angeles N/S: Virgil Avenue E/W: Temple Street / Silver Lakes Blvd Weather: Clear File Name : 10_LAC_Virgil_Temple-Silverlake_PM Site Code : 12819251 Start Date : 4/24/2019 Page No : 2



City of Los Angeles N/S: Virgil Avenue E/W: Beverly Boulevard / Council Street Weather: Clear File Name : 11_LAC_Virgil_Council-Beverly_AM Site Code : 12819251 Start Date : 4/24/2019 Page No : 2



City of Los Angeles N/S: Virgil Avenue E/W: Beverly Boulevard / Council Street Weather: Clear File Name : 11_LAC_Virgil_Council-Beverly_PM Site Code : 12819251 Start Date : 4/24/2019 Page No : 2





STREET:									
North/South	US-101 Se	outh Off Ramp/	New I	Hampshire Aven	ue				
East/West	Rosewood	l Avenue							
Day:	Wednesday	Date:	A	pril 24, 2019	Weath	er:	CLEAR		
Hours: 7-10.	AM 3-6PM			Stat	ff: CUI				
School Day:	YES	District:		Hollywood	I/S C	ODE	51166		
DUAL- WHEELED BIKES	<u>N/B</u> 3 0	_	S/B 94 0		<u>E/B</u> 18 0		_\	W/B 24 0	
BUSES	0		25		8			45	
	N/B TI	IME	S/B	TIME	E/B	TIME	<u></u>	W/B	TIME
AM PK 15 MIN	72 7	7.45	267	9.45	93	7.45		61	9.15
PM PK 15 MIN	36 3	3.45	293	5.45	89	5.45		63	5.45
AM PK HOUR	228	7.30	968	9.00	306	7.30		196	8.45
PM PK HOUR	136 3	3.00	1084	5.00	319	5.00		215	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	0	101	193
8-9	84	0	79	163
9-10	63	0	46	109
3-4	75	1	60	136
3-4 4-5 5-6	66	0	38	104
5-6	69	0	42	111
TOTAL	449	1	366	816

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	93	141	236
8-9	2	110	110	222
9-10	0	67	96	163
3-4	0	92	116	208
4-5	2	119	85	206
5-6	2	206	111	319
TOTAL	8	687	659	1354

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	782	79	46	907
8-9	782	81	34	897
9-10	818	115	35	968
3-4	797	87	30	914
4-5	789	136	37	962
5-6	884	151	49	1084
TOTAL	4852	649	231	5732

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	110	2	150
8-9	44	123	2	169
9-10	51	132	2	185
3-4	38	101	5	144
3-4 4-5 5-6	41	136	2	179
5-6	44	166	5	215
TOTAL	256	768	18	1042

N-S Ped Sch 1100 0 1060 0 1077 0

TOTAL

1050

1066

1195

6548

TOTAL

0	25	3
0	25	0
0	41	7
0	28 27	2
0	27	0
0	45	0
0	191	12

0

XING W/L

0

0 0

XING S/L

XING E/L

XING N/L

Sch

Ped

E-W	Ped	Sch	Ped	Sch
386	22	2	0	0
391	11	0	0	0
348	5	0	0	0
352	7	0	0	0
385	7	0	0	0
534	23	0	0	0
2396	75	2	0	0



STREET:								
North/South	Juanita Ave	enue						
East/West	Beverly Bo	ulevard						
Day:	Wednesday	Date:	А	pril 24, 2019	Weathe	r:	CLEAR	
Hours: 7-104	AM 3-6PM			Sta	ff: CUI			
School Day:	YES	District:		Hollywood	I/S C	ODE	0	
DUAL-	N/B		S/B		E/B		W/B	
WHEELED	5		8		138		101	
BIKES	0		0		0		0	
BUSES	30		0		65		61	
	N/B TIN	ЛЕ	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	26 7.	30	21	9.15	333	9.30	297	8.15
PM PK 15 MIN	40 3.	15	11	3.30	366	5.30	254	5.30
AM PK HOUR	86 7.	15	71	8.30	1246	8.45	1085	7.45
PM PK HOUR	115 3.	00	36	3.30	1413	3.00	995	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	1	61	74
8-9	3	3	36	42
9-10	1	1	21	23
3-4	8	4	103	115
3-4 4-5 5-6	6	3	47	56
5-6	2	3	36	41
TOTAL	32	15	304	351

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	1055	82	1159
8-9	22	1149	39	1210
9-10	27	1199	17	1243
3-4	22	1361	30	1413
4-5	23	1327	18	1368
5-6	26	1300	24	1350
TOTAL	142	7391	210	7743

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SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	30	33
8-9	5	1	52	58
9-10	2	3	47	52
3-4 4-5 5-6	2	0	30	32
4-5	1	1	32	34
5-6	1	1	24	26
TOTAL	11	9	215	235

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	1014	23	1068
8-9	8	998	27	1033
9-10	26	997	14	1037
3-4	26	851	13	890
4-5	23	887	7	917
5-6	23	963	9	995
TOTAL	137	5710	93	5940

TOTAL	XING	XING S/L			
N-S	Ped	Sch			
107	51	5			
100	41	4			
75	34	0			
147	37	1			
90	42	8			
67	48	1			
		•			

253

5	43	0
ŀ	22	0
)	25	0
	35	0
3	20	0
	25	0
-		
)	170	0

XING N/L

Ped Sch

19

TOTAL XING W/L

586

E-W	Ped	Sch	Ped	Sch
2227	0	0	1	0
2243	4	0	0	0
2280	0	0	3	0
2303	1	0	0	0
2285	0	1	1	0
2345	6	0	1	0
13683	11	1	6	0



STREET:						
North/South	Madison Aver	nue				
East/West	Beverly Boule	evard				
Day:	Wednesday	Date: A	April 24, 2019	Weather:	CLEAR	
Hours: 7-10.	AM 3-6PM		Staff	CUI		
School Day:	YES	District:	Hollywood	I/S COD	E <u>0</u>	
	N/B	S/B		E/B	W/B	
DUAL-	10	-		122	100	
WHEELED BIKES	13 0	5 0		132 0	109 0	
BUSES	0	0		91	62	
DUSES	Ū	0		51	02	
	N/B TIME	S/B	TIME	E/B TIN	ME W/B	TIME
AM PK 15 MIN	9 8.30	5	8.45	323 7.	30 285	8.00
PM PK 15 MIN	12 3.15	9	5.00	368 3.	15 278	5.45
AM PK HOUR	25 8.00	18	8.15	1253 7.	30 1108	7.30
PM PK HOUR	24 3.00	22	4.15	1418 3.	00 1008	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	1	15	21
8-9	8	0	17	25
9-10	5	0	10	15
3-4 4-5 5-6	4	1	19	24
4-5	2	1	14	17
5-6	0	0	10	10
TOTAL	24	3	85	112

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	1046	80	1134
8-9	22	1170	34	1226
9-10	25	1138	8	1171
3-4	24	1369	25	1418
4-5	19	1278	33	1330
5-6	16	1229	55	1300
TOTAL	114	7230	235	7579

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	8	9
7-8 8-9	1	1	15	17
9-10	1	0	15	16
3-4 4-5 5-6	1	0	8	9
4-5	1	0	18	19
5-6	0	2	15	17
TOTAL	5	3	79	87

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	1007	19	1067
8-9	36	1025	12	1073
9-10	16	985	12	1013
3-4	16	861	8	885
4-5	22	885	10	917
5-6	34	973	1	1008
TOTAL	165	5736	62	5963

TOTAL	XING S/L		
N-S	Ped	Sch	
30	26	0	
42	17	0	
31	21	0	
33	34	2	
36	34	1	
27	39	0	

0	83	0
0	36	0
0	28	0
2	36	0
1	33	0
0	48	0
3	264	0

XING N/L

Ped Sch

TOTAL XING W/L

171

199

1

E-W	Ped	Sch	Ped	Sch
2201	1	0	0	0
2299	1	0	1	0
2184	2	0	3	0
2303	0	0	0	0
2247	0	0	1	0
2308	2	0	2	0
13542	6	0	7	0



STREET:						
North/South	Virgil Avenue	•				
East/West	Oakwood Ave	enue				
Day:	Wednesday	Date: A	pril 24, 2019	Weather	CLEAR	_
Hours: 7-10 <i>A</i>	AM 3-6PM		Staff	CUI		
School Day:	YES	District:	Hollywood	I/S CO	DE <u>0</u>	_
DUAL- WHEELED BIKES BUSES	<u>N/B</u> 73 0 8 N/B TIME	<u>S/B</u> 92 0 16 S/B	TIME	<u>E/B</u> 9 0 0 E/B T	<u></u> ((((- ;))
AM PK 15 MIN	202 7.45	278	8.00	10	9.00 18	3 7.45
PM PK 15 MIN	212 5.45	307	4.30	18	5.15	3.30
AM PK HOUR	771 7.15	1025	7.30	30	8.30 40	7.15
PM PK HOUR	778 5.00	1092	4.00	52	3.15 8	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	733	7	754
8-9	13	691	12	716
9-10	11	654	12	677
3-4	9	699	5	713
4-5 5-6	5	709	5	719
5-6	5	761	12	778
TOTAL	57	4247	53	4357

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	3	9	16
8-9	10	1	11	22
9-10	9	1	18	28
3-4 4-5 5-6	29	1	19	49
4-5	26	1	15	42
5-6	27	2	21	50
TOTAL	105	9	93	207

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	739	22	861
8-9	180	790	51	1021
9-10	99	727	33	859
3-4	137	794	22	953
4-5	239	822	31	1092
5-6	164	759	47	970
TOTAL	919	4631	206	5756

WESTBOUND Approach

Lt	Th	Rt	Total
2	1	26	29
0	1	21	22
1	2	10	13
1	0	7	8
0	0	4	4
2	0	5	7
6	4	73	83
	Lt 2 0 1 1 0 2 6	Lt Th 2 1 0 1 1 2 1 0 0 0 2 0 6 4	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

TOTAL XING S/L N-S Ped Sch 1615 9 0 1737 3 0 1536 6 0 1666 3 0 1811 1 0

0

22

0	2	0
0	0	0
0	7	0
0	5	0
0	2	0
0	1	0
0	17	0

XING N/L

Ped Sch

TOTAL XING W/L

1748

10113

E-W	Ped	Sch	Ped	Sch
45	26	0	14	0
44	12	0	7	0
41	16	0	19	0
57	17	0	18	0
46	13	1	17	3
57	18	1	13	4
290	102	2	88	7

Appendix D Intersection LOS CMA Sheets

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	-South Street:	Vermor	it Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
1	Eas	st-West Street:	101 NB	On-Ramp			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enlig	ntenment	Plaza
	Turns: F	ng: N/S-1, E/W-2 or FREE-1, NRTOR-2 o ISAC-1 or ATSAC+4	r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	2 0 0 2	NB EB	0 SE 0 WI	3 0 2	NB EB	0 0	SB WB	2 0 0 2	NB EB	0 0	SB WB	2 0 0 2	NB EB	0 0	SB WB	2 0 0 2
		Override 0	Capacity	EVIETI	NG CONDI		EVIET	ING PLUS PI		EUTUR	E CONDITI			FUTUE	RE CONDIT			EUTURE		CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left Left-Through Through Through-Right Right Left-Through-Ri Left-Right	ght	518 1660 0	1 0 3 0 0 0 0	518 553 0	2 3 0	520 1663 0	520 554 0	27 34 0	566 1761 0	1 0 3 0 0 0 0	566 587 0	2 3 0	568 1764 0	1 0 3 0 0 0 0	568 588 0		568 1764 0	1 0 3 0 0 0 0	568 588 0
SOUTHBOUND	$\downarrow \not \uparrow \downarrow \not \downarrow $	Left Left-Through Through Through-Right Right Left-Through-Ri Left-Right	ght	0 1056 271	0 0 2 1 0 0 0	0 442 271	0 2 0	0 1058 271	0 443 271	0 36 3	0 1135 285	0 0 2 1 0 0	0 473 285	0 2 0	0 1137 285	0 0 2 1 0 0 0	0 474 285		0 1137 285	0 0 2 1 0 0 0	0 474 285
EASTBOUND	۲.٩ 1 h م	Left Left-Through Through Through-Right Right Left-Through-Ri Left-Right	ght	0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0	0 0 0
WESTBOUND		Left Left-Through Through-Right Right Left-Through-Ri Left-Right	ght	0 0 0	0 0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0 0	0 0		0 0 0	0 0 0 0 0 0 0 0	0 0
	CRITICAL VOLUME				th-South: ast-West: SUM:	960 0 960 0.640		rth-South: East-West: SUM:	963 0 963 0.642			th-South: ast-West: SUM:	1039 0 1039 0.693			th-South: ast-West: SUM:	1042 0 1042 0.695			th-South: ast-West: SUM:	1042 0 1042 0.695
V/C		TSAC/ATCS ADJUS				0.540 A			0.542 A				0.593 A				0.595 A				0.595 A

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO

Fully mitigated? N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Vermor	it Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
2	East-West Street:	101 NB	Off-Ramp			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. o osed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 c		NB 0 EB 0	SB WB	2 0 0 0	NB EB	0 SE 0 Wi		NB EB	0 0	SB WB	2 0 0 0	NB EB	0 0	SB WB	2 0 0 0	NB EB	0 0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+ Override				2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТІ	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
DNL	ົ Left ∽∫ Left-Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
NORTHBOUND	↑ Through ↑→ Through-Right		1478	4 0	370	6	1484	371	60	1598	4 0	400	6	1604	4 0	401		1604	4 0	401
NORT	 ✓ Right ✓ Left-Through-Ri ✓ Left-Right 	ight	0	0 0 0	0	0	0	0	0	0	0 0 0	0	0	0	0 0 0	0		0	0 0 0	0
DND	└→ Left ↓→ Left-Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
SOUTHBOUND	↓ Through ↓ Through-Right ↓ Right		1058 0	3 0 0	353 0	2 0	1060 0	353 0	36 0	1137 0	3 0 0	379 0	2 0	1139 0	3 0 0	380 0		1139 0	3 0 0	380 0
sor	→ Left-Through-Ri → Left-Right	ight		0 0							0 0				0 0				0 0	
QND	J Left ⊥ Left-Through → Through		0	0 0	0 0	0	0	0 0	0	0	0 0 0	0	0	0	0 0 0	0 0		0	0 0	0 0
EASTBOUND	→ Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
EA	Right Left-Through-Ri Left-Right	ight		0 0							0 0				0 0				0 0	
DND	 ✓ Left ✓ Left-Through ✓ Through 		530 0	1 0 0	409 0	2	532 0	410 0	6	558 0	1 0 0	428 0	2	560 0	1 0 0	429		560 0	1 0 0	429 0
WESTBOUND	through through-Right through Right		698	0 1	409	0	698	410	1	727	0 1	428	0	727	0 1	429		727	0 1	429
Ň	↓ Left-Through-Ri ├ Left-Right	ight		0 1							0 1				0 1				0 1	
	CRITICAL V			th-South: ast-West: SUM:	370 409 779		rth-South: East-West: SUM:	371 410 781			th-South: ast-West: SUM:	400 428 828			th-South: ast-West: SUM:	401 429 830			h-South: st-West: SUM:	401 429 830
	VOLUME/CAPACITY (V/C)				0.519			0.521				0.552				0.553				0.553
V/C	LESS ATSAC/ATCS ADJUS				0.419			0.421				0.452				0.453				0.453
	LEVEL OF SERVIC	E (LUS):			Α			Α				Α								Α

PROJECT IMPACT

Change in v/c due to project: 0.001 $\Delta v/c$ after mitigation: 0.001 Significant impacted? NO

Fully mitigated? N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	-South Street:	Vermor	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
3	Eas	st-West Street:	Rosewo	ood Ave.			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орре	osed Ø'ir	No. of ng: N/S-1, E/W-2 or	FPhases Both-3?			3 0			3 0				3 0				3 0		-		3 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ΑΤ	SAC-1 or ATSAC+	ATCS-2?	EB 0	WB	0 2	EB	0 WI	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override (ō			0				ō				ō				ō
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MITI	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	6			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽		Left Left-Through		17	1 0	17	0	17	17	0	18	1 0	18	0	18	1 0	18		18	1 0	18
no		Through		1248	2	416	6	1254	418	59	1358	2	453	6	1364	2	455		1364	2	455
ΗB		Through-Right			1							1				1				1	
NORTHBOUND	~	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
N N	\Rightarrow	Left-Through-Ri	ght		0							0				0				0	
	γ	Left-Right		I	0							0				0				0	
	<u> </u>	Left		5	1	5	0	5	5	0	5	1	5	0	5	1	5		5	1	5
INC	┝→ Left-Through				0							0				0				0	-
301	↓ Through ↓ Through			1375	2	518	4	1379	519	41	1472	2	553	4	1476	2	554		1476	2	554
E	4	Through-Right Right		179	1 0	179	0	179	179	0	186	1 0	186	0	186	1 0	186		186	1	186
SOUTHBOUND	4	Left-Through-Ri	aht	179	0	179	0	179	179	U	100	0	100	0	100	0	100		100	0	100
Š	i,	Left-Right	3		0							0				0				0	
	<u>_</u>					001									<u></u>						
Ω		Left Left-Through		231	1 0	231	0	231	231	1	241	1 0	241	0	241	1 0	241		241	1 0	241
NN	\rightarrow	Through		0	0	429	0	0	430	0	0	0	452	0	0	0	452		0	0	452
EASTBOUND	7	Through-Right			0							0				0				0	-
AST	3	Right	• -	858	1	0	1	859	0	10	903	1	0	1	904	1	0		904	1	0
E	Э	Left-Through-Ri Left-Right	ght		1 0							1 0				1 0				1	
	l J	Lett-Mynt			0							0				5				0	
0	É	Left		9	1	9	0	9	9	0	9	1	9	0	9	1	9		9	1	9
	↓ ↓	Left-Through			0	0	•	0	0	•	0	0	0		0	0	0		0	0	0
BOI	4	Through Through-Right		0	U 1	2	0	0	2	0	0	0 1	2	0	0	0 1	2		0	0 1	2
WESTBOUND	t	Right		2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
ME	÷.	Left-Through-Ri	ght		0							0				0				0	
	Left-Right			Mar	0	535	Al-	rth-South:	536		N	0 th-South:	571		N	0	572		No.	0	572
		CRITICAL VO	DLUMES		th-South: ast-West:	535 438		rtn-South: East-West:	536 439			tn-South: ast-West:	461			th-South: ast-West:	572 461			h-South: st-West:	572 461
			-		SUM:	973		SUM:	975			SUM:	1032			SUM:	1033			SUM:	1033
	VOLUN	ME/CAPACITY (V/C)	RATIO:			0.683			0.684				0.724				0.725				0.725
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.583			0.584				0.624				0.625				0.625
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
<u> </u>																					

PROJECT IMPACT

Change in v/c due to project: 0.001 $\Delta v/c$ after mitigation: 0.001 Fully mitigated? N/A

Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	-South Street:	Vermor	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	,
4	Eas	st-West Street:	Oakwoo	od Ave.			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орре	osed Ø'ir	No. of ng: N/S-1, E/W-2 or	Phases Both-3?	NB 0	0.7	3 0 0		0 SE	3 0 3 0		0		3 0 0		0	0.7	3 0 0		0	0.5	3 0 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0 0	SB WB	0
	AT	TSAC-1 or ATSAC+	ATCS-2?			2			2		, in the second s		2		, in the second s		2		, in the second s		2
		Override (Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	ING PLUS P	ROJECT		-	ON W/O PF			RE CONDIT	-				CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	5	Left		34	1	34	0	34	34	0	35	1	35	0	35	1	35		35	1	35
INC	4	Left-Through			0							0				0				0	
301	1	Through		1141	2	419	6	1147	422	57	1244	2	465	6	1250	2	468		1250	2	468
Ë	h.	Through-Right		115	1 0	115	4	119	119	31	151	1 0	151	4	155	1 0	155		155	1 0	155
NORTHBOUND		Right Left-Through-Ri	aht	115	0	115	4	119	119	31	101	0	151	4	100	0	155		155	0	155
ž	γ	Left-Right	9		Ő							õ				õ				0	
				-																	
e	└→ Left ↓→ Left-Through			343	2	189	0	343	189	7	364	2	200	0	364	2	200		364	2	200
NN	↓ Through			1768	0 2	611	6	1774	613	44	1884	0 2	654	6	1890	0 2	653		1890	0 2	653
BC	↓ Through ↓ Through-Right			1700	1	011	0	1774	013	44	1004	1	651	0	1090	1	655		1090	1	000
SOUTHBOUND	ز	Right		65	0 0	65	0	65	65	0	68	0	68	0	68	0	68		68	0	68
ŝ	÷,	Left-Through-Ri	ght		0							0				0				0	
	\downarrow	Left-Right			0							0				0				0	
	ر	Left		118	0	118	0	118	118	2	125	0	125	0	125	0	125		125	0	125
Q	>	Left-Through		110	1	110	Ŭ	110	110	-	120	1	120	Ŭ	120	1	120		120	1	120
Inc	\rightarrow	Through		455	1	287	0	455	287	2	475	1	300	0	475	1	300		475	1	300
TB(77	Through-Right			0						400	0	0.5		400	0	05		400	0	0.5
EASTBOUND	Å.	Right Left-Through-Ri	aht	98	1	81	0	98	81	0	102	1 0	85	0	102	1 0	85		102	0	85
ш	Ž	Left-Right	gin		0 0							ŏ				Ő				0	
	*																				
Δ	√ ↓	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NN	÷	Left-Through Through		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
BO	4	Through-Right		v	0	U	v	U	U	U U	U	0	U	U U	U	0	U		0	0	U
WESTBOUND	¢ ↓	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
WE	ί,	Left-Through-Ri	ght		0							0 0				0				0 0	
	⊱ Left-Right			Nor	th-South:	645	No	rth-South:	647		Nor	th-South:	686		Nor	th-South:	688		Nor	h-South:	688
		CRITICAL VO	DLUMES		ast-West:	287		East-West:	287			ast-West:	300			ast-West:	300			st-West:	300
					SUM:	932		SUM:	934			SUM:	986			SUM:	988			SUM:	988
	VOLUN	ME/CAPACITY (V/C)	RATIO:			0.654			0.655				0.692				0.693				0.693
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.554			0.555				0.592				0.593				0.593
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
P				-						•											

PROJECT IMPACT

 Change in v/c due to project:
 0.001
 ∆v/c after mitigation:
 0.001

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	h-South Street:	Vermor	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019	
5	Ea	st-West Street:	Beverly	Blvd.			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enlig	ntenment	Plaza
			Phases			3			3				3				3				3
Орр	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0		0.00	0		0		0		0		0		0		0
Right	t Turns:	FREE-1, NRTOR-2 of	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	А	TSAC-1 or ATSAC+	ATCS-2?		115	2	20		2	20	Ŭ	115	2	20	U	112	2	20	Ŭ	112==	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТІ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9		Left		83	1 0	83	0	83	83	24	110	1 0	110	0	110	1 0	110		110	1 0	110
NORTHBOUND	1	Left-Through Through		1150	2	411	0	1150	411	67	1264	2	450	0	1264	2	450		1264	2	450
BO		Through-Right		1150	1	411	U U	1100	411	07	1204	1	400	Ŭ	1204	1	400		1204	1	-30
L L	r	Right		82	0	82	2	84	84	0	85	0	85	2	87	0	87		87	0	87
ğ	4	Left-Through-Ri	ght		0							0				0				0	
~	$\dot{\gamma}$	Left-Right			0							0				0				0	
	L.	Left		240	1	240	6	246	246	9	259	1	259	6	265	1	265		265	1	265
SOUTHBOUND	└→ Left-Through			240	0	240	0	240	240	9	259	0	209	0	205	0	205		205	0	205
0	↓ Through			1429	2	564	0	1429	564	34	1521	2	599	0	1521	2	599		1521	2	599
Ĥ	✓ Through-Right				1							1				1				1	
L L		Right		263	0	263	0	263	263	2	276	0	276	0	276	0	276		276	0	276
so	$\stackrel{\checkmark}{\downarrow}$	Left-Through-Ri Left-Right	ght		0 0							0 0				0 0				0	
	\sim	Len-Right		I	0							0				0				U	
-	<u></u>	Left		1	0	0	0	1	0	0	1	0	0	0	1	0	0		1	0	0
	>	Left-Through			0							0				0				0	
D0	$\overrightarrow{\gamma}$	Through		902	2 1	311	5	907	313	19	958	2 1	332	5	963	2 1	334		963	2	334
EASTBOUND	→ ~	Through-Right Right		32	0	32	0	32	32	5	38	0	38	0	38	0	38		38	0	38
N S	- ₹	Left-Through-Ri	ght	02	Ő	02	Ŭ	02	02	Ŭ	00	õ	00	Ŭ	00	ŏ	00		00	0	00
_		Left-Right	-		0							0				0				0	
		1.44		-	0	0	-	4	0	<u> </u>	4	0	0	-	4	0	0		4	0	0
9	$\overleftarrow{\tau}$	Left Left-Through		1	0 0	0	0	1	0	0	1	0 0	0	0	1	0 0	0		1	0 0	0
WESTBOUND	←	Through		962	2	481	9	971	486	39	1040	2	520	9	1049	2	525		1049	2	525
BG	<u>م</u>	Through-Right			0		-	-				0		-		0				0	
EST	₹	Right		178	1	58	10	188	65	21	206	1	77	10	216	1	84		216	1	84
Ň	Ľ.	Left-Through-Ri	ght		0							0				0				0	
	├── Left-Right			Nor	th-South:	651	No	rth-South:	657		Nor	th-South:	709		Nor	th-South:	715		Nor	h-South:	715
		CRITICAL V	DLUMES		ast-West:	481		East-West:	486			ast-West:	520			ast-West:	525			st-West:	525
					SUM:	1132		SUM:	1143			SUM:	1229			SUM:	1240			SUM:	1240
	VOLU	IME/CAPACITY (V/C)	RATIO:			0.794			0.802				0.862				0.870				0.870
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.694			0.702				0.762				0.770				0.770
		LEVEL OF SERVIC	E (LOS):			В			С				С				С				С
<u>I</u>				-																	

PROJECT IMPACT

 Change in v/c due to project:
 0.008
 ∆v/c after mitigation:
 0.008

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	-South Street:	Vermon	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
6	Eas	st-West Street:	W 1st S	it.			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	osed Ø'iı	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2				2 0				2 0				2 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 1	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 1	NB EB	0	SB WB	0 1	NB EB	0 0	SB WB	0
	AT	TSAC-1 or ATSAC+	ATCS-2?		WB	2	LD		2	LD	0	WB	2	<i>LD</i>	0	WB	2	LD	0	WB	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT			ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТІ	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Δ	ſ,	Left		32	1	32	0	32	32	1	34	1	34	0	34	1	34		34	1	34
NN	4	Left-Through		4077	0			4070		07	4000	0			4000	0	400		4000	0	100
NORTHBOUND	Ĩ	Through Through-Right		1277	2 1	456	2	1279	457	37	1366	2 1	488	2	1368	2 1	488		1368	2	488
КТΗ	r	Right		92	0	92	0	92	92	1	97	0	97	0	97	0	97		97	0	97
IOF	\leftrightarrow	Left-Through-Ri	ght		0							0				0				0	
~	$\dot{\gamma}$	✓ Left-Right			0							0				0				0	
	L.	1.04		07	1	07	0	07	07	0	100	1	400	0	100	1	400		100	1	400
QN	C→ Left ↓ Left-Through ↓ Through			87	0	87	0	87	87	9	100	0	100	0	100	1 0	100		100	0	100
no	↓ Left-Through ↓ Through			1230	2	443	4	1234	444	83	1363	2	488	4	1367	2	490		1367	2	490
SOUTHBOUND	4	Through-Right			1							1				1				1	
UT	4	Right		98	0	98	0	98	98	0	102	0	102	0	102	0	102		102	0	102
so	-14 -	Left-Through-Ri Left-Right	gnt		0							0 0				0 0				0	
	~~	Lentingin		1	v							U				U				U	
•	ر ا	Left		146	1	146	0	146	146	0	152	1	152	0	152	1	152		152	1	152
INC	$\xrightarrow{\mathcal{I}}$	Left-Through		200	0	405	0	000	405		004	0 0	405		004	0 0	405		004	0	405
301	$\overrightarrow{\gamma}$	Through Through-Right		368	1	405	0	368	405	1	384	1	425	0	384	1	425		384	1	425
EASTBOUND	Ţ.	Right		37	0	0	0	37	0	2	41	Ö	0	0	41	0	0		41	0	0
EA	\Rightarrow	Left-Through-Ri	ght		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
	ſ	Left		94	1	94	0	94	94	4	102	1	102	0	102	1	102		102	1	102
QN	$\overleftarrow{\nabla}$	Left-Through		~~	0	04	Ŭ	54	04	-	102	0 0	102	Ŭ	102	0 0	102		102	0	102
WESTBOUND	, L	Through		356	1	356	0	356	356	0	370	1	370	0	370	1	370		370	1	370
5TB	t	Through-Right		216	0 1	0	0	216	0	1	226	0	0	0	226	0 1	0		226	0	0
VES	÷	Right Left-Through-Ri	aht	210	0	0	U	216	U	1	220	0	0	U	226	0	U		226	0	0
S	Left-Through-Right				Ő							Ő				Ő				Ő	
					th-South: ast-West:	543 502		rth-South: East-West:	544 502			th-South: ast-West:	588 527			th-South: ast-West:	588 527			h-South: st-West:	588 527
					SUM:			SUM:	1046			SUM:	1115			SUM:	1115			SUM:	
	VOLUN	ME/CAPACITY (V/C)	RATIO:			0.697			0.697				0.743				0.743				0.743
V/C	//C LESS ATSAC/ATCS ADJUSTMENT					0.597			0.597				0.643				0.643				0.643
	LEVEL OF SERVICE (LOS					Α			Α				В				В				В
<u>µ</u>																		DAGT			

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-	-South Street:	Kenmo	re Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
7	East	t-West Street:	Beverly	Blvd.			Projec	tion Year:	2023		Pe	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
			f Phases			2			2				2				2				2
Орро	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?		WD	2	ED	0 00	2	ED	U	WD	2	ED	U	WB	2	EB	U	WD	2
		Override (ō			ō				ō				ō				ō
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	ст w/ міті	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	Ĵ	Left		33	0	33	0	33	33	0	34	0	34	0	34	0	34		34	0	34
N	۲Ĵ	Left-Through			0							0				0				0	
BO	Î	Through		25	0	131	0	25	131	0	26	0	136	0	26	0 0	136		26	0	136
臣	ŕ	Through-Right Right		73	0	0	0	73	0	0	76	0 0	0	0	76	0	0		76	0	0
NORTHBOUND	\leftrightarrow	Left-Through-Ri	aht	15	1	U	Ŭ	75	U	U U	10	1	U		70	1	U		10	1	U
ž	$\overset{I}{\checkmark}$											0				0				0	
		Ū		_																	
	C.	Left	5	0	0	0	5	0	0	5	0	0	0	5	0	0		5	0	0	
Ŋ	↓ Left-Through Through				0	•		0	0		•	0	•		•	0	0		•	0	0
BO	↓ Through ↓ Through			3	0	0	0	3	0	0	3	0 0	0	0	3	0 0	0		3	0	0
臣	نہ	Right		110	0	0	0	110	0	0	114	0	0	0	114	0	0		114	0	0
SOUTHBOUND	et.	Left-Through-Ri	ight		Õ	Ŭ	Ŭ	110	Ŭ	Ŭ		Õ	Ŭ	Ŭ		Ő	Ŭ			Õ	Ũ
S	d,	Left-Right			0							0				0				0	
	ر			1					_				-				_				-
Δ		Left Left-Through		69	0 0	0	0	69	0	0	72	0 0	0	0	72	0 0	0		72	0 0	0
Ŋ	\rightarrow	Through		1132	1	580	5	1137	582	22	1200	1	614	5	1205	1	617		1205	1	617
BO		Through-Right		1102	1	000	Ŭ	1107	002	~~~	1200	1	014	Ŭ	1200	1	011		1200	1	011
EASTBOUND	Ţ	Right		27	0	27	0	27	27	0	28	0	28	0	28	0	28		28	0	28
EA	Ť	Left-Through-Ri	ght		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
I 1	F	Left		70	1	70	0	70	70	0	73	1	73	0	73	1	73		73	1	73
Q I	₹	Left-Through			0		Ŭ			Ŭ		0		Ĭ		0			10	0	
WESTBOUND	<u>~</u>	Through		1156	2	578	9	1165	583	68	1271	2	636	9	1280	2	640		1280	2	640
Ш Ш Ш	يل ر	Through-Right			0							0				0				0	
ES	÷	Right	abt	23	0	0	0	23	0	0	24	0 0	0	0	24	0 0	0		24	0	0
3	į-	Left-Through-Ri Left-Right	ynt		0							0				0				0	
	¥			Nort	th-South:	131	No	rth-South:	131		Nor	th-South:	136		Nort	th-South:	136		Nort	h-South:	136
		CRITICAL VO	OLUMES		ast-West:	650		East-West:	652			ast-West:	687			ast-West:	690			st-West:	690
					SUM:	781		SUM:	783			SUM:	823			SUM:	826			SUM:	826
	VOLUM	IE/CAPACITY (V/C)	RATIO:			0.521			0.522				0.549				0.551				0.551
V/C	LESS AT	ISAC/ATCS ADJUS	TMENT:			0.421			0.422				0.449				0.451				0.451
	L	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
μ							1														

PROJECT IMPACT

 Change in v/c due to project:
 0.002
 ∆v/c after mitigation:
 0.002

 Significant impacted?
 NO
 Fully mitigated?
 N/A

CMA - Weekday AM Peak 8-13-19

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	-South Street:	New Ha	mpshire Av	e.		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
8	Eas	st-West Street:	Beverly	Blvd.			Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	osed Ø'ir	No. of ng: N/S-1, E/W-2 or	Phases Both-3?		•	2		0	2		0		2 0				2 0				2 0
Right	Turns: F	REE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+A	ATCS-2?		112	2	20		2	20	Ŭ	112	2	20	U	112	2		Ŭ	112	2
		Override (Capacity			0			0				0				0				0
				EXISTI	NG CONDI		_	ING PLUS P	ROJECT		E CONDITI				RE CONDIT	-				CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Ω	Ĵ	Left		64	0	64	0	64	64	0	67	0	67	0	67	0	67		67	0	67
NORTHBOUND	₹	Left-Through Through		179	0 0	288	0	179	288	0	186	0 0	300	0	186	0 0	300		186	0 0	300
HB	Þ	Through-Right			0							0				0			-	0	
LNC LNC		Right Left-Through-Ri	abt	45	0	0	0	45	0	0	47	0	0	0	47	0	0		47	0	0
ž	\uparrow				0							0				0				0	
				1																	
₽	└- Left ↓- Left-Through			49	0	49	0	49	49	0	51	0	51	0	51	0	51		51	0	51
SOUTHBOUND	└→ Left-Through ↓ Through			117	0	199	0	117	199	0	122	0 0	207	0	122	0 0	207		122	0	207
IBC	Å	Through-Right		117	0	199	U	117	199	U	122	0	207	0	122	0	207		122	0	207
Ę	ن	Right		33	0	0	0	33	0	0	34	0	0	0	34	0	0		34	0	0
sol	4	Left-Through-Ri	ght		1							1				1				1	
•,	ۍلې	Left-Right		I	0							0				0				0	
	ل_	Left		61	1	61	0	61	61	0	63	1	63	0	63	1	63		63	1	63
QN	⇒	Left-Through			0							0				0				0	
NO	$\overrightarrow{\gamma}$	Through		861	2	431	5	866	433	24	920	2	460	5	925	2	463		925	2	463
5TB		Through-Right Right		56	0	56	0	56	56	0	58	0 1	58	0	58	0 1	58		58	0	58
EASTBOUND	<u>}</u>	Left-Through-Ri	ght	50	0	50	0	50	50	U	50	ŏ	50	Ŭ	50	o	50		50	0	50
	\prec	Left-Right	•		0							0				0				0	
	, C	1 - 44			0	0		4	0		4	0	0		4	0	0		4	0	0
9	÷	Left Left-Through		1	0 0	0	0	1	0	0	1	0 0	0	0	1	0 0	0		1	0 0	0
WESTBOUND	←	Through		1229	2	615	9	1238	619	64	1343	2	672	9	1352	2	676		1352	2	676
TB(يل ر	Through-Right			0							0				0				0	
ES.	÷	Right	abt	43	0 0	0	0	43	0	0	45	0 0	0	0	45	0 0	0		45	0	0
>	į.	Left-Through-Ri Left-Right	ynt		0							0				0				0	
					th-South: ast-West:	337 676		rth-South: East-West:	337 680			th-South: ast-West:	351 735			th-South: ast-West:	351 739			h-South: st-West:	351 739
					SUM:			SUM:	1017		Le	SUM:	1086			SUM:	1090		La	SUM:	1090
	VOLUME/CAPACITY (V/C) RATION					0.675			0.678				0.724				0.727				0.727
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT					0.575			0.578				0.624				0.627				0.627
	LEVEL OF SERVICE (LOS					Α			Α				В				В				В
<u>µ</u>			-																		

PROJECT IMPACT

Change in v/c due to project: 0.003 $\Delta v/c$ after mitigation: 0.003 Fully mitigated? N/A

Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

	S #: North-South Street: Westmoreland Ave.			Year	of Count:	2019 Ambient Growth: (%):			1	Conduc	cted by:	Saee	ed K.	Date: 8/13/2019)				
9-Ø1	East	t-West Street:	Beverly	Blvd. & Te	mple St.		Projec	ion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	tenment	Plaza
			Phases			1			1				1				1				1
Oppos	sed Ø'in	g: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right T	Turns: Fl	REE-1, NRTOR-2 o	r OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	AT9	SAC-1 or ATSAC+A	109-22	EB 0	WB	0 2	EB	0 WE	3 02	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override (0			0				0				0				0
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS PR	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR	E CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	ſ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND Beverly Blvd.	4	Left-Through			0							0				0				0	
D IB	1	Through		692	2	346	3	695	348	8	728	2	364	3	731	2	366		731	2	366
Ĩ Î	r.	Through-Right			0							0				0				0	
AS		Right	a h f	530	1 0	530	4	534	534	21	573	1 0	573	4	577	1 0	577		577	1 0	577
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	Þ	Left-Through			0							0				0				0	
0 0 0	Ļ	Through		753	3	251	2	755	252	12	796	3	265	2	798	3	266		798	3	266
up TB	4	Through-Right			0							0				0	_			0	
WESTBOUND Temple St	\downarrow	Right	a h f	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
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	24	Lett-Right		1	U							U				Ū				Ŭ	
	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0							0				0				0	
	$\xrightarrow{\rightarrow}$	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	T C	Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
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					th-South:	530		th-South:	534			th-South:	573			h-South:	577			h-South:	577
		CRITICAL VC	DLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	st-West:	0		Ea	st-West:	0
			DATIO		SUM:	530		SUM:	534			SUM:	573			SUM:	577			SUM:	577
		E/CAPACITY (V/C)																			
V/C L	ESS AT	SAC/ATCS ADJUS	TMENT:			0.000			0.000				0.000				0.000				0.000
	L	EVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
																PROJ	ECT IN	IPACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Fully mitigated? N/A

Significant impacted? NO F

Enlightenment Plaza Project - AM Peak Hour

	ed Ø'in urns: Fl	t-West Street: No. of g: N/S-1, E/W-2 or REE-1, NRTOR-2 o	Phases	Blvd. & Te	mple St.		Broiog	lan Vaan	0000	2019 Ambient Growth: (%): 2023 Peak Hour:					-			r – – – – – – – – – – – – – – – – – – –			
Oppos	urns: Fl	g: N/S-1, E/W-2 or		1			Frojec	tion Year:	2023		Pea	ak Hour:	AM	Review	wed by:			Project:	Enligh	tenment	Plaza
••	urns: Fl	. .	Dath 22			1	-		1				1		-		1				1
Right Tu		REE-1. NRTOR-2 o	Botti-2 t			0			0		_		0				0				0
	ATS	,	r OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB			NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
		SAC-1 or ATSAC+A	TCS-22	EB 0	WB	2	EB	<mark>0</mark> WE	2	EB	0	WB	2	EB	0	WB	2	EB	U	WB	2
		Override C				0			0				ō				ō				0
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS PR	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUR	E CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Ĺ.	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND Beverly Blvd.	4	Left-Through			0							0				0				0	
D B	Î	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
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N P	↓ →	Left-Through			0							0				0				0	
ы В Ш	ł	Through		312	1	175	3	315	177	36	361	1	201	3	364	1	202		364	1	202
ar ST		Through-Right			1						40	1	10		10	1	40		40	1	10
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	t	Through-Right Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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					th-South:	530		th-South:	534			th-South:	573			h-South:	577			h-South:	577
		CRITICAL VO	LUMES	E	ast-West:	0	E	ast-West:	0		Ea	ast-West:	0		Ea	st-West:	0		Ea	st-West:	0
-			B 4 71 -		SUM:	530		SUM:	534			SUM:	573			SUM:	577			SUM:	577
		E/CAPACITY (V/C)																			
V/C LE	ESS AT	SAC/ATCS ADJUS	TMENT:			0.000			0.000				0.000				0.000				0.000
	L	EVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
																PRO.J	ECT IN	PACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

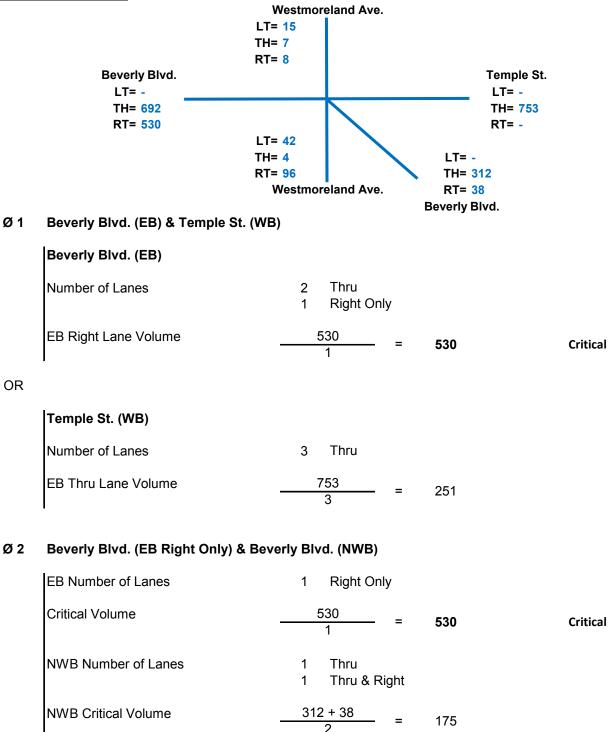
I/S #:	Nor	rth-South Street:	Westm	oreland Ave).		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
9-ø3	E	ast-West Street:	Beverly	/ Blvd. & Te	mple St.		Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Оррс	osed Ø	Na Ø'ing: N/S-1, E/W-2	o. of Phases ? or Both-3?			1 0			1 0				1 0				1 0				1 0
Riaht	Turns	: FREE-1, NRTOR	-2 or OLA-3?	NB 2	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
J .		ATSAC-1 or ATSA		EB 0	WB	0 2	EB	0 W		EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0
			de Capacity			0			2				2				2				2 0
				EXIST	ING CONDI		EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D D	Ĺ,	Left		42	0	42	0	42	42	0	44	0	44	0	44	0	44		44	0	44
NORTHBOUND Westmoreland	Ą	Left-Through	ו		1	10			10		-	1	40		_	1	10		_	1	10
ore ore	Ĩ	Through . Through-Rig	b t	4	0	46	0	4	46	1	5	0 0	49	0	5	0 0	49		5	0	49
μŢ	ĥ	Right	int	96	1	96	0	96	96	0	100	1	100	0	100	1	100		100	1	100
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무밀	L L	Left Left-Through		15	0	15	0	15	15	1	17	0 0	17	0	17	0 0	17		17	0	17
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Ę	ز ا	Right		8	0	0	0	8	0	6	14	0	0	0	14	0	0		14	0	0
SOUTHBOUND Westmoreland	4	•	n-Right		1							1				1				1	
	بل	Left-Right			0							0				0				0	
- 1	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	÷	Right Left-Through	n-Right	U	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ŕ	Left-Right			õ							Õ				Ō				Õ	
				-																	
	τ	Left Left-Through		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	* ~	Through	I	0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	ţ	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ĺ	Lone innough	n-Right		0							0				0				0	
	ſ	Left-Right		Nor	th-South:	111	No	rth-South:	111		Nor	th-South:	117		Nor	th-South:	117		Nor	h-South:	117
		CRITICAL	VOLUMES	-	ast-West:	0	-	Tast-West:	0			ast-West:	0			n-soun. st-West:	0			n-south. st-West:	0
					SUM:	111		SUM:	111			SUM:	117			SUM:	117			SUM:	117
	VOL	UME/CAPACITY (//C) RATIO:																		
V/C	LESS	ATSAC/ATCS AD	JUSTMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SER	VICE (LOS):			Α			Α				Α				Α				Α
				-										-		PROJ		PACT			

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. Existing - AM Peak



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. Existing - AM Peak

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	$\frac{42}{1}$ = 42	
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	= 30	
Critical Volume	42 + 30 =	72

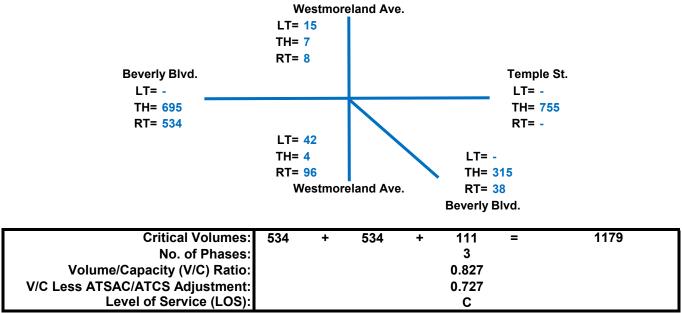
OR

Westmoreland Ave. (SB LT & NB RT)

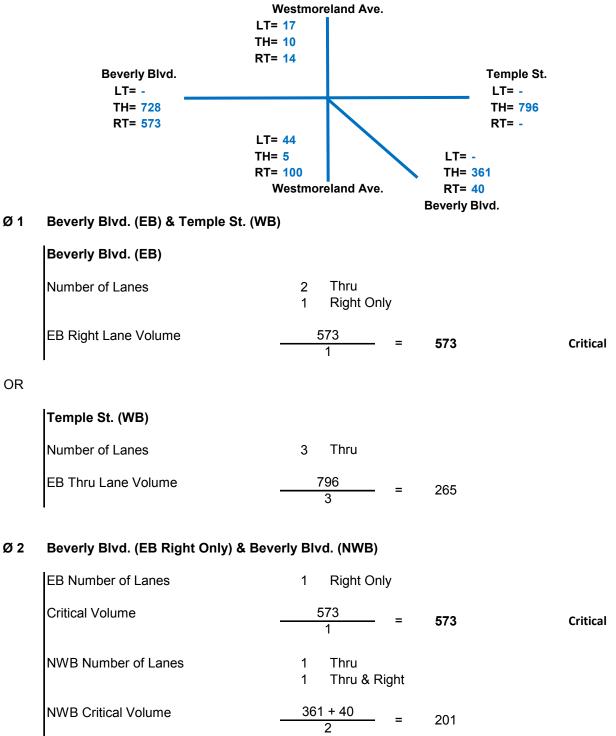
SB Left Number of Lanes	1	Left Only	,			
SB Left Lane Volume		15 1	=	15		Critical
NB Right Number of Lanes	1	Right				
NB Right Lane Volume			=	96		Critical
Critical Volume	15	+	96	=	111	Critical

Critical Volumes:	530	+	530	+	111	=	1171
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.822		
V/C Less ATSAC/ATCS Adjustment:					0.722		
Level of Service (LOS):					С		

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>EWP - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWOP - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWOP - AM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	$\frac{44}{1}$ = 44	
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	= 41	
Critical Volume	44 + 41 = 85	;

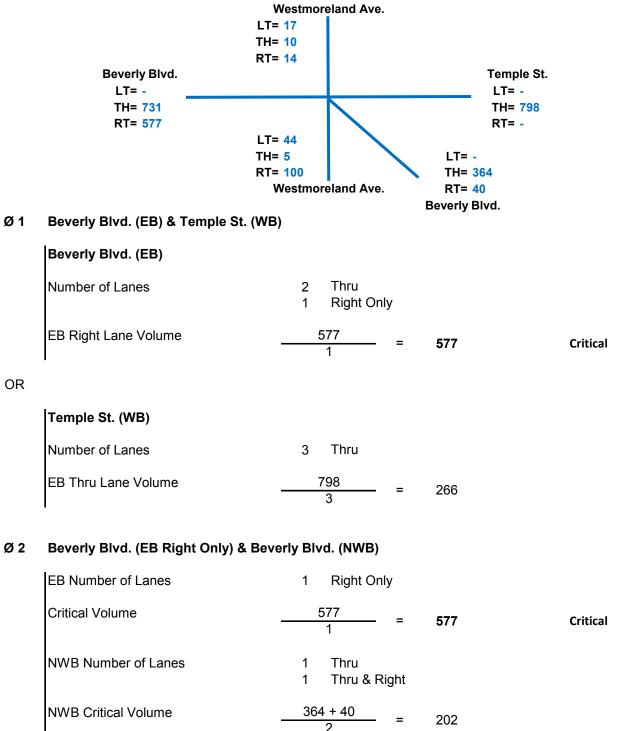
OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1	Left Only	у			
SB Left Lane Volume		<u>17</u> 1	=	17		Critical
NB Right Number of Lanes	1	Right				
NB Right Lane Volume			=	100		Critical
Critical Volume	17	+	100	=	117	Critical

Critical Volumes:	573	+	573	+	117	=	1263
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.886		
V/C Less ATSAC/ATCS Adjustment:					0.786		
Level of Service (LOS):					С		

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWP - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWP - AM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	<u>44</u> =	44
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	=	41
Critical Volume	44 + 41	= 85

OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1	Left Only	у			
SB Left Lane Volume		<u>17</u> 1	=	17		Critical
NB Right Number of Lanes	1	Right				
NB Right Lane Volume			=	100		Critical
Critical Volume	17	+	100	=	117	Critical

Critical Volumes:	577	+	577	+	117	=	1271
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.892		
V/C Less ATSAC/ATCS Adjustment:					0.792		
Level of Service (LOS):					С		

Enlightenment Plaza Project - AM Peak Hour

I/S #:					Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)		
10-ø1	Ea	ast-West Street:	Temple	St. & Silver	r Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	osed Ø	No. c ð'ing: N/S-1, E/W-2 o				1			1 0				1 0				1 0				1
Right	Turns	: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
		ATSAC-1 or ATSAC+	ATCS-2?		WD	2	<i>LD</i>		2	<i>LD</i>	0	WB	2	20	0	WD	2	LD	0	WD	2
		Override	Capacity			0			0				0				0				0
				EXISTI	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	ſ	Left		7	1	7	0	7	7	5	12	1	12	0	12	1	12		12	1	12
ND .	4	Left-Through			0		-			-		0				0				0	
NORTHBOUND Virgil Ave.	Ì	Through		560	1	383	0	560	383	2	585	1	402	0	585	1	402		585	1	402
gil ,	ĥ	Through-Right			1							1				1				1	
Vir	م (Right		206	0	206	0	206	206	4	218	0	218	0	218	0 0	218		218	0	218
ž	\overleftrightarrow	Left-Through-R Left-Right	light		0							0 0				0				0 0	
l	*	Len-Kight		1	0							0				0				0	
	5	Left		115	1	115	0	115	115	0	120	1	120	0	120	1	120		120	1	120
SOUTHBOUND Virgil Ave.	₩	Left-Through			0							0				0				0	
Av 30	ł	Through		636	1	334	0	636	334	-3	659	1	346	0	659	1	346		659	1	346
UTHBOUN Virgil Ave.	لہ ر	Through-Right Right		31	1	31	0	31	31	0	32	1 0	32	0	32	1 0	32		32	1	32
Л	4	Left-Through-R	liaht	51	0	51	U	51	51	U	52	0	52	0	52	0	52		52	0	52
Š	j,	Left-Right			0							0				0				0	
_	4			-																	
	ر بر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
		Through-Right		0	ŏ	Ŭ	v	0	Ŭ		0	0	U		0	0	Ŭ		0	ŏ	v
	7	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through-R	light		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
1	ſ	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	$\overleftarrow{\mathbf{r}}$	Left-Through		Ŭ	Ő	v	Ŭ	Ŭ	Ŭ		Ŭ	ŏ	Ŭ		Ū	0	v		Ū	0	Ŭ
	<u>←</u>	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<u>م</u>	Through-Right			0	•		•	•			0	•		•	0	0		•	0	
	€ 4	Right Left-Through-R	light	0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	5	Left-Right			0							0				0				0	
	*	•		Nor	th-South:	498	No	rth-South:	498		Nor	th-South:	522		Nort	h-South:	522		Nort	h-South:	522
		CRITICAL V	OLUMES	E	ast-West:	0	E	East-West:	0		E	ast-West:	0		Ea	ast-West:	0		Ea	st-West:	0
				1	SUM:	498		SUM:	498			SUM:	522			SUM:	522			SUM:	522
		UME/CAPACITY (V/C																			
V/C	LESS	ATSAC/ATCS ADJU				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	CE (LOS):			Α			Α				Α				Α				Α
																PROJ	ECT IN	PACT			

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - AM Peak Hour

I/S #:	Ø2 East-West Street: Temple St. & Silver Lake B No. of Phases				Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)		
10-ø2	East	t-West Street:	Temple	St. & Silver	r Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
		No. of	f Phases			1			1				1				1				1
Oppo	sed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right 1	urns: F	REE-1, NRTOR-2 d	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
-	A.T.	SAC-1 or ATSAC+/	ATCS 22	EB 0	WB	0 2	EB	0 WE	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	AI	Override (0			2				2				0				0
			capacity	EXISTI	NG CONDI		EXISTI	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR		ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	لى	Left		185	0	185	0	185	185	2	195	0	195	0	195	0	195		195	0	195
д ж	4	Left-Through			1							1				1				1	
le S	1	Through		179	1	179	1	180	180	3	189	1	189	1	190	1	190		190	1	190
a d	h.	Through-Right			0	•		•			•	0			•	0	•		•	0	0
WESTBOUND Temple St		Right Left-Through-Ri	a há	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
3	\uparrow	Left-Right	ignt		0							0				0				0	
	Ť	Len-Right		l	U							U				0				0	
	4	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0							0				0				0	
	ł	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right			0							0				0				0	
	4	Right Left-Through-Ri	iaht	0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	, L	Left-Right	igin		0							0				0				0	
				1								-									
	<u>)</u>	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	⊥, →	Left-Through			0	_						0			-	0	_			0	
	$\overrightarrow{\nabla}$	Through Through-Right		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	→	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\downarrow	Left-Through-Ri	ight	v	Ő	U	Ŭ	U	U		U	õ	U		0	õ	U		U	Ő	U
	\prec	Left-Right	-		0							0				0				0	
																				_	
	$\overleftarrow{\tau}$	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	↓ ←	Leπ-Inrougn Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right		, v	0	U	v	U	U		U	0	U		0	0	0		U	0	U
	t t	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ť	Left-Through-Ri	ight		0							0				0				0	
	\succ	Left-Right			0	105			405			0	105	ļ		0	105			0	105
		CRITICAL VO		-	th-South: ast-West:	185 0	-	rth-South: ast-West:	185 0			th-South: ast-West:	195 0			h-South: st-West:	195 0			h-South:	195 0
		ON TOAL V	JEOWILO	E	SUM:	185		ast-west: SUM:	185		Eč	SUM:	195		Eč	SUM:	195		Ea	st-West: SUM:	0 195
	VOLUM	E/CAPACITY (V/C)	RATIO:		5011.	100		5011.				00111.	100			00111.	100			30111.	100
		ISAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC				0.000 A			0.000 A								0.000				0.000
			L (LU3).			A			A				A								Α

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

I/S #:					Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)		
10-ø3	Eas	t-West Street:	Temple	St. & Silver	r Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
						1			1				1				1				1
Орро	sed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?	NB 0	60	0 0	NB	0 SE	0 3 0	ND	0	SB	0 0	NB	0	SB	0 0	NB	0	6 0	0 0
Right	Turns: F	REE-1, NRTOR-2 of	or OLA-3?	NB 0 EB 0	SB WB	0	NВ ЕВ			NB EB	0	зв WB	0	NВ ЕВ	0	зв WB	0	NВ EB	0	SB WB	0
	AT	SAC-1 or ATSAC+	ATCS-2?			2		•	2		, in the second s		2		, in the second s		2		· ·		2
		Override	Capacity			0			0				0				0				0
				EXISTI	ING CONDI			NG PLUS PI	ROJECT		E CONDITI				RE CONDIT					CT W/ MIT	
		MOVEMENT		Malana	No. of Lanes	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	5	Left		Volume 257		257		Volume 257	Volume 257	6	273		273		273	Lanes 1	273	volume	273		273
	4	Left-Through		231	0	237	U	257	251	0	215	0	215	U U	215	0	215		215	0	215
е в В	ł	Through		557	1	311	1	558	311	4	584	1	326	1	585	1	326		585	1	326
Tak Dig	-	Through-Right			1							1				1				1	
WESTBOUND Silver Lake Blvd.	, ,	Right		64	0	64	0	64	64	0	67	0	67	0	67	0	67		67	0	67
≥ is	+	Left-Through-R	ight		0 0							0 0				0 0				0 0	
•	γ	Left-Right		1	U							U				U				0	
1	4	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	₩	Left-Through			0							0				0				0	
	, i	Through		0	0 0	0	0	0	0		0	0	0		0	0 0	0		0	0	0
		Through-Right Right		0	0	0	0	0	0		0	0 0	0		0	0	0		0	0	0
	÷,	Left-Through-R	ight	U	0 0	0	U	0	0		0	ŏ	0		0	0	U		0	0 0	0
	\rightarrow	Left-Right	-		0							0				0				0	
	ر				0	-		•								_			_	0	-
	ر ب	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	\rightarrow	Through		0	0 0	0	0	0	0		0	ŏ	0		0	0	0		0	0 0	0
	7	Through-Right			0							0				0				0	
	<u>}</u>	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	٤	Left-Through-Ri Left-Right	ight		0 0							0 0				0 0				0 0	
	Ĵ	Lon-rught		1	U							U				Ŭ				Ŭ	
	ç	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	₹ ↓	Left-Through		-	0			-			-	0			-	0			-	0	
	Ā	Through Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	t_	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	÷ ↑	Left-Through-R	ight	_	0		_	-	-		-	0			-	0			-	0	
	\succ	Left-Right			0	0.1.1			011			0	000			0	000			0	000
		CRITICAL V	OLUMES	_	th-South: ast-West:	311 0	-	rth-South: ast-West:	311 0			th-South: ast-West:	326 0			h-South: st-West:	326 0			h-South: st-West:	326 0
		ON TOAL V	0200020		SUM:	311		SUM:	311		E	SUM:	326		Eč	SUM:	326		Eč	SUM:	326
	VOLUN	IE/CAPACITY (V/C)) RATIO:																		
V/C I	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
	I	LEVEL OF SERVIC	E (LOS):			A			Α				A				Α				A
			. ,	1			1			1								DACT			

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

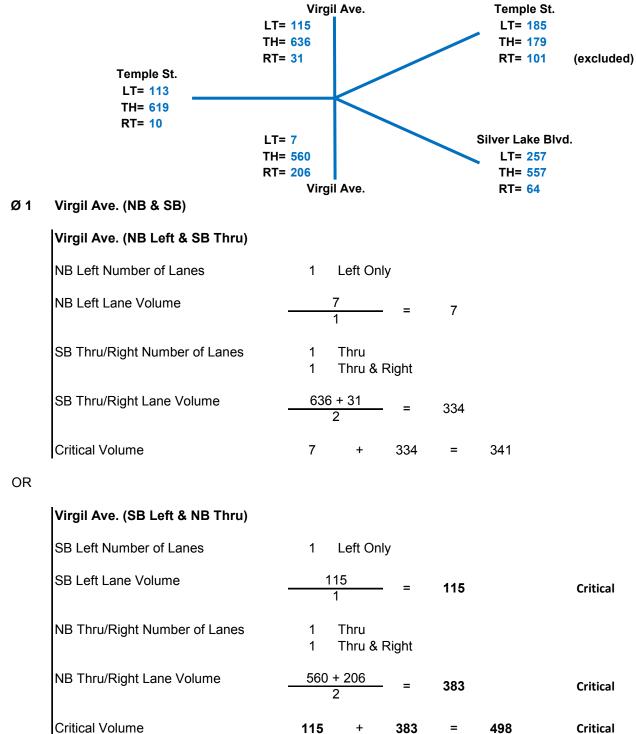
Enlightenment Plaza Project - AM Peak Hour

I/S #:	04 East-West Street: Temple St. & Silver Lake E No. of Phases				Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)		
10-ø4	East	-West Street:	Temple	St. & Silver	Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	sed Ø'in	No. of g: N/S-1, E/W-2 or				1 0			1 0				1 0				1 0				1 0
Right 1	Furns: Fl	- REE-1, NRTOR-2 a	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		SAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override (ō			0				Ō				ō				ō
				EXISTI	NG CONDI	TION	EXIST	NG PLUS PF	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
•	ر ک	Left		113	1	113	2	115	115	2	120	1	120	2	122	1	122		122	1	122
EASTBOUND Temple St	1	Left-Through Through		619	0 1	315	2	621	316	3	647	0 1	331	2	649	0 1	332		649	0	332
BO	<u> </u>	Through-Right		015	1	515	2	021	510	, v	047	1	551	<u> </u>	043	1	552		043	1	552
VST	-	Right		10	0	10	0	10	10	4	14	0	14	0	14	0	14		14	0	14
Щ.	4	Left-Through-Ri	ght		0 0							0 0				0 0				0 0	
	*	Left-Right		l	U							U				U				0	
	4	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	Ļ	Through-Right		U	0	0	U	0	0		0	0	0		0	0	0		0	0	0
	نہ	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<i>↓</i>	Left-Through-Ri Left-Right	ght		0							0 0				0 0				0	
	\sim	Lon-Hight		1	Ŭ							Ŭ				Ŭ				Ŭ	
	ر بد	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\rightarrow	Left-Through Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
		Through-Right		U	0	Ŭ	Ŭ	0	Ŭ		0	0	Ŭ		0	0	U		0	0	Ŭ
]	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	J	Left-Through-Ri Left-Right	ght		0 0							0 0				0 0				0 0	
	1	g		1																	
	√ ∽	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	₹ ↓	Left-Through Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	4	Through-Right		Ŭ	0	Ŭ	Ŭ	Ŭ	Ŭ		Ŭ	0	Ŭ		Ū	0 0	Ŭ		Ū	0	Ū
	4	Right	1- 4	0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	ž	Left-Through-Ri Left-Right	gnt		0 0							0 0				0 0				0 0	
	Y	-		Nor	th-South:	315	No	rth-South:	316		Nor	th-South:	331		Nort	h-South:	332		Nort	th-South:	332
		CRITICAL VO	DLUMES	Ea	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	st-West:	0		Ea	st-West:	0
		E/CAPACITY (V/C)	RATIO		SUM:	315		SUM:	316			SUM:	331			SUM:	332			SUM:	332
V/C I		SAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
.,,,,,,		EVEL OF SERVIC				0.000 A			0.000 A				0.000 A				Δ				0.000 A
	-		- (200).	<u> </u>		~			~				~					DACT			~

PROJECT IMPACT Change in v/c due to project: 0.000

 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. Existing - AM Peak



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. Existing - AM Peak

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru		
WB Left Lane Volume		=	185	Critical

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	257	
WB Thru/Right Lane Volume	or	$\frac{557 + 64}{2}$ =	311	Critical

Ø 4 Temple St. (EB)

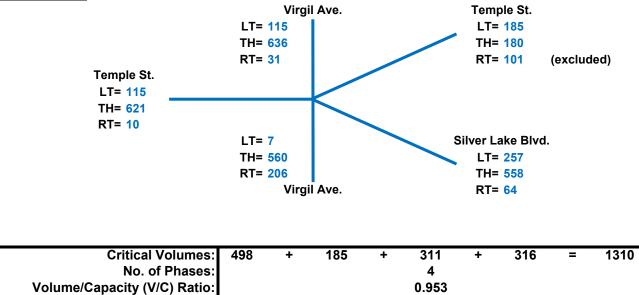
Number of Lanes		1 Left Only 1 Thru 1 Thru & Ri	ght		
EB Left Lane Volume		<u> </u>	=	113	
EB Thru/Right Lane Volume	or	<u>619 + 10</u> 2	=	315	Critical

Critical Volumes:	498	+	185	+	311	+	315	=	1309
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					0.952				
V/C Less ATSAC/ATCS Adjustment:					0.852				
Level of Service (LOS):					D				

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>EWP - AM Peak</u>

V/C Less ATSAC/ATCS Adjustment:

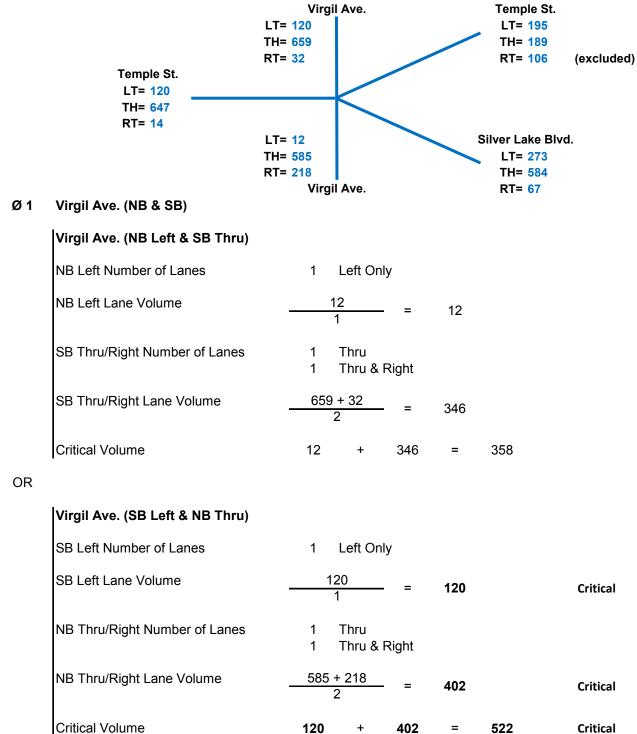
Level of Service (LOS):



0.853

D

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWOP - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWOP - AM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru	
WB Left Lane Volume		= 195 Critic	al

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	273	
WB Thru/Right Lane Volume	or	$\frac{584+67}{2}$ =	326	Critical

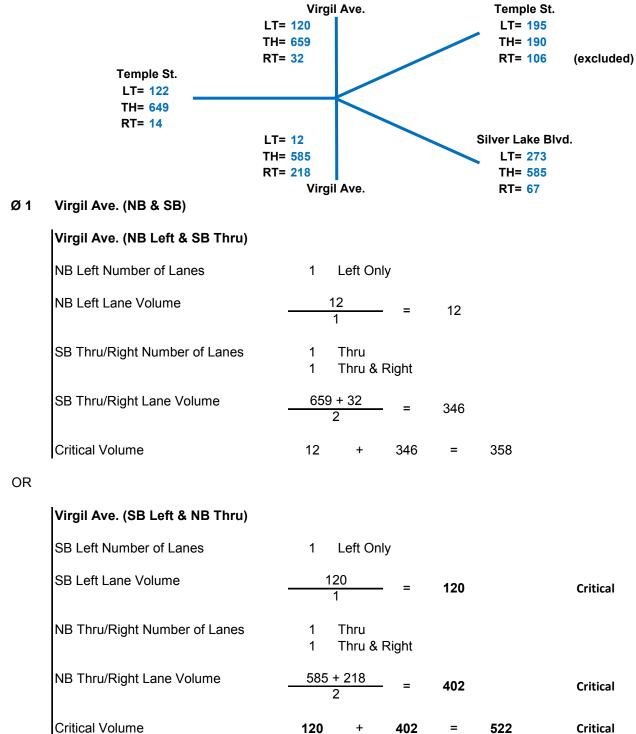
Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Rig	ght		
EB Left Lane Volume		<u> 120 </u>	=	120	
EB Thru/Right Lane Volume	or	<u> 647 + 14 </u> 2	=	331	Critical

Critical Volumes:	522	+	195	+	326	+	331	=	1374
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					0.999				
V/C Less ATSAC/ATCS Adjustment:					0.899				
Level of Service (LOS):					D				

8/13/2019

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWP - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWP - AM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru	
WB Left Lane Volume		= 195 Critic	al

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	273	
WB Thru/Right Lane Volume	or	$\frac{585+67}{2}$ =	326	Critical

Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Rig	ght			
EB Left Lane Volume		<u> 122 </u>	=	122		
EB Thru/Right Lane Volume	or	<u>649 + 14</u> 2	=	332	Critica	ıl

Critical Volumes:	522	+	195	+	326	+	332	=	1375
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					1.000				
V/C Less ATSAC/ATCS Adjustment:					0.900				
Level of Service (LOS):					D				

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-	-South Street:	Virgil A	ve.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Conduc	cted by:	Saee	ed K.	Date:		8/13/2019)
11-ø1	Eas	t-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	AM		wed by:			Project:	Enligh	tenment	Plaza
			f Phases			1	-		1				1		-		1				1
Орро	sed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	0 WI	3 U 2	EB	0	WB	2	EB	0	WB	2	EB	0	WB	2
		Override				ō			0				0				ō				0
				EXIST	ING CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Ú	Left		57	1	57	0	57	57	0	59	1	59	0	59	1	59		59	1	59
e NI	4	Left-Through			0							0				0				0	
ĕã	Î	Through		775	1	388	1	776	388	5	811	1	406	1	812	1	406		812	1	406
NORTHBOUND Virgil Ave.	þ	Through-Right		<u>^</u>	1	0	<u>^</u>	0	0	<u> </u>	~	1	0	_	~	1	0		0	1	0
Ξ, R	~^~ ~1~	Right Left-Through-Ri	iaht	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
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A 30	ł	Through		894	1	465	0	894	465	6	936	1	487	0	936	1	487		936	1	487
UTHBOUN Virgil Ave.	لم ر	Through-Right		36	1 0	20	0	36	36	0	37	1 0	07		37	1 0	37		37	1 0	37
SOUTHBOUND Virgil Ave.	4	Right Left-Through-Ri	iaht	30	0	36	0	30	30	0	37	0	37	0	37	0	37		37	0	37
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	↓ ↓	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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l	\succ	Left-Right		<u> </u>	0	500			500			0	540			0	5.40			0	540
		CRITICAL V			th-South: ast-West:	522 0		th-South: ast-West:	522 0			th-South: ast-West:	546 0			h-South: ast-West:	546 0			h-South: st-West:	546 0
		SITTORE V	0200020		SUM:	522		SUM:	522		E	SUM:	546		Ea	SUM:	546		Ed	SUM:	546
	VOLUM	E/CAPACITY (V/C	RATIO:	1	2011.							20111	010	1			010	1			010
V/C		SAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC															0.000 A				
<u> </u>		LLVEL OF SERVIC	L (LU3).	<u> </u>		Α			Α				Α								Α
																PROJ	ECT IN	IPACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North	n-South Street:	Virgil A	ve.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)
11-ø2	Eas	st-West Street:	Beverly	Bivd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орр	osed Ø'i	No. o ing: N/S-1, E/W-2 or	f Phases Both-3?			1 0			1 0				1 0				1 0				1 0
Right	Turns: I	FREE-1, NRTOR-2 of	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
J		TSAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	~	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	6			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9) ∠↑	Left Left-Through		109	1 0	109	0	109	109	4	117	1 0	117	0	117	1 0	117		117	1 0	117
VUN Ve.	ר ↑	Through		119	1	78	0	119	78	1	125	1	81	0	125	1	81		125	1	81
il A	<u></u>	Through-Right			1		Ŭ					1	•••			1	•••			1	0.
SOUTHBOUND Virgil Ave.	4	Right		36	0	36	0	36	36	0	37	0	37	0	37	0	37		37	0	37
so	\Rightarrow	Left-Through-R	ight		0							0				0				0	
	Ŷ	Left-Right			0							0				0				0	
	4	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\$	Left-Through			0							0				0				0	
	,	Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	ل م ل	Through-Right Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	\downarrow	Left-Right			0							0				0				0	
	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through		0	0	0	U	0	0		0	0	0		0	0	0		0	0	0
	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	14	Through-Right			0							0				0				0	
	Ť.	Right Left-Through-R	iaht	0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
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	√ ✓	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
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	4	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	¥			Nor	th-South:	109	No	rth-South:	109		Nor	th-South:	117		Nor	th-South:	117		Nort	th-South:	117
		CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	ast-West:	0		Ea	ast-West:	0
			DATIO		SUM:	109		SUM:	109			SUM:	117			SUM:	117			SUM:	117
		ME/CAPACITY (V/C)																			
V/C		TSAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
																PRO	JECT IN	PACT			

 PROJECT IMPACT

 Change in v/c due to project:
 0.000 $\Delta v/c$ after n

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

CMA - Weekday AM Peak 8-13-19

Enlightenment Plaza Project - AM Peak Hour

I/S #:	Nort	th-South Street:	Virgil A	ve.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)
11-ø3	Ea	ast-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	ewed by:			Project:	Enligh	ntenment	Plaza
	osed Ø	No. of ing: N/S-1, E/W-2 or	f Phases Both-3?			1 0			1 0				1 0		-		1 0				1 0
Right	Turns:	FREE-1, NRTOR-2 c	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
-		ATSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	,	Override (0			0				0			0					0
				EXISTI	ING CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	FUTURE CONDITION W/ PROJECT				W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of					Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ.	Ĵ	Left		61	0	61	0	61	61	0	63	0	63	0	63	0	63		63	0	63
NWESTBOUND Beverly Blvd.	1	Left-Through		000	1	000	~	004	000		074	1	0.40		070	1	050		070	1	050
Y BO		Through Through-Right		322	1 0	222	2	324	223	36	371	1 0	249	2	373	1 0	250		373	1 0	250
ST /erl	r	Right		241	1	241	0	241	241	6	257	1	257	0	257	1	257		257	1	257
NE Be	4	Left-Through-Ri	ght		0		Ŭ			Ŭ	_0.	0			_0.	0	_0.		_0.	0	_0.
z –	\checkmark	Left-Right	-		0							0				0				0	
요평	L L	Left		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NN NN	1	Left-Through Through		389	2	195	3	392	196	20	425	0 2	213	3	428	0 2	214		428	0 2	214
j ₹ 10	Ĵ	Through-Right		309	0	195	3	332	130	20	423	0	215	5	420	0	214		420	0	214
AS	نہ ا	Right		52	1	52	2	54	54	0	54	1	54	2	56	1	56		56	1	56
SEASTOUND Beverly Blvd.	4	Left-Through-Ri	ght		0							0				0				0	
	4	Left-Right			0							0				0				0	
	J	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through		Ŭ	0 0	Ŭ	Ŭ	Ū	Ŭ		Ū	Ő	Ŭ		Ū	ŏ	U		Ū	õ	Ŭ
	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	ž	Right		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
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	ſ	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	₹ ↓	Left-Through			0							0				0				0	•
	4	Through		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
		Through-Right Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\uparrow	Left-Through-Ri	ght	Ĭ	Ō	Ū	Ť		Ŭ			Ő	Ū		÷	0	Ŭ		č	0	Ũ
	\succ	Left-Right			0							0				0				0	
				-	th-South:	256	-	rth-South:	257			th-South:	276			th-South:	277			th-South:	277
		CRITICAL VO	JLUIVIES		ast-West: SUM:	0 256	E E	East-West: SUM:	0 257		E	ast-West: SUM:	0 276		Ea	st-West: SUM:	0 277		Ea	st-West: SUM:	0 277
	VOL	JME/CAPACITY (V/C)	RATIO:	1	3011	200		30W.	201			30111:	270	<u> </u>		30IVI.	211			30IVI:	211
V/C		ATSAC/ATCS ADJUS				0.000							0.000								0.000
v/C	LESS					0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
																PRO	ECT IN	PACT			

PROJECT IMPACT Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

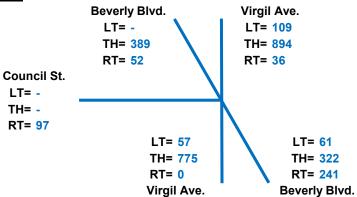
I/S #:	North	-South Street:	Virgil A	ve.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)
11-ø4	Eas	t-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
0			Phases			1 0			1				1				1				1
		ng: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0 0	NB	0	SB	0 0	NB	0	SB	0 0
Right T	Furns: F	REE-1, NRTOR-2 o	or OLA-3?	EB 0	WB	0 0	EB	0 W		EB	Ő	WB	0	EB	Ő	WB	0	EB	ŏ	WB	Ő
	AT	SAC-1 or ATSAC+A	ATCS-2?			2			2				2				2				2
ļ		Override (Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION		ING PLUS P	ROJECT		-	ON W/O PF	ROJECT			-	OJECT			CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	6			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
) _↑	Left Left-Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
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ici 🖸	 ↑.	Through-Right		0	0	0	v	0	0	U	0	0	0	0	0	0	0		0	0	U
EASTBOUND Council St.	r	Right		97	1	97	0	97	97	0	101	1	101	0	101	1	101		101	1	101
ĞŬ	4	Left-Through-Ri	ght		0		-			-		0				0				0	
	$\dot{\gamma}$	Left-Right	-		0							0				0				0	
	1																				
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ST /er	نہ	Right		241	1	241	0	241	241	6	257	1	257	0	257	1	257		257	1	257
NWESTBOUND Beverly Blvd.	÷	Left-Through-Ri	ght		0		-			_		0				0				0	
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	7	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through-Ri	ght		0							0				0				0	
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	ç	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	\leftarrow	Through		0	õ	0	0	0	0		0	õ	0		0	Ő	0		0	ŏ	0
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	Ĺ	Left-Through-Ri	ght		0							0				0				0	
┢────┸	Ý	Left-Right		Nor	th-South:	241	No	rth-South:	241		Nor	th-South:	257		Nor	h-South:	257		Nor	th-South:	257
		CRITICAL VO	DLUMES	-	ast-West:	241	-	Tast-West:	241			ast-West:	257			n-South: ast-West:	257			ast-West:	257
					SUM:	241		SUM:	241		2.	SUM:	257		20	SUM:	257		20	SUM:	257
J	VOLUN	IE/CAPACITY (V/C)	RATIO:																		
V/CI	ESS AT	SAC/ATCS ADJUS	TMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC				A			A				A				Δ				A
<u> </u>			_ (200).			~			~				~			DDC					~

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - AM Peak



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)		
NB Left Number of Lanes	1 Left Only	
NB Left Lane Volume	<u> </u>	Critical
SB Thru/Right Number of Lanes	1 Thru 1 Thru & Right	
SB Thru/Right Lane Volume	$\frac{894+36}{2}$ = 465	Critical
Critical Volume	57 + 465 =	522 Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{775+0}{2}$ = 388

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - AM Peak

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 T	eft Only hru hru & Right		
SB Left Lane Volume		<u>109</u> 1) =	109	Critical
SB Thru & Right Lane Volume	or		=	78	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru))					
NWB Left Number of Lanes	1	Left Onl	у			
NWB Left Lane Volume		61 1	=	61		Critical
SEB Thru & Right Number of Lanes	2 1	Thru Right Oi	nly			
SEB Thru Lane Volume	3	389 2	=	195		Critical
Critical Volume	61	+	195	=	256	Critical

OR

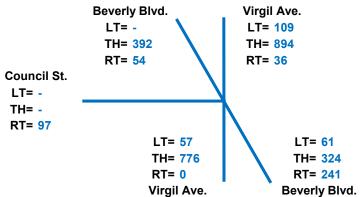
Beverly Blvd. (SEB)

NWB Thru & Right Number of Lanes	1 Right Only 1 Thru 1 Thru & Left	
NWB Thru Lane Volume	=	222
or NWB Right Lane Volume	<u>241</u> =	241
Critical Volume		241

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - AM Peak

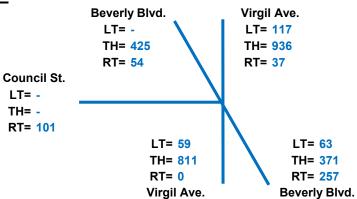
Ø 4	Council St. (EB) & Beverly Blvd. Council St. Number of Lanes Beverly Blvd. NWB Number of Lar	•	3 Righ 1 1	t Only) Right Or Right Or						
	Council St. Lane Volume	-		97 1	=	97				
	Beverly Blvd RT Only Lane Volum	or e _	2	241 1	=	241			Critical	
V/C I	Critical Volumes: No. of Phases: Volume/Capacity (V/C) Ratio: Less ATSAC/ATCS Adjustment: Level of Service (LOS):	522	+	109	+	256 4 0.820 0.720 C	+	241	=	1128

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>EWP - AM Peak</u>



Critical Volumes:	522	+	109	+	257	+	241	=	1129
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					0.821				
V/C Less ATSAC/ATCS Adjustment:					0.721				
Level of Service (LOS):					С				

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - AM Peak</u>



Ø 1 Virgil Ave. (NB & SB)

I Left Only
<u>59</u> = 59 Critical
1 Thru 1 Thru & Right
$\frac{936 + 37}{2}$ = 487 Critical
9 + 487 = 546 Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{811+0}{2}$ = 406

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - AM Peak</u>

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
SB Left Lane Volume		<u> </u>	117	Critical
SB Thru & Right Lane Volume	or	=	81	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)							
NWB Left Number of Lanes	1	Le	eft Onl	у			
NWB Left Lane Volume		63 1		=	63		Critical
SEB Thru & Right Number of Lanes	2 1		hru ight Or	nly			
SEB Thru Lane Volume		425 2		=	213		Critical
Critical Volume	63		+	213	=	276	Critical

OR

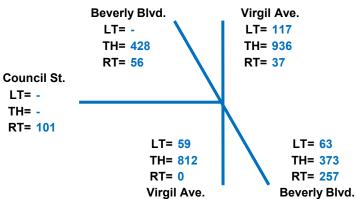
Beverly Blvd. (SEB)

NWB Thru & Right Number of Lanes	1 Right Only 1 Thru 1 Thru & Left		
NWB Thru Lane Volume	=	249	
or NWB Right Lane Volume	<u> </u>	257	
Critical Volume			257

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - AM Peak</u>

Ø 4	Council St. (EB) & Beverly Blv Council St. Number of Lanes Beverly Blvd. NWB Number of La	•	B Right 1 1	t Only) Right Or Right Or						
	Council St. Lane Volume		1	01 1	=	101				
	Beverly Blvd RT Only Lane Volu	or me	2	<u>57</u> 1	=	257			Critical	
	Critical Volumes:	546	+	117	+	276	+	257	=	1196
	No. of Phases:					4				
	Volume/Capacity (V/C) Ratio:					0.870				
V/C L	<pre>_ess ATSAC/ATCS Adjustment:</pre>					0.770				
	Level of Service (LOS):					С				

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - AM Peak</u>



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)		
NB Left Number of Lanes	1 Left Only	
NB Left Lane Volume	<u> </u>	Critical
SB Thru/Right Number of Lanes	1 Thru 1 Thru & Right	
SB Thru/Right Lane Volume	$\frac{936+37}{2}$ = 487	Critical
Critical Volume	59 + 487 = 546	Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{812+0}{2}$ = 406

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - AM Peak</u>

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 Left Only 1 Thru 1 Thru & R			
SB Left Lane Volume		<u> </u>	=	117	Critical
SB Thru & Right Lane Volume	or		=	81	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)			
NWB Left Number of Lanes	1 Left Only		
NWB Left Lane Volume	<u>63</u> =	63	Critical
SEB Thru & Right Number of Lanes	2 Thru 1 Right Only		
SEB Thru Lane Volume	<u>428</u> =	214	Critical
Critical Volume	63 + 214	= 277	Critical

OR

Beverly Blvd. (SEB)

NWB Thru & Right Number of Lanes	1 Right Only 1 Thru 1 Thru & Left	
NWB Thru Lane Volume	=	250
or NWB Right Lane Volume	<u>257</u> =	257
Critical Volume		257

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - AM Peak</u>

Ø 4	Council St. (EB) & Beverly Blvc Council St. Number of Lanes Beverly Blvd. NWB Number of La	3 Righ 1 1	Right Only)1Right Only1Right Only								
	Council St. Lane Volume	-	1	01 1	=	101					
	Beverly Blvd RT Only Lane Volun	2	257 1	=	257			Critical			
	Critical Volumes: No. of Phases:	546	+	117	+	277 4	+	257	=	1197	
	Volume/Capacity (V/C) Ratio:					0.871					
V/C L	ess ATSAC/ATCS Adjustment:					0.771					
	Level of Service (LOS):					С					

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South	Street:	101 SB	Off-Ramp	Year of Count: 2019			Ambient Growth: (%):			1	1 Conducted by:		Saeed K.		Date: 8/13/201		8/13/2019			
12	East-West	Street:	Rosewo	Rosewood Ave.				Projection Year: 202			Peak Hour:			Revie	wed by:			Project: Enlightenme		ntenment	Plaza
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 Bight Turns: FREE-1, NRTOR-2 or OLA-3? 0 SB 0 0		NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0 0	SB WB	2 0 0 0					
	ATSAC-1 o	or ATSAC+A Override C				2 0			2 0				2 0				2 0		, in the second s		2 0
EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
	MOVEN	MENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
QNC		Through		119	0 0	0	0	119	0	0	124	0 0	0	0	124	0 0	0		124	0 0	0
NORTHBOUND		ugh-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NORT		t Through-Rig Right	jht	109	0 0 0	0	0	109	0	0	113	0 0 0	0	0	113	0 0 0	0		113	0 0 0	0
QN	Left	Through		785	1 0	410	1	786	411	11	828	1 0	432	1	829	1 0	433		829	1 0	433
SOUTHBOUND	Right ل	ugh-Right		68 35	0 0 0	0 410	0	68 35	0 411	0	71 36	0 0 0	0 432	0	71 36	0 0 0	0 433		71 36	0 0 0	0 433
sou	↔ Left-	- Through-Rig Right	jht		0 1							0				0				0 1	
QN		Through		2	0 0 1	0	0	2	0	0	2	0 0 1	0	0	2	0 0 1	0		2	0	0
EASTBOUND	→ Thro	ugh-Right		140 164	0	140 0	0	140 164	140 0	0	146 171	0 0	146 0	0	146 171	0	146 0		146 171	0	146 0
EA		Through-Rig Right	jht		0 0							0 0				0 0				0 0	
QND	✓ Left ✓ Left- ✓ Thro	Through		50 120	0 0 0	0 124	0	50 120	0 124	0	52 125	0 0 0	0 129	0	52 125	0 0 0	0 129		52 125	0 0 0	0 129
WESTBOUND	لللل المالي المالي المالي المالي	ugh-Right t		4	1 0	0	0	4	0	0	4	1 0	0	0	4	1 0	0		4	1 0	0
Ž	∳ Left-⊺ ├─ Left-I	Through-Rig Right	jht		0 0							0 0				0 0				0 0	
CRITICAL VOLUMES				th-South: ast-West: SUM:	410 140 550		rth-South: East-West: SUM:	411 140 551			th-South: ast-West: SUM:	432 146 578			th-South: ast-West: SUM:	433 146 579			h-South: st-West: SUM:	433 146 579	
	VOLUME/CAPA	. ,				0.367			0.367				0.385				0.386				0.386
V/C	LESS ATSAC/AT					0.267			0.267				0.285				0.286				0.286 A
	LEVEL	OF SERVICE	: (LOS):			Α			Α				Α								

PROJECT IMPACT

Change in v/c due to project: 0.001 ∆v/c after mitigation: 0.001 Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Stree	t: Vermo	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
1	East-West Stree	t: 101 NB	On-Ramp			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	l osed Ø'ing: N/S-1, E/W	No. of Phases I-2 or Both-3?			2 0		0.00	2		0		2 0		0		2 0		0		2 0
Right	Turns: FREE-1, NRTO	R-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	ATSAC-1 or ATS	AC+ATCS-2?			2			2		, in the second s		2		, in the second s		2		, in the second s		2
	Over	ride Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI		-	ING PLUS P								-				CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	ົງ Left		343	1	343	1	344	344	17	374	1	374	1	375	1	375		375	1	375
NORTHBOUND	✓ Left-Throu	gh	4700	0	570		4700	570	00	4000	0	040		4004	0	040		4004	0	010
BO	↑ Through ☆ Through-R	iaht	1736	3 0	579	2	1738	579	23	1829	3 0	610	2	1831	3 0	610		1831	3 0	610
STH	Right	igin	0	Ő	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
ğ	← Left-Throu	gh-Right		0							0				0				0	
-	✓ Left-Right			0							0				0				0	
	.∽ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Throu	gh	v	Ő	Ŭ	Ŭ	0	Ū	Ŭ	0	Ő	Ŭ	Ŭ	0	Ő	Ū		Ū	Ő	Ŭ
l m	Through		874	2	310	3	877	311	30	939	2	335	3	942	2	336		942	2	336
SOUTHBOUND	⊷↓Through-R↓Right	ight	55	1	55	0	55	55	8	65	1 0	65	0	65	1 0	65		65	1 0	65
.no	Left-Throu	ah-Riaht	55	0	55	U	55	55	0	05	0	05	U	60	0	05		65	0	05
Š	Left-Right	5		0							0				0				0	
-	Left							-								-				-
₽		ah	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
EASTBOUND	→ Through	9.1	0	Ő	0	0	0	0	0	0	Ő	0	0	0	0 0	0		0	0	0
BO	→ Through-R	ight		0							0				0				0	
AS ⁻	Right Left-Throu	ah Diaht	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
ш	→ Left-Right	gii-Rigiit		0							0				0				0	
	*																			
₽	<pre>✓ Left ✓ Left-Throu</pre>	ab	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
WESTBOUND	← Through	yıı	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
BC	Through-R	ight	, , , , , , , , , , , , , , , , , , ,	Ő		, in the second s	Ū.	-		°,	0		, in the second se	÷	0			Ū	Õ	
ESI			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
≥	Left-Throu	gn-Right		0 0							0 0				0 0				0 0	
			Nor	th-South:	653	No	rth-South:	655		Nor	th-South:	709		Nort	th-South:	711		Nort	th-South:	711
	CRITIC	AL VOLUMES	Ea	ast-West:	0	E	ast-West:	0		Ea	ast-West:	0		Ea	ast-West:	0		Ea	st-West:	0
				SUM:	653		SUM:	655			SUM:	709			SUM:	711			SUM:	711
	VOLUME/CAPACITY	. ,			0.435			0.437				0.473				0.474				0.474
V/C	LESS ATSAC/ATCS A				0.335			0.337				0.373				0.374				0.374
	LEVEL OF SE	RVICE (LOS):			Α			Α				Α								Α

1

PROJECT IMPACT

Change in v/c due to project: 0.001 $\Delta v/c$ after mitigation: 0.001 Fully mitigated? N/A

Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South St	reet: Verm	ont Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	,
2	East-West St	reet: 101 N	B Off-Ramp			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	osed Ø'ing: N/S-1,	No. of Phases E/W-2 or Both-3?	NB 0	SB	2 0 0	NB	0 SE	2 0 3 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NF	RTOR-2 or OLA-3?	NB 0 EB 0	зв WB	0	NВ ЕВ	0 SE 0 WI		NВ ЕВ	0	зв WB	0	КВ ЕВ	0	зв WB	0	NВ ЕВ	0	зв WB	0
		ATSAC+ATCS-2?			2 0			2				2 0				2 0				2 0
			EXIST	ING CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	GATION
	MOVEME	NT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
D	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NORTHBOUND	<∱ Left-Th ↑ Throug	h	1422	0 4	356	3	1425	356	38	1518	0 4	380	3	1521	0 4	380		1521	0 4	380
ΗË	rhroug → Throug → Right	h-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
OR		rough-Right	U	0	0	0	0	0	U	0	0	U	Ŭ	0	0	U		0	0	U
z	- ↓ ↓ Left-Rig			0							0				0				0	
	Left			0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
DN	Lent ↓→ Left-Th	rough	0	0	U	0	0	U	0	0	0	0	0	0	0	U		0	0	0
noi	↓ Throug	h	882	3	294	3	885	295	30	948	3	316	3	951	3	317		951	3	317
EHB		h-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
SOUTHBOUND	✓ Right ↓ Left-Th	rough-Right	U	0	0	0	0	0	0	0	0	0	0	0	0	U		0	0	0
Ň	لم Left-Rig			0							0				0				0	
	Left			0	0		0	0	0	0	0	0		0	0	0		0	0	
9	Left Left-Th	rough	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0	0
EASTBOUND	→ Throug	h	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
TB(h-Right	0	0	0		0	0	•	0	0	0	0	0	0	0		0	0	0
SAS	→ Right → Left-Th	rough-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
	- √ Left-Rig			0							0				0				0	
	√ Left		700	1	446	3	723	447	10	769	1	470	3	771	1	473		771	1	472
Q	v Leπ ⊽ Left-Th	rough	720	0	446	, s	123	447	19	768	0	472	3	111	0	4/3		771	0	473
WESTBOUND	← Throug	h	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ЗТВ		h-Right	619	0	446	0	619	447	3	647	0	472	0	647	0 1	473		647	0	473
VES	\leftrightarrow	rough-Right	019	0	440		019	447	3	047	0	472	U	047	0	473		047	0	473
>	}– Left-Rig			1							1				1				1	
	CRI	FICAL VOLUMES	-	th-South: ast-West: SUM:	356 446 802	-	rth-South: East-West: SUM:	356 447 803			th-South: ast-West: SUM:	380 472 852			th-South: ast-West: SUM:	380 473 853			h-South: st-West: SUM:	380 473 853
	VOLUME/CAPAC			0.535			0.535				0.568				0.569				0.569	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.435				0.468				0.469				0.469
	LEVEL OF	SERVICE (LOS):			Α			Α				Α				Α				Α
<u></u>																FCT IM	DACT			

PROJECT IMPACT

Change in v/c due to project: 0.001 ∆v/c after mitigation: 0.001 Fully mitigated? N/A

2

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Vermo	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
3	East-West Street:	Rosew	ood Ave.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 Turns: FREE-1, NRTOR	-2 or OLA-3?	NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE 0 Wi	в 0	NB EB	0 0	SB WB	3 0 0 0	NB EB	0 0	SB WB	3 0 0 0	NB EB	0 0	SB WB	3 0 0 0
	ATSAC-1 or ATSA	C+ATCS-2? de Capacity			2 0			2				2 0				2 0				2
	Oven	de Capacity	EXISTI	NG CONDI	-	EXIST	ING PLUS PI	•	FUTUR		ON W/O PF		FUTUF		ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	•
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
DND	ົ Left √ Left-Throug	h	21	1 0	21	0	21	21	0	22	1 0	22	0	22	1 0	22		22	1 0	22
NORTHBOUND	↑ Through ↑→ Through-Rig ↑ Right	jht	1172	2 1 0	391 1	3	1175 1	392 1	36 0	1256 1	2 1 0	419 1	3	1259 1	2 1 0	420 1		1259 1	2 1 0	420 1
NOR	<pre></pre>	h-Right		0	I		I				0	I	U	1	0	1		1	0	1
DNDC	└→ Left └→ Left-Througi ↓ Through	h	4 1366	1 0 2	4 512	0	4 1372	4 514	0	4 1470	1 0 2	4 549	0	4 1476	1 0 2	4 551		4 1476	1 0 2	4 551
SOUTHBOUND	→ Through-Rig → Right → Left-Throug	-	169	1 0 0	169	0	169	169	0	176	1 0 0	176	0	176	1 0 0	176		176	1 0 0	176
S	↓ Left-Right	-		0							0				0				0	
DNDC	J Left J Left-Through → Through	h	303 2	1 0 0	303 439	0	303 2	303 440	1 0	316 2	1 0 0	316 477	0	316 2	1 0 0	316 478		316 2	1 0 0	316 478
EASTBOUND	→ Through-Rig → Right → Left-Throug	-	875	0 1 1	0	2	877	0	40	951	0 1 1	0	2	953	0 1 1	0		953	0 1 1	0
_	-≺ Left-Right	-	I	0							0				0				0	
DUND	 ✓ Left ✓ Left-Through ✓ Through 	h	2 0	1 0 0	2 0	0	2 0	2 0	0	2 0	1 0 0	2 0	0	2 0	1 0 0	2 0		2 0	1 0 0	2 0
WESTBOUND	Through-Rig Right Left-Througi Left-Right	-	0	1 0 0 0	0	0	0	0	0	0	1 0 0 0	0	0	0	1 0 0 0	0		0	1 0 0 0	0
	CRITICA	LVOLUMES		th-South: ast-West: SUM:	533 441 974		rth-South: East-West: SUM:	535 442 977			th-South: ast-West: SUM:	571 479 1050			th-South: ast-West: SUM:	573 480 1053			h-South: hst-West: SUM:	573 480 1053
	VOLUME/CAPACITY (0.684			0.686				0.737				0.739				0.739
V/C	LESS ATSAC/ATCS AD LEVEL OF SER				0.584			0.586 A				0.637 B				0.639 B				0.639 B
	LEVEL OF SER	VICE (LUS):			Α			Α				D								D

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Fully mitigated? N/A

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:	Vermor	it Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
4	Eas	st-West Street:	Oakwoo	od Ave.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орро	osed Ø'ir	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			3 0			3 0				3 0				3 0				3 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Ŭ		SAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 WI	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	~	Override (0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	ст w/ міті	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	Ĵ	Left		37	1	37	0	37	37	0	39	1	39	0	39	1	39		39	1	39
NORTHBOUND	4	Left-Through		1057	0 2	410	3	1060	412	34	1134	0 2	443	3	1137	0 2	445		1137	0 2	445
BO	 ↑.	Through Through-Right		1057	2	410	3	1000	412	- 34	1134	1	443	3	1137	2	440		1137	2	440
ᅻ	r	Right		173	0	173	2	175	175	15	195	0	195	2	197	0	197		197	0	197
10	\Rightarrow	Left-Through-Ri	ght		0							0				0				0	
-	\checkmark	Left-Right			0							0				0				0	
	6	Left		294	2	162	0	294	162	3	309	2	170	0	309	2	170		309	2	170
Q	↓ ↓	Left-Through		294	0	102	U	294	102	5	309	0	170	0	309	0	170		309	0	170
NO.	Ļ	Through		1831	2	635	7	1838	638	86	1991	2	690	7	1998	2	692		1998	2	692
SOUTHBOUND	4	Through-Right			1							1				1				1	
LU	4	Right Left-Through-Ri	aht	75	0	75	0	75	75	0	78	0 0	78	0	78	0 0	78		78	0	78
sc		Left-Right	gnt		0							0				0				0	
	~ ~			1																	
	ر بد	Left		105	0	105	0	105	105	3	112	0	112	0	112	0	112		112	0	112
N N	$\xrightarrow{\rightarrow}$	Left-Through Through		447	1 1	276	0	447	276	3	468	1	290	0	468	1	290		468	1	290
BOI		Through-Right		447	0	270	U	447	270	3	400	0	290	0	400	0	290		400	0	290
EASTBOUND	7	Right		102	1	84	0	102	84	0	106	1	87	0	106	1	87		106	1	87
EA		Left-Through-Ri	ght		0							0				0				0	
	\prec	Left-Right		I	0							0				0				0	
	ſ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
WESTBOUND		Left-Through			0							0				0				0	
Do	, L	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
STB	t	Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
VES	÷	Left-Through-Ri	ght	v	0	U	Ŭ	U	U	v	U	0	0	U U	U	0	U		U	0	0
>	≻	Left-Right	-		0							0				0				0	
	CRITICAL VOLUMES				th-South:	672		rth-South:	675			th-South:	729			th-South:	731			h-South:	731
	CRITICAL VOLUMES		JLUWES	Ea	ast-West: SUM:	276 948	E E	ast-West: SUM:	276 951		E	ast-West: SUM:	290 1019		Ea	st-West: SUM:	290 1021		Ea	st-West: SUM:	290 1021
	VOLUN	E/CAPACITY (V/C)	RATIO:		30W.	0.665		30W.	0.667			30W.	0.715			30WI.	0.716			30W.	0.716
V/C		TSAC/ATCS ADJUS				0.665 0.565			0.007 0.567				0.715 0.615				0.710 0.616				0.716 0.616
		LEVEL OF SERVIC				0.565 A			0.567 A				0.615 B				0.616 B				0.616 B
			= (200).			~			~												D

PROJECT IMPACT

 Change in v/c due to project:
 0.001
 ∆v/c after mitigation:
 0.001

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - PM Peak Hour

I/S #	North	n-South Street:	Vermor	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019)
5	Eas	st-West Street:	Beverly	/ Blvd.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enlig	htenment	Plaza
			f Phases			3			3				3				3				3
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0		0		0		0		0		•		0
Righ	t Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	A	TSAC-1 or ATSAC+	ATCS-2?		WD	2	ED	0 00	2	ED	0	WD	2	ED	U	WD	2	ED	0	WD	2
		Override				ō			ō				ō				ō				ō
				EXISTI	ING CONDI	ITION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	'ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Ĵ	Left		82	1	82	0	82	82	12	97	1	97	0	97	1	97		97	1	97
NORTHBOUND	4	Left-Through		4400	0	400	•	4400	407		1000	0	400		4000	0	40.4		4000	0	40.4
BO		Through Through-Right		1123	2	406	0	1123	407	33	1202	2 1	433	0	1202	2 1	434		1202	2 1	434
H	r	Right		94	0	94	3	97	97	0	98	0	98	3	101	0	101		101	0	101
OR I	4	Left-Through-Ri	ght		Ő	01	Ŭ	01	0,	Ŭ	00	õ	00	Ŭ	101	0 0	101		101	õ	101
z	\checkmark	Left-Right	•		0							0				0				0	
				-																	
9	10	Left		311	1	311	7	318	318	23	347	1	347	7	354	1	354		354	1	354
۲N N		Left-Through Through		1419	0 2	578	0	1419	578	57	1534	0 2	622	0	1534	0 2	622		1534	0 2	622
BO	Į.	Through-Right		1419	1	576	U	1419	576	57	1554	1	022	0	1554	1	022		1554	1	022
	ني ا	Right		314	0	314	0	314	314	6	333	0	333	0	333	0	333		333	0	333
SOUTHBOUND	÷	Left-Through-Ri	ight		0							0				0				0	
05	\rightarrow	Left-Right			0							0				0				0	
		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
9		Left-Through		U	0	U	U	0	U	U	0	0	U	U	0	0	U		0	0	U
N N	\rightarrow	Through		919	2	320	6	925	322	49	1005	2	356	6	1011	2	358		1011	2	358
E E		Through-Right			1							1				1				1	
EASTBOUND]	Right		40	0	40	0	40	40	22	64	0	64	0	64	0	64		64	0	64
Ш	ţ	Left-Through-Ri Left-Right	ght		0							0 0				0 0				0	
		Len-Kight		1	0							0				0				0	
	۲ ۲	Left		1	0	0	0	1	0	0	1	0	0	0	1	0	0		1	0	0
INC.		Left-Through			0							0				0				0	
WESTBOUND	→ ♪	Through		812	2	406	4	816	408	37	882	2	441	4	886	2	443		886	2	443
STE	t	Through-Right Right		158	U 1	3	5	163	4	16	180	0 1	7	5	185	0 1	8		185	U 1	8
VES	$\frac{1}{2}$	Left-Through-Ri	aht	100	0	5	0	105	4	10	100	0	1	5	100	0	0		100	0	0
5	\succ	Left-Right	<u> </u>		Ő							Ő				Ő				Ő	
				-	th-South:	717		rth-South:	725			th-South:	780			th-South:	788			th-South:	788
		CRITICAL V	DLUMES	E	ast-West:	406	E	East-West:	408		Ea	ast-West:	441		Ea	ast-West:	443		Ea	ast-West:	443
	VOLU	ME/CAPACITY (V/C)		1	SUM:			SUM:	1133			SUM:				SUM:	1231			SUM:	1231
		. ,				0.788			0.795				0.857				0.864				0.864
V/C		TSAC/ATCS ADJUS				0.688			0.695				0.757				0.764				0.764
		LEVEL OF SERVIC	E (LOS):			В			В				С				С				С
																000		DAOT			

PROJECT IMPACT

 Change in v/c due to project:
 0.007
 ∆v/c after mitigation:
 0.007

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	h-South Street:	Vermor	nt Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019	
6	Ea	st-West Street:	W 1st S	it.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орр	osed Ø'i	No. of ing: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2				2 0				2 0				2 0
Right	Turns:	FREE-1, NRTOR-2 of	or OLA-3?	NB 0 EB 0	SB WB	0 1	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 1	NB EB	0	SB WB	0 1	NB EB	0 0	SB WB	0
	A	TSAC-1 or ATSAC+	ATCS-2?		WB	2	LD		2	LD	0	WB	2	<i>LD</i>	0	WB	2	LD	0	WB	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT			ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТІ	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Δ	Ĵ	Left		59	1	59	0	59	59	2	63	1	63	0	63	1	63		63	1	63
Ň	۲,	Left-Through		1405	0	400	•	4400	404	05	4077	0	404		1000	0	400		4000	0	400
NORTHBOUND		Through Through-Right		1165	2 1	420	3	1168	421	65	1277	2 1	461	3	1280	2 1	462		1280	2 1	462
STH	r	Right		94	0	94	0	94	94	7	105	0	105	0	105	0	105		105	0	105
ğ	4	Left-Through-Ri	ight		0							0				0				0	
~	$\dot{\gamma}$	Left-Right			0							0				0				0	
		Left		104	1	104	0	104	104	4	112	1	112	0	112	1	112		112	1	112
Q	Ļ	Left-Through		104	0	104	0	104	104	-	112	Ö	112	Ŭ	112	ŏ	112		112	0	112
D0	Ļ	Through		1167	2	454	2	1169	454	47	1261	2	488	2	1263	2	488		1263	2	488
SOUTHBOUND	4	Through-Right			1							1				1				1	
5	4	Right Left-Through-Ri	aht	194	0	194	0	194	194	0	202	0 0	202	0	202	0 0	202		202	0	202
S	, i	Left-Right	gin		0							0				0				0	
		Ŭ																			
	ر بد	Left		105	1	105	0	105	105	0	109	1	109	0	109	1	109		109	1	109
N	\rightarrow	Left-Through Through		540	0	624	0	540	624	0	562	0 0	650	0	562	0 0	650		562	0	650
BO		Through-Right		040	1	024	Ŭ	540	024	v	502	1	000	Ŭ	502	1	000		502	1	000
EASTBOUND	7	Right		84	0	0	0	84	0	1	88	0	0	0	88	0	0		88	0	0
Ē	Ţ	Left-Through-Ri	ght		0							0				0 0				0	
	ゴ	Left-Right			0							0				0				0	
	ſ	Left		76	1	76	0	76	76	5	84	1	84	0	84	1	84		84	1	84
WESTBOUND		Left-Through			0							0				0				0	
30L	→ ♪	Through Through-Right		260	1 0	260	0	260	260	1	272	1 0	272	0	272	1 0	272		272	1	272
STE	1	Right		51	1	0	0	51	0	7	60	1	0	0	60	1	0		60	1	0
Ň	↓ ↓	Left-Through-Ri	ght		0		_					0		_		0				0	
_	\succ	Left-Right			0	50.4			505			0	530			0	F7 (0	57.4
		CRITICAL VO	OLUMES		th-South: ast-West:	524 700		rth-South: East-West:	525 700			th-South: ast-West:	573 734			th-South: ast-West:	574 734			h-South: st-West:	574 734
					SUM:		^	SUM:	1225			SUM:	1307			SUM:	1308			SUM:	1308
	VOLU	ME/CAPACITY (V/C)	RATIO:			0.816			0.817				0.871				0.872				0.872
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.716			0.717				0.771				0.772				0.772
		LEVEL OF SERVIC	E (LOS):			С			С				С				С				С
<u>I</u>																0001		DAOT			

PROJECT IMPACT

Change in v/c due to project: 0.001 ∆v/c after mitigation: 0.001 Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	n-South Street:	Kenmo	re Ave.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
7	Eas	st-West Street:	Beverly	Blvd.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орр	osed Ø'i	No. of ing: N/S-1, E/W-2 or	Phases Both-3?			2			2		0		2 0				2 0		0		2 0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	A	TSAC-1 or ATSAC+/	ATCS-2?		112	2	20		2	LD=	Ŭ	112	2	20	U	112	2	20	Ŭ	112	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	ING PLUS P	ROJECT		-	ON W/O PF			RE CONDIT	-				CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	5	Left		30	0	30	0	30	30	0	31	0	31	0	31	0	31		31	0	31
	4	Left-Through			0							0				0				0	
NORTHBOUND	1	Through		21	0	117	0	21	117	0	22	0	122	0	22	0	122		22	0	122
Ĕ	ŀ.	Through-Right		00	0	0	0	66	0	0	60	0 0	0	0	60	0 0	0		<u> </u>	0 0	0
OR.	4	Right Left-Through-Ri	aht	66	1	0	U	00	0	U	69	1	0	0	69	1	0		69	1	0
ž	γ	Left-Right	gin		0							0				0				0	
				1								-									
Δ	L,	Left		2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
NN N		Left-Through		_	0	0	0	-	0	0	-	0	0		-	0	0		-	0	0
BO	Ļ	Through Through-Right		5	0	0	0	5	0	0	5	0 0	0	0	5	0 0	0		5	0	0
E	ز	Right		80	Ő	0	0	80	0	0	83	õ	0	0	83	õ	0		83	0	0
SOUTHBOUND	ê.	Left-Through-Ri	ght		0							0				0				0	- T
0)	\rightarrow	Left-Right		I	0							0				0				0	
	<u> </u>	Left		84	0	0	0	84	0	0	87	0	0	0	87	0	0		87	0	0
Ę	>	Left-Through		04	Ő	U	v	04	U	v	07	ŏ	U	Ŭ	07	Ő	U		07	0	U
l D	\rightarrow	Through		1030	1	529	6	1036	532	75	1147	1	588	6	1153	1	591		1153	1	591
TB(TT T	Through-Right			1							1				1				1	
EASTBOUND	Å.	Right Left-Through-Ri	aht	28	0	28	0	28	28	0	29	0 0	29	0	29	0 0	29		29	0	29
ш	Ž	Left-Right	gin		0 0							0				0				0	
	• •																				
٥	$\tilde{\tau}$	Left		87	1	87	0	87	87	0	91	1	91	0	91	1	91		91	1	91
ND	\leftarrow	Left-Through Through		1142	0 2	571	4	1146	573	50	1238	0 2	619	4	1242	0 2	621		1242	0	621
BO	4	Through-Right		1.142	0	571	-	1140	575	50	1230	0	013	-	1242	0	021		1242	0	021
WESTBOUND		Right		22	0	0	0	22	0	0	23	0	0	0	23	0	0		23	0	0
ME	Š.	Left-Through-Ri Left-Right	ght		0 0							0 0				0				0 0	
	4	Leit-Night		Nor	th-South:	117	No	rth-South:	117		Nor	th-South:	122		Nort	th-South:	122		Nort	h-South:	122
		CRITICAL VO	DLUMES		ast-West:	616		East-West:	619			ast-West:	679			ast-West:	682			st-West:	682
					SUM:	733		SUM:	736			SUM:	801			SUM:	804			SUM:	804
		ME/CAPACITY (V/C)				0.489			0.491				0.534				0.536				0.536
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.389			0.391				0.434				0.436				0.436
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002

Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:	New Ha	mpshire Av	/e.		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:		8/13/2019	
8	Eas	st-West Street:	Beverly	Blvd.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
Орр	osed Ø'i	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2				2 0				2 0				2 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	A	TSAC-1 or ATSAC+	ATCS-2?		WD	2	ED	0 00	2	ED	U	WD	2	ED	0	WD	2	ED	0	WD	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТІ	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
0	5	Left		78	0	78	0	78	78	0	81	0	81	0	81	0	81		81	0	81
IN	4	Left-Through			0							0				0				0	
BO	Î	Through		142	0 0	240	0	142	240	0	148	0 0	250	0	148	0 0	250		148	0 0	250
NORTHBOUND	r	Through-Right Right		20	0	0	0	20	0	0	21	0	0	0	21	0	0		21	0	0
IOR	4	Left-Through-Ri	ight		1	Ŭ	Ŭ		Ŭ	, in the second s		1	Ŭ	, in the second se		1	Ũ			1	Ũ
Z	$\dot{\gamma}$	Left-Right			0							0				0				0	
	I U	l off		07	0	07	0	07	07	0	20	0	00	0	20	0	20		20	0	20
SOUTHBOUND	4	Left Left-Through		27	0	27	0	27	27	0	28	0	28	0	28	0	28		28	0	28
O	Ļ	Through		192	Õ	281	0	192	281	0	200	Õ	293	0	200	Õ	293		200	Õ	293
E	4	Through-Right			0							0				0				0	
UT I	4	Right Left-Through-Ri		62	0	0	0	62	0	0	65	0	0	0	65	0	0		65	0	0
sc		Left-Right	gnt		0							0				0				0	
				_								-				-					
	ر ب	Left		30	1	30	0	30	30	0	31	1	31	0	31	1	31		31	1	31
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BO		Through-Right		002	0	420	0	000	423	()	900	0	475	U U	304	0	402		304	0	402
EASTBOUND	7	Right		56	1	56	0	56	56	0	58	1	58	0	58	1	58		58	1	58
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	1	Left-Right		1	0							0				0				0	
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Ĭ	₹ ↓	Left-Through			0						105-	0			100-	0				0	
ĩõ	↓ ↓	Through Through-Right		1190	2	595	4	1194	597	55	1293	2 0	647	4	1297	2 0	649		1297	2	649
STE	t_	Right		32	0	0	0	32	0	0	33	0	0	0	33	0	0		33	0	0
WESTBOUND	- ↓	Left-Through-Ri	ght		0		-			-		0		-		0				0	
	\succ	Left-Right			0	050	•		250			0	074			0	074			0	074
		CRITICAL V	OLUMES		th-South: ast-West:	359 625		rth-South: East-West:	359 627			th-South: ast-West:	374 678			th-South: ast-West:	374 680			h-South: st-West:	374 680
					SUM:			SUM:	986			SUM:				SUM:	1054			SUM:	
	VOLUME/CAPACITY (V/C) RATIO:		RATIO:			0.656			0.657				0.701				0.703				0.703
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:		TMENT:			0.556			0.557				0.601				0.603				0.603
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
<u> </u>				•						•				•		-		DAOT			

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:	Westmo	oreland Ave).		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Conduc	cted by:	Saee	ed K.	Date:		8/13/2019)
9-ø1	Eas	t-West Street:	Beverly	Blvd. & Te	mple St.		Projec	tion Year:	2023		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Enligh	tenment	Plaza
,			Phases			1			1				1		-		1				1
Орро	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	0 WI	3 U 2	EB	0	WB	2	EB	0	WB	2	EB	0	WB	2
		Override (ō			0				0 0				ō				0
				EXIST	ING CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
- ·	Ĺ.	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND Beverly Blvd.	4	Left-Through			0							0				0				0	
/B	Î	Through		831	2	416	2	833	417	16	881	2	441	2	883	2	442		883	2	442
erly	ĥ	Through-Right		420	0	420	2	422	422	45	482	0 1	482	2	484	0 1	484		484	0 1	484
Sev Bev		Right Left-Through-Ri	aht	420	0	420	2	422	422	40	402	0	402	2	404	0	404		404	0	404
	\uparrow	Left-Right	gin		0							0				0				0	
		Lott Hight		L	Ŭ							Ŭ				Ŭ				U U	
	4	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ы II	↓	Left-Through			0							0				0				0	
le :	ł	Through		647	3	216	3	650	217	15	688	3	229	3	691	3	230		691	3	230
ШШ		Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
WESTBOUND Temple St	4	Right Left-Through-Ri	aht	U	0	U	0	0	0	0	0	0	0	0	0	0	0		0	0	0
5	, L	Left-Right	gin		0 0							0 0				Ő				0 0	
		Ŭ		_																	
	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	$\overrightarrow{\gamma}$	Through Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	٦,	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\Rightarrow	Left-Through-Ri	ght	Ŭ	Õ	Ŭ	Ŭ	Ŭ	Ũ		Ŭ	Õ	Ũ		Ũ	Ō	Ũ		Ũ	Õ	Ŭ
	\prec	Left-Right	-		0							0				0				0	
	C				_			-			-	_			-	<u>_</u>			-	<u>_</u>	
	$\overline{\tau}$	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	*	Leπ-Inrougn Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right		, v	0	Ŭ	Ŭ	v	Ŭ		Ŭ	Ő	Ŭ		Ŭ	0	Ŭ		Ŭ	0	Ŭ
	4	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ť	Left-Through-Ri	ght		0							0				0				0	
l	\succ	Left-Right			0	400			400			0	400			0	40.4			0	10.4
		CRITICAL V			th-South: ast-West:	420 0		th-South: ast-West:	422 0			th-South: ast-West:	482 0			h-South: ast-West:	484 0			h-South: st-West:	484 0
		GRITICAL V		E.	ast-west: SUM:	420		sum:	422		E	SUM:	482		Ea	SUM:	484		Éã	SUM:	0 484
	VOLUN	IE/CAPACITY (V/C)	RATIO:	1	00.0	120						00.11.	102			00111.	101			00.01.	101
V/C		TSAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC				0.000			0.000				0.000				0.000 A				0.000
<u> </u>		LEVEL OF SERVIC	L (LOS):			Α			Α				Α					<u> </u>			Α
																PROJ	ECT IN	IPACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Fully mitigated? N/A

Significant impacted? NO Fu

Fully mitigated

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-	South Street:	Westmo	oreland Ave			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
9-Ø2	East	t-West Street:	Beverly	Blvd. & Te	mple St.		Project	tion Year:	2023		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Enligh	ntenment	Plaza
			Phases			1	-		1				1		-		1				1
Орро	sed Ø'in	ig: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right 1	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
ł	AT.	SAC-1 or ATSAC+A	ATCS-22	EB 0	WB	0 2	EB	0 WI	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
ł		Override (0			0				0				0				0
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
ł		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ł				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	٦ ا	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND Beverly Blvd.	4	Left-Through			0							0				0				0	
D B	1	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Ē É	ħ.	Through-Right			0			400			100	0	400		40.4	0				0	
AS	T T	Right	a h t	420	1 0	420	2	422	422	45	482	1 0	482	2	484	1 0	484		484	1 0	484
шш	\uparrow	Left-Through-Ri Left-Right	gnt		0							0				0				0	
	Ţ	Len-Right		L	U							U				U				U	
	Ļ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
N P	⊳	Left-Through			0							0				0				0	
n ng ng	Ļ	Through		371	1	205	3	374	206	36	422	1	231	3	425	1	233		425	1	233
ËŽ	4	Through-Right			1							1				1				1	
e v E v	4	Right	a h t	38	0 0	38	0	38	38	0	40	0 0	40	0	40	0 0	40		40	0 0	40
NWESTBOUND Beverly Blvd.	, la	Left-Through-Ri Left-Right	gnt		0							0				0				0	
1	24	Lentingin		1	U							U				U				U	
í I	٦	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
1		Left-Through			0							0				0				0	
1	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
1	ر در	Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
1	÷	Right Left-Through-Ri	aht	U	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ž	Left-Right	gin		0 0							0				0				0	
1	*																				
· I	Ś	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
, I	Ť	Left-Through		_	0		-	-			-	0			-	0			-	0	
, I	Ţ,	Through		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
, I	t	Through-Right Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
, I	÷	Left-Through-Ri	ght	, v	0	U	v	U	U		U	0	U		0	0	U		U	0	U
		Left-Right	<u> </u>		Õ							Ő				Õ				Õ	
					th-South:	420		rth-South:	422			th-South:	482			th-South:	484			th-South:	484
l		CRITICAL VC	DLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	st-West:	0		Ea	ast-West:	0
			DATIO		SUM:	420		SUM:	422			SUM:	482			SUM:	484			SUM:	484
		IE/CAPACITY (V/C)																			
V/C I	LESS AT	SAC/ATCS ADJUS	TMENT:			0.000			0.000				0.000				0.000				0.000
<u> </u>	L	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
																PROJ	ECT IN	IPACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

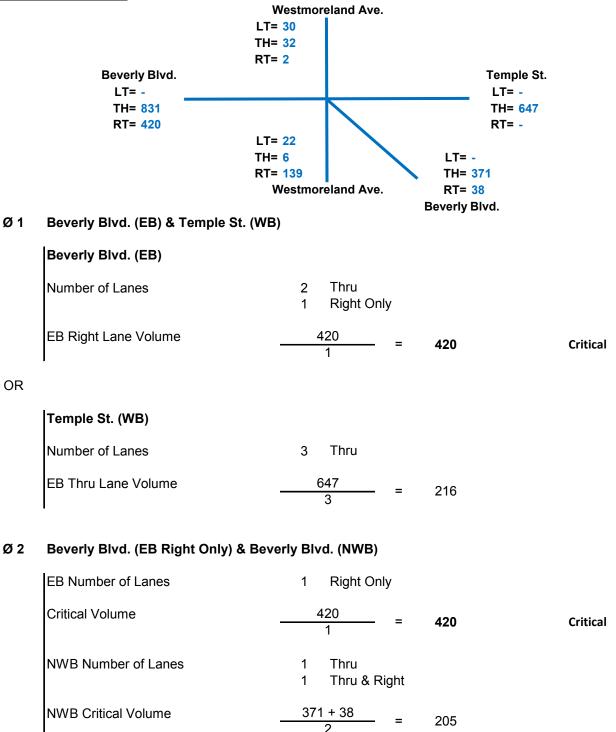
Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:	Westmo	oreland Ave).		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)
9-ø3	Eas	t-West Street:	Beverly	Blvd. & Te	mple St.		Projec	tion Year:	2023		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ir	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			1 0			1 0				1 0				1 0				1 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 2 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?		112	2	20	0	2	20	Ŭ	112	2	20	Ŭ	112	2	20	Ŭ	112	2
		Override	Capacity			0			0				0				0				0
		MOVEMENT		EXIST			_	NG PLUS PI			-	ON W/O PF			-	ION W/ PR				CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
0 -	5	Left		22	0	22	0	22	22	0	23	0	23	0	23	0	23		23	0	23
anc	Ť	Left-Through			1							1				1				1	
NORTHBOUND Westmoreland	1	Through		6	0	28	0	6	28	3	9	0	32	0	9	0	32		9	0	32
Ξŭ	ĥ	Through-Right		139	0	139	0	139	139	0	145	0 1	145	0	145	0 1	145		145	0 1	145
OR'	\Rightarrow	Right Left-Through-Ri	aht	139	0	139	U	139	139	U	145	0	145	U	140	0	145		145	0	145
ž≤	γ	Left-Right	gin		0							0				0				0	
				-																	
SOUTHBOUND Westmoreland	L.	Left		30	0	30	0	30	30	1	32	0	32	0	32	0	32		32	0	32
UN elar		Left-Through		20	0 0	64	0	22	64	4	24	0 0	74	0	34	0 0	74		24	0	74
BO	Ļ	Through Through-Right		32	0	64	0	32	64	1	34	0	71	U	34	0	71		34	0	71
ET m	ز	Right		2	õ	0	0	2	0	3	5	õ	0	0	5	õ	0		5	õ	0
Ve:	\leftrightarrow	Left-Through-Ri	ight		1							1				1				1	
0 -	\rightarrow	Left-Right		I	0							0				0				0	
	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through		v	0 0	U	v	U	U		U	0 0	U		0	Ő	U		0	0 0	U
	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	÷	Right Left-Through-Ri		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
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	+																				
	¢.	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	₹ ↓	Left-Through		•	0 0	0	~	•	0		~	0 0	0		0	0	0		•	0 0	0
	Ā	Through Through-Right		0	0	0	0	0	0		0	0	0		0	0 0	0		0	0	0
	t	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Left-Through-Ri	ight		0			-			-	0			-	0			-	0	
	\succ	Left-Right			0	100			400			0	4			0	4			0	4
		CRITICAL V			th-South: ast-West:	169 0		th-South: ast-West:	169 0			th-South: ast-West:	177 0			th-South: ast-West:	177 0			th-South: ast-West:	177 0
		ON TOAL V	JEOWILO		SUM:	169		SUM:	169		E	SUM:	177		Eč	SUM:	177		Eč	SUM:	177
	VOLUN	IE/CAPACITY (V/C)	RATIO:																		
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.000			0.000				0.000				0.000				0.000
	I	LEVEL OF SERVIC	E (LOS):			A			Α				A				A				A
<u> </u>			/	1			1			1				1							
																FRUJ		FACT			

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. Existing - PM Peak



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. Existing - PM Peak

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	<u> </u>	22
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	=	64
Critical Volume	22 + 64	= 86

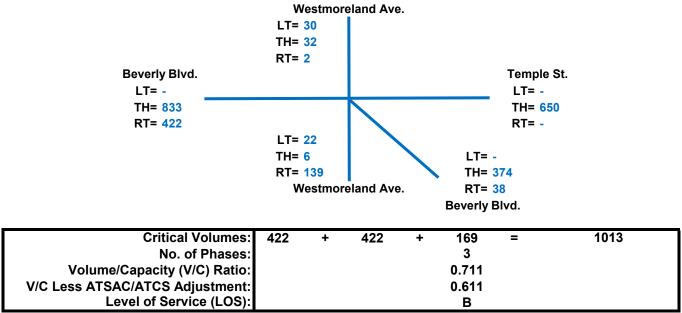
OR

Westmoreland Ave. (SB LT & NB RT)

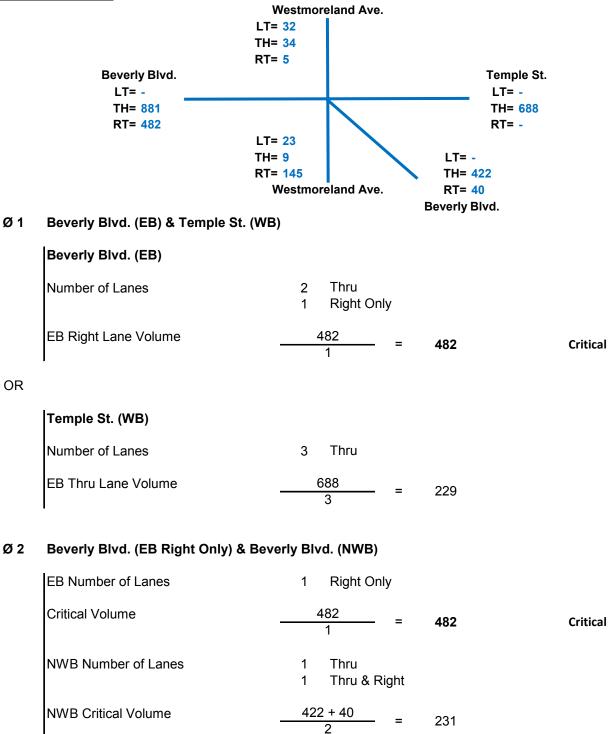
SB Left Number of Lanes	1 Left Only	
SB Left Lane Volume	$\frac{30}{1}$ = 30	Critical
NB Right Number of Lanes	1 Right	
NB Right Lane Volume	= 139	Critical
Critical Volume	30 + 139 = 169	Critical

Critical Volumes:	420	+	420	+	169	=	1009
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.708		
V/C Less ATSAC/ATCS Adjustment:					0.608		
Level of Service (LOS):					В		

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>EWP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWOP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWOP - PM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	<u>23</u> =	23
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	=	71
Critical Volume	23 + 71	= 94

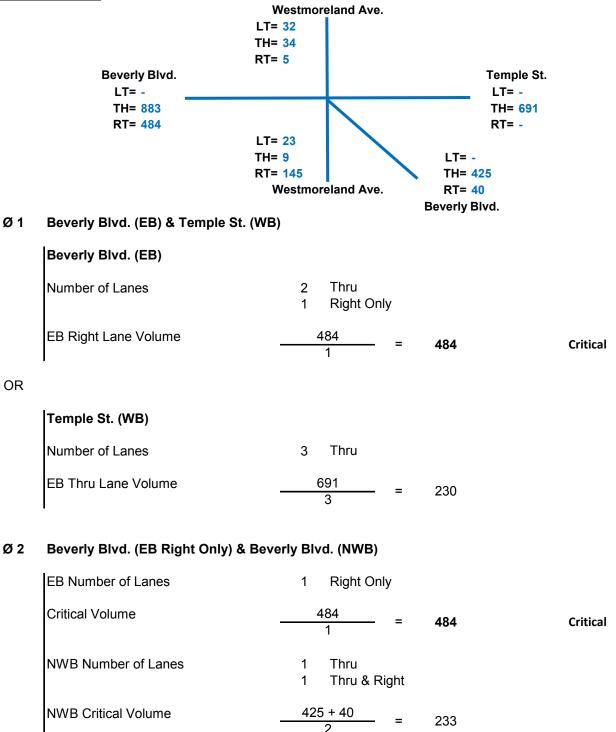
OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1 Left Only	
SB Left Lane Volume	$\frac{32}{1}$ = 32	Critical
NB Right Number of Lanes	1 Right	
NB Right Lane Volume	= 145	Critical
Critical Volume	32 + 145 = 177	Critical

Critical Volumes:	482	+	482	+	177	=	1141
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.801		
V/C Less ATSAC/ATCS Adjustment:					0.701		
Level of Service (LOS):					С		

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>FWP - PM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	<u>23</u> =	23
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	=	71
Critical Volume	23 + 71	= 94

OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1 Left Only	
SB Left Lane Volume	$\frac{32}{1}$ = 32	Critical
NB Right Number of Lanes	1 Right	
NB Right Lane Volume	= 145	Critical
Critical Volume	32 + 145 = 177	Critical

Critical Volumes:	484	+	484	+	177	=	1145
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.804		
V/C Less ATSAC/ATCS Adjustment:					0.704		
Level of Service (LOS):					С		

Enlightenment Plaza Project - PM Peak Hour

I/S #:	No	rth-South Street:	Virgil A		Year	of Count:	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)			
10-ø1	E	East-West Street:	Temple	St. & Silve	r Lake Bly	vd.	Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed (No. o Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			1 0			1 0				1 0				1 0				1 0
Right	Turns	s: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
		ATSAC-1 or ATSAC+	+ATCS-2?	EB U	WB	2	ED	0 00	2	ED	U	WB	2	EB	U	WD	2	ED	U	WD	2
			Capacity			ō			0				ō				ō				0
				EXIST	ING CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ITION W/ PROJECT		FUTURE W/ PROJECT W/ MI		CT W/ MIT	IGATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	ſ	Left		16	1	16	0	16	16	5	22	1	22	0	22	1	22		22	1	22
ND .	4	Left-Through			0							0				0				0	
NORTHBOUND Virgil Ave.	, †	Through		578	1	365	0	578	365	5	606	1	389	0	606	1	389		606	1	389
Gil.	ĥ	Through-Right		150	1							1	.=0		.=-	1				1	
Vir	r t	→ Right	N :	152	0	152	0	152	152	14	172	0	172	0	172	0	172		172	0	172
Ň	\uparrow		kight		0							0 0				0 0				0 0	
-		Len-Kight		1	0							U				0				0	
0	Ļ	→ Left		97	1	97	0	97	97	1	102	1	102	0	102	1	102		102	1	102
SOUTHBOUND Virgil Ave.		Left-Through			0							0				0				0	
Av 30	, j	Through		695	1	358	0	695	358	27	750	1	386	0	750	1	386		750	1	386
rHI rgil		Through-Right Right		21	1	21	0	21	21	0	22	0	22	0	22	1 0	22		22	0	22
N İİ	4	→ Left-Through-F	Right	21	0	21	U	21	21	U	22	0	22	0	22	0	22		22	0	22
Ň	1	•	5		0							0				0				0	
				-																	
	ر ر	Left → Left-Through		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
		Lettermough		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	7			Ŭ	Ő	Ŭ	Ŭ	0	Ŭ		Ū	õ	v		0	Ő	Ŭ		Ū	Ő	Ŭ
	7	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ť	Left-Through-F	Right		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
	¢	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\mathbf{T}	Left-Through			0		-	-			-	0			-	0			-	0	-
	, A	rnrougn		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
				0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	ţ	Right Left-Through-F	Right	U	0	U	U	U	U		U	0	U		U	0	U		U	0	0
	>	- Left-Right			ŏ							0 0				0				ŏ	
				-	th-South:	462	-	rth-South:	462			th-South:	491			h-South:	491			h-South:	491
		CRITICAL V	OLUMES	E	ast-West:	0	E	East-West:	0		E	ast-West:	0		Ea	st-West:	0		Ea	st-West:	0
	VO				SUM:	462		SUM:	462			SUM:	491			SUM:	491			SUM:	491
			,																		
V/C	LESS	S ATSAC/ATCS ADJU				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIO	CE (LOS):			Α			Α				Α				Α				Α
																PROJ	ECT IM	PACT			

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - PM Peak Hour

I/S #:								of Count:	2019					Conducted by: Saeed K.			ed K.	Date:			
10-ø2	Eas	st-West Street:	Temple	St. & Silver	Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	РМ		wed by:			Project:	Enligh	ntenment	Plaza
		No. of	f Phases			1			1				1		,		1				1
Орро	sed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0 0	NB	0 SE 0 W		NB	0 0	SB	0	NB EB	0	SB	0	NB	0	SB	0
	Δ٦	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override (0			0				ō				ō				ō
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	ст w/ міт	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
•	Ĵ	Left		114	0	114	0	114	114	0	119	0	119	0	119	0	119		119	0	119
WESTBOUND Temple St	4	Left-Through			1							1				1				1	
le S	Î	Through		145	1	130	1	146	130	2	153	1	136	1	154	1	137		154	1	137
an d	ĥ	Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Te KE	\Leftrightarrow	Left-Through-Ri	iaht	U	0	U	U	0	U	U	0	0	0	U	0	0	0		0	0	0
>	¶° ¶∕	Left-Right	igin		0 0							0				0 0				0 0	
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	C,	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0			_				0			_	0				0	
	L.	Through Through-Right		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	÷ ل	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\rightarrow	Left-Through-Ri	ight	Ŭ	Õ	Ŭ	Ŭ	0	Ŭ		Ū	Õ	Ŭ		Ū	Õ	Ŭ		Ū	Õ	Ŭ
	\rightarrow	Left-Right			0							0				0				0	
	1								-		-				-				-		
	ر بد	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right		Ŭ	õ	Ŭ	Ŭ	0	Ŭ		0	õ	Ŭ		0	õ	Ŭ		0	Ő	Ŭ
	7	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through-Ri	ight		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
1	ſ	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	$\overleftarrow{\tau}$	Left-Through		Ŭ	Ő	Ŭ	Ŭ	Ū	v		Ŭ	õ	v		Ū	õ	v		Ŭ	Ő	Ŭ
	<u>~</u>	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<u>ل</u> ۱	Through-Right		-	0		-	_			-	0			-	0			-	0	
	€ ∳	Right Left-Through-Ri	iaht	0	0 0	0	0	0	0		0	0 0	0		0	0	0		0	0	0
	j_	Left-Right	igni		0							0				0				0	
	¥			Nor	th-South:	130	No	rth-South:	130		Nor	th-South:	136		Nort	h-South:	137		Nort	h-South:	137
		CRITICAL VO	OLUMES		ast-West:	0	-	ast-West:	0			ast-West:	0			st-West:	0			st-West:	0
				ļ	SUM:	130		SUM:	130			SUM:	136			SUM:	137			SUM:	137
	VOLUN	IE/CAPACITY (V/C)) RATIO:																		
V/C I	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
										-						PRO	ECT IN	PACT			

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)			
10-ø3	Eas	st-West Street:	Temple	St. & Silver	r Lake Blv	vd.	Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	sed Ø'iı	No. o ng: N/S-1, E/W-2 or	f Phases Both-3?			1 0			1 0				1 0				1 0				1 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	AT	SAC-1 or ATSAC+	ATCS-2?	EB 0	WB	0 2	EB	0 WI	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override				ō			0				ō				ō				0
				EXISTI	NG CONDI			NG PLUS PI	ROJECT			ON W/O PF				ION W/ PR				CT W/ MIT	
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
ġ.	Ĵ,	Left		285	1	285	0	285	285	11	308	1	308	0	308	1	308		308	1	308
WESTBOUND Silver Lake Blvd.	4	Left-Through Through		424	0 1	232	1	425	232	8	449	0 1	245	1	450	0 1	246		450	0 1	246
ake BOI	ļ ļ	Through-Right		424	1	232	I	425	232	0	449	1	240	· ·	450	1	240		400	1	240
er L	ŕ	Right		39	0	39	0	39	39	0	41	0	41	0	41	0	41		41	0	41
ilve	\Leftrightarrow	Left-Through-R	ight		0							0				0				0	
0	Ŷ	Left-Right			0							0				0				0	
1	Ļ	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	↓	Left-Through		Ŭ	0	Ŭ	, in the second s	Ũ	°,		Ŭ	0	Ŭ		Ū	0	Ũ		Ū.	0	Ŭ
	, j	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	÷\$	Left-Through-R	ight	Ŭ	0 0	U	Ŭ	U	U		0	Ő	U		0	Ő	U		0	õ	0
	\downarrow	Left-Right			0							0				0				0	
	ر	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through		0	0	0	U	0	0		0	0	0		0	0	U		0	0	U
	\rightarrow	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	7	Through-Right		•	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	÷	Right Left-Through-Ri	iaht	0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	⊰	Left-Right	5		0							0				0				0	
	Ċ	1 - 44			0			2				0	•		-	0				0	
	$\overleftarrow{\tau}$	Left Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	←	Through		0	0 0	0	0	0	0		0	Ő	0		0	Ő	0		0	Ő	0
	<u>ل</u>	Through-Right			0						-	0			_	0				0	
	÷	Right Left-Through-Ri	iaht	0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	≻	Left-Right	.9		0							0				0				0	
		-			th-South:	285		rth-South:	285			th-South:	308			th-South:	308			th-South:	308
		CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0 285		Ea	ast-West:	0		Ea	ast-West:	0 308		Ea	ast-West:	0
	VOLUM) RATIO:		SUM:	285		SUM:	200			SUM:	308			SUM:	308			SUM:	308
V/C		TSAC/ATCS ADJUS				0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC				0.000 A			0.000 A				0.000 A				0.000 A				0.000 A
<u> </u>			(200).			A			A				A			000		DACT			A

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

. any magazou :

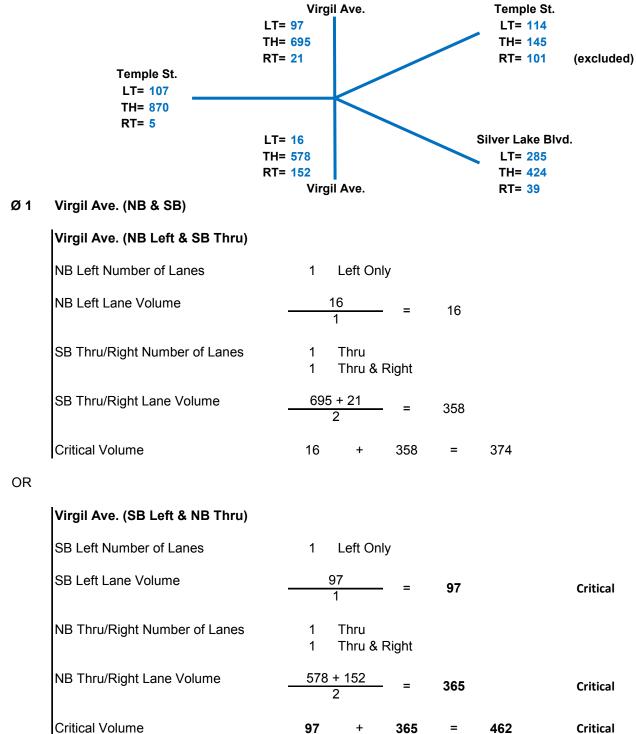
Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:		Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:	1	8/13/2019)			
10-ø4	Eas	st-West Street:	Temple	St. & Silver	Lake Blv	/d.	Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
			f Phases			1			1				1				1				1
Орро	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?		0.0	0 0	ND	0 SE	0 3 0	ND	0	0.0	0 0		0	SB	0 0	NB	0	6 0	0 0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	зв WB	0	NВ EB	0	SB WB	0
	A	TSAC-1 or ATSAC+	ATCS-2?			2		<u> </u>	2		Ŭ		2		Ŭ		2		Ŭ		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT			ON W/O PF	ROJECT		RE CONDIT		OJECT			CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5	1 - 4		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	1 51	Left Left-Through		107	1 0	107	1	108	108	6	117	1 0	117	1	118	1 0	118		118	1 0	118
EASTBOUND Temple St		Through		870	1	438	1	871	438	6	911	1	461	1	912	1	461		912	1	461
DB Dle	1	Through-Right		0.0	1						••••	1			•	1			• • -	1	
em	6	Right		5	0	5	0	5	5	5	10	0	10	0	10	0	10		10	0	10
E E	\Rightarrow	Left-Through-R	ight		0							0				0				0	
	Ŷ	Left-Right			0							0				0				0	
1	6	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Þ	Left-Through		U	0 0	Ŭ	U	0	Ŭ		0	0 0	v		0	0	U		0	0	v
	Ļ	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
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	4	Right		0	0 0	0	0	0	0		0	0	0		0	0 0	0		0	0 0	0
	- 4 . J.	Left-Through-R Left-Right	ignt		0							0 0				0				0	
	24			L																	
	ر	Left			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0							0			-	0				0	
	$\overrightarrow{\gamma}$	Through Through-Right			0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	ŕ	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\Rightarrow	Left-Through-R	ight		0	Ŭ	Ŭ	Ũ	°,		°,	0	Ŭ		Ū	0	Ũ		Ū.	0	Ũ
	\prec	Left-Right			0							0				0				0	
1	ſ	Left		1	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ť	Left-Through			0	U	v	U	U		U	0	U		U	0	U		U	0	U
	←	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<u></u>	Through-Right			0							0				0				0	
	Ť	Right			0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	ž	Left-Through-R Left-Right	ignt		0 0							0				0				0 0	
┢────┛	¥			Nor	th-South:	438	No	rth-South:	438		Nor	th-South:	461		Nor	th-South:	461		Nort	th-South:	461
		CRITICAL V	OLUMES	Ea	ast-West:	0	E	ast-West:	0		Ea	ast-West:	0		Ea	ast-West:	0		Ea	ast-West:	0
					SUM:	438		SUM:	438			SUM:	461			SUM:	461			SUM:	461
		ME/CAPACITY (V/C)																			
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
																DRUI	ECT IM	PACT			

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. Existing - PM Peak



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. Existing - PM Peak

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru		
WB Thru Lane Volume		=	130	Critical

Ø 3 Silver Lake Blvd. (WB)

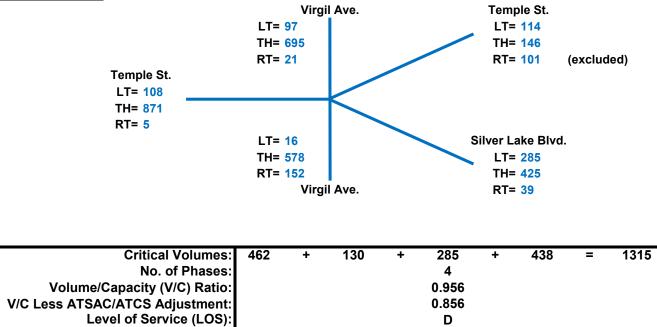
Number of Lanes		1 Left Only 1 Thru 1 Thru & Right	t		
WB Left Lane Volume		<u>285</u> =		285	Critical
WB Thru/Right Lane Volume	or	$\frac{424+39}{2}$ =		232	

Ø 4 Temple St. (EB)

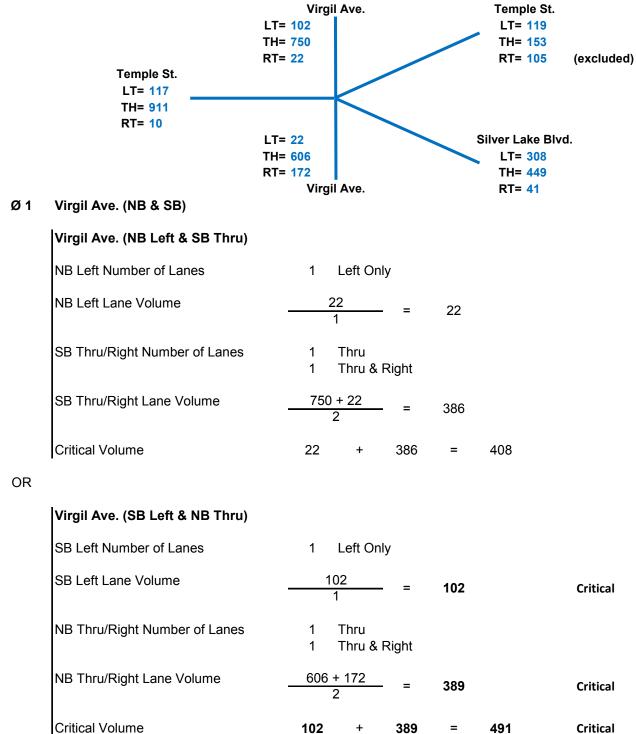
Number of Lanes		1 Left Only 1 Thru 1 Thru & Righ	nt		
EB Left Lane Volume		<u> </u>	=	107	
EB Thru/Right Lane Volume	or	<u>870 + 5</u>	=	438	Critical

Critical Volumes:	462	+	130	+	285	+	438	=	1315
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					0.956				
V/C Less ATSAC/ATCS Adjustment:					0.856				
Level of Service (LOS):					D				

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>EWP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWOP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWOP - PM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru				
Thru Lane Volume		=	136	Critical		

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	308	Critical
WB Thru/Right Lane Volume	or	$\frac{449+41}{2}$ =	245	

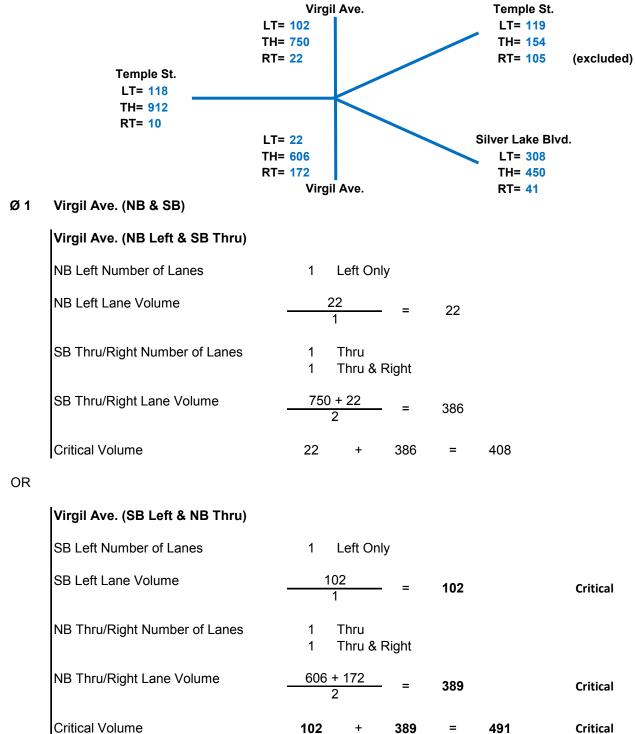
Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & R			
EB Left Lane Volume		<u> </u>	=	117	
EB Thru/Right Lane Volume	or	<u>911 + 10</u> 2	=	461	Critical

Critical Volumes:	491	+	136	+	308	+	461	=	1396
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					1.015				
V/C Less ATSAC/ATCS Adjustment:					0.915				
Level of Service (LOS):					Е				

8/13/2019

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWP - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>FWP - PM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru		
Thru Lane Volume		=	137	Critical

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	308	Critical
WB Thru/Right Lane Volume	or	$\frac{450 + 41}{2}$ =	246	

Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Rig	ht		
EB Left Lane Volume		<u>118</u> 1	=	118	
EB Thru/Right Lane Volume	or	<u>912 + 10</u> 2	=	461	Critical

Critical Volumes:	491	+	137	+	308	+	461	=	1397
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					1.016				
V/C Less ATSAC/ATCS Adjustment:					0.916				
Level of Service (LOS):					Е				

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-	-South Street:	Virgil A	Virgil Ave.			Year	of Count:	2019	Ambient Growth: (%): 1			Conducted by: Saeed K.			Date: 8/13/2019)		
11-ø1	East	t-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	РМ		wed by:			Project:	Enligh	tenment	Plaza
		No. of	f Phases			1			1				1				1				1
Орро	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 d	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
J .		,		EB 0	WB	0	EB	0 WI		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0				2				2				2				2 0				
	EXISTING CONDITION			EXISTING PLUS PROJECT			EUTUD	0 FUTURE CONDITION W/O PROJECT							FUTURE W/ PROJECT W/ MITIGATION						
		MOVEMENT		LAIST	No. of	Lane	Project			Added	Total	No. of	Lane					Added Total No. of Lane			
		MOVEMENT		Volume	Lanes	Volume	Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
-	5	Left		27	1	27	0	27	27	0	28	1	28	0	28	1	28	Volumo	28	1	28
₽.	5	Left-Through		21	0	21	U	21	21	U	20	0	20	v	20	0	20		20	0	20
NU S	1	Through		767	1	385	1	768	385	16	814	1	408	1	815	1	409		815	1	409
I ≥ BC		Through-Right			1	000		100	000		011	1	100		010	1	100		010	1	100
NORTHBOUND Virgil Ave.	r	Right		2	0	2	0	2	2	0	2	0	2	0	2	0	2		2	0	2
Ë >	\Leftrightarrow	Left-Through-Ri	ight		0		-			-		0				0				0	
z	\checkmark	Left-Right	-		0							0				0				0	
				_																	
Δ	L L	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
N ei		Left-Through			0							0				0				0	
ĕ₹	, †	Through		883	1	447	0	883	447	34	953	1	482	0	953	1	482		953	1	482
UTHBOUN Virgil Ave.		Through-Right		11	1 0	44	0	4.4	4.4	0	4.4	1 0	44	0	11	1 0	44		11	1 0	44
SOUTHBOUND Virgil Ave.	4	Right Left-Through-Ri	iaht	11	0	11	0	11	11	0	11	0	11	0	11	0	11		11	0	11
S	, L	Left-Right	igin		0							0				0				0	
	~ ~	Lott Hught																			
	ر	Left			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	⊥,	Left-Through			0							0				0				0	
	\rightarrow	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<u>ر الم</u>	Through-Right			0			-				0	_			0				0	
	÷	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	ٹر ا	Left-Through-Ri Left-Right	ignt		0							0 0				0 0				0 0	
	L J	Len-Right			U							U				0				U	
	F	Left		I	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0		-	-			-	0			-	0			-	0	
	<u>←</u>	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right			0		_	_				0				0			_	0	
	÷	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ľ.	Left-Through-Ri Left-Right	ignt		0							0				0				0 0	
┢───┛	ł	Leit-Mylit		Nor	th-South:	474	No	th-South:	474		Nor	th-South:	510		Nort	h-South:	510		Nor	h-South:	510
		CRITICAL V	OLUMES		ast-West:	4/4		ast-West:	-/-			ast-West:	0			st-West:	0			st-West:	0
				SUM:	474	-	SUM:	474			SUM:	510		_0	SUM:	510			SUM:	510	
	VOLUM	E/CAPACITY (V/C)	RATIO:																		
V/C	LESS AT	SAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC				0.000 A											0.000 A				
	LEVEL OF SERVICE (LOS).								Α				Α					l			Α
	PROJECT IMPACT																				

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	-South Street:	Virgil A	ve.			Year of Count: 2019			Ambient Growth: (%): 1			Conducted by: Sae		Saee	ed K. Date:		8/13/2019			
11-ø2	Eas	st-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	РМ	Reviewed by:				Project:	Enlightenment		Plaza
		No. o	f Phases			1			1				1				1				1
Орро	sed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right 1	Furns: F	REE-1, NRTOR-2 c	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
_		SAC-1 or ATSAC+	ATCS 22	EB 0	WB	0	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	AI	Override				2 0			2				0				0				0
	EXISTING CONDITION				EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	MOVEMENT No. o				Project			Added	Total	No. of	Lane	Added	Total	No. of	Lane				Lane		
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
	ſ	Left		160	1	160	0	160	160	9	175	1	175	0	175	1	175		175	1	175
N .	4	Left-Through			0							0				0				0	
¶ § O	Ť	Through		116	1	64	0	116	64	18	139	1	75	0	139	1	75		139	1	75
SOUTHBOUND Virgil Ave.	1	Through-Right			1							1				1				1	
Ľ, Š	, ,	Right		11	0	11	0	11	11	0	11	0	11	0	11	0	11		11	0	11
s	\uparrow	Left-Through-Ri	ight		0							0				0				0	
	γ	Left-Right			0							0				0				0	
1	L,	Left		1	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	⊳	Left-Through			0 0	Ŭ	Ŭ	Ū	Ŭ		Ŭ	0 0	Ŭ		Ũ	0	Ŭ		Ŭ	Õ	Ŭ
	Ļ	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right			0							0				0				0	
	لہ	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<i>↓</i>	Left-Through-Ri	ight		0							0 0				0				0	
	<i>.</i>	Left-Right		1	U							U				U				0	
1	٦	Left		1	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0	-	-		-		•	0	-		-	0	-			0	-
	\rightarrow	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right			0							0				0				0	
	1 A	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	ٹر ا	Left-Through-Ri Left-Right	ignt		0							0 0				0 0				0 0	
	7	Len-Kight		1	U							U				0				0	
	ſ	Left			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0							0				0				0	
	, L	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right			0	-	_	-			-	0			-	0			-	0	
	Ş	Right	aht		0 0	0	0	0	0		0	0 0	0		0	0	0		0	0 0	0
	Š-	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	*			Nor	th-South:	160	No	rth-South:	160		Nor	th-South:	175		Nort	h-South:	175		Nor	h-South:	175
		CRITICAL V	OLUMES	-	ast-West:	0	-	ast-West:	0			ast-West:	0			st-West:	0			st-West:	0
					SUM:	160		SUM:	160			SUM:	175			SUM:	175			SUM:	175
	VOLUN	IE/CAPACITY (V/C)	RATIO:																		
V/C I	ESS A	TSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				A				Α
l							I							ECT IN	DACT						

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North	h-South Street:	Virgil Ave.			Year of Count: 2019			Ambient Growth: (%): 1			Conducted by: Saee			ed K. Date:		8/13/2019				
11-ø3	Ea	st-West Street:	Beverly	Blvd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project: Enlightenm		ntenment	Plaza
			f Phases			1			1				1				1				1
Орро	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 of	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
-		TRAC 4 an ATRACL	ATCC 22	EB 0	WB	0	EB	0 WI		EB	0	WB	0 2	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		0			2				0				2 0				2			
	EXISTING CONDITION				EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
		MOVEMENT			No. of	Lane	Project				Added Total No. of Lane			Added Total No. of Lane				Added Total No. of Lane			
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
	5	Left		18	0	18	0	18	18	0	19	0	19	0	19	0	19		19	0	19
ğ N	4	Left-Through			1		-			-		1				1				1	
В ОП	ł	Through		314	1	175	2	316	176	36	363	1	201	2	365	1	202		365	1	202
변 준	1	Through-Right			0							0				0				0	
NWESTBOUND Beverly Blvd.	'	Right		282	1	282	0	282	282	8	301	1	301	0	301	1	301		301	1	301
Žª	<	Left-Through-Ri	ight		0							0				0				0	
	γ	Left-Right			0							0				0				0	
	τ.	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	•		0	0	0
ΔĄ	ų.	Left-Through		U	0	U	U	0	U	U	0	0	U	0	0	0	0		0	0	U
N₿	į	Through		468	2	234	1	469	235	45	532	2	266	1	533	2	267		533	2	267
5 Þ	ų.	Through-Right		100	0	201		100	200	10	002	0	200		000	0	201		000	0	207
AS	نہ	Right		39	1	39	1	40	40	0	41	1	41	1	42	1	42		42	1	42
SEASTOUND Beverly Blvd.	↔	Left-Through-Ri	ight		0							0				0				0	
	\downarrow	Left-Right			0							0				0				0	
	ر	Left		1	0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	\rightarrow	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right			Ō	Ū	Ŭ	Ũ	· ·		Ũ	Õ	, v		Ū	Õ	Ŭ		Ũ	0	•
	Ĵ	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Left-Through-Ri	ight		0							0				0				0	
	\prec	Left-Right			0							0				0				0	
	C	Left		1	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Ť	Left-Through			0	U	U	U	U		U	0	U		U	0	U		U	0	U
	←	Through			ŏ	0	0	0	0		0	0	0		0	0	0		0	0	0
	4	Through-Right			0		-	-			-	0			-	0	-		-	0	
	€ ∳	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	۲ ۲	Left-Through-Ri	ight		0							0				0				0	
l	\succ	Left-Right		ļ	0	000			202		•	0	004			0	004			0	004
	CRITICAL VOLUMES		-	th-South: ast-West:	282 0	-	rth-South: ast-West:	282 0			th-South: ast-West:	301 0			th-South: ast-West:	301 0			h-South: st-West:	301 0	
	CRITICAL VOLUMES			SUM:	282		SUM:	282		E	SUM:	301		E	SUM:	301		Eč	SUM:	301	
	VOLUME/CAPACITY (V/C) RATIO:		202		00///.	202			00111.	001			00111.	001			00111.	001			
V/C		. ,				0.000			0.000				0.000				0.000				0.000
v/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.000					0.000				0.000				0.000				0.000			
	LEVEL OF SERVICE (LOS):							Α				Α				Α				Α	
		PROJECT IMPACT																			

PROJECT IMPACT Change in v/c due to project: 0.000

 $\Delta v/c$ after mitigation: 0.000 Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

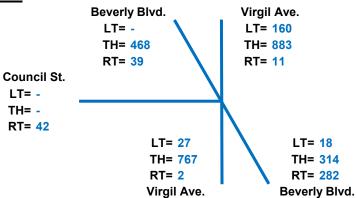
I/S #:	North	n-South Street:	Virgil A	ve.			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Conducted by: S		Sae	ed K.	Date:		8/13/2019)
11-ø4	Eas	st-West Street:	Beverly	Bivd. & Co	uncil St.		Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
		No. o	f Phases			1			1				1				1				1
Орро	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 of	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
J .				EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	A	TSAC-1 or ATSAC+				2 0			2				2				2				2 0
	Override Capacity 0 EXISTING CONDITION				•						0 FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT													
		MOVEMENT			No. of Lanes	Lane	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	6			Volume		Volume		Volume	Volume			Lanes						volume			
<u> </u>	1	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
St.	1	Left-Through			0	0	0	0	0	0	0	0	0		0	0	0		0	0	0
ci ũ		Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	U U	0
EASTBOUND Council St.	h	Through-Right		42	1	42	0	42	42	0	44	0 1	44	0	44	0 1	44		44	0	44
S S	\uparrow	Right Left-Through-R	iaht	42	0	42	U	42	42	U	44	0	44	U U	44	0	44		44	0	44
ш	$\stackrel{\clubsuit}{\sim}$	-	igin		0							0				0				0	
	Ŷ	Left-Right		I	0							0				U				0	
	4	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ğ N	\downarrow	Left-Through		Ŭ	Õ	Ŭ	Ŭ	Ū	Ŭ	Ŭ	Ŭ	Õ	Ŭ	Ŭ	Ū	Õ	Ŭ		Ũ	Õ	Ŭ
B O	Ļ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ΞŻ	4	Through-Right			0							0				0				0	
Vel S.	2	Right		282	1	282	0	282	282	8	301	1	301	0	301	1	301		301	1	301
NWESTBOUND Beverly Blvd.	\leftrightarrow	Left-Through-R	ight		0							0				0				0	
2	\downarrow	Left-Right			0							0				0				0	
	ر			1	0	0	-	<u>^</u>	0		0	0	0		0	0	0		•	0	0
		Left Left-Through			0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
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	\rightarrow	Left-Through-R	iaht		Õ	Ŭ	Ŭ	Ū	Ŭ		Ŭ	Õ	Ŭ		Ū	0 0	Ŭ		Ũ	Õ	Ŭ
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	*																				
	\mathcal{L}	Left			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	7	Left-Through			0						_	0				0			_	0	
	→ ↓	Through			0	0	0	0	0		0	0	0		0	0	0		0	0	0
		Through-Right			U	0	~	0	0		~	0	0		~	0	0		~	0	0
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	j_	Left-Through-R Left-Right	igin		0							0				0				0	
	*	Lott Kight		Nor	th-South:	282	No	rth-South:	282		Nor	th-South:	301		Nor	th-South:	301		Nor	h-South:	301
	CRITICAL VOLUMES		-	ast-West:	0	-	East-West:	0			ast-West:	0			ast-West:	0			st-West:	0	
				SUM:	282		SUM:	282			SUM:	301			SUM:	301			SUM:	301	
	VOLUME/CAPACITY (V/C) RATIO:																				
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
																	0.000				
		LEVEL OF SERVIC	E (LUS):			Α			Α				Α				Α				Α
																PRO	ECT IM	PACT			

PROJECT IMPACT

 Change in v/c due to project:
 0.000
 ∆v/c after mitigation:
 0.000

 Significant impacted?
 NO
 Fully mitigated?
 N/A

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - PM Peak



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)		
NB Left Number of Lanes	1 Left Only	
NB Left Lane Volume	$\frac{27}{1}$ = 27	Critical
SB Thru/Right Number of Lanes	1 Thru 1 Thru & Right	
SB Thru/Right Lane Volume	$\frac{883 + 11}{2}$ = 447	Critical
Critical Volume	27 + 447 = 474	Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{767+2}{2}$ = 385

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - PM Peak

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
SB Left Lane Volume		<u> 160 </u>	160	Critical
SB Thru & Right Lane Volume	or	=	88	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)	
NWB Left Number of Lanes	1 Left Only	
NWB Left Lane Volume	<u>18</u> =	18
SEB Thru & Right Number of Lanes	2 Thru 1 Right Only	
SEB Thru Lane Volume	$\frac{468}{2}$ = 2	234
Critical Volume	18 + 234	= 252

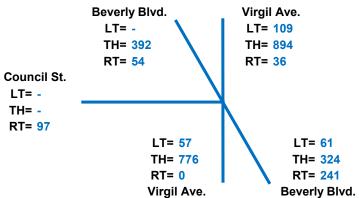
OR

Beverly Blvd. (SEB) NWB Thru & Right Number of Lanes **Right Only** 1 Thru 1 1 Thru & Left NWB Thru Lane Volume 175 = or NWB Right Lane Volume 282 = 282 1 Critical Volume 282 Critical

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. Existing - PM Peak

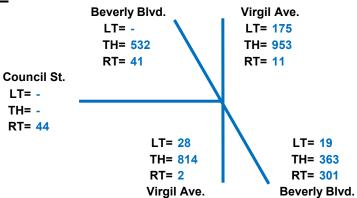
Ø 4	Council St. (EB) & Beverly Blvc Council St. Number of Lanes Beverly Blvd. NWB Number of La									
	Council St. Lane Volume			42 1	=	42				
	Beverly Blvd RT Only Lane Volun	or ne	2	282 1	=	282			Critical	
	Critical Volumes: No. of Phases:	474	+	160	+	282 4	+	282	=	1198
	Volume/Capacity (V/C) Ratio:					0.871				
V/C I	Less ATSAC/ATCS Adjustment:					0.771				
	Level of Service (LOS):					С				

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>EWP - PM Peak</u>



Critical Volumes:	474	+	160	+	282	+	282	=	1198
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					0.871				
V/C Less ATSAC/ATCS Adjustment:					0.771				
Level of Service (LOS):					С				

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - PM Peak</u>



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)		
NB Left Number of Lanes	1 Left Only	
NB Left Lane Volume	$\frac{28}{1}$ = 28	Critical
SB Thru/Right Number of Lanes	1 Thru 1 Thru & Right	
SB Thru/Right Lane Volume	$\frac{953 + 11}{2}$ = 482	Critical
Critical Volume	28 + 482 = 510	Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{814+2}{2}$ = 408

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - PM Peak</u>

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
SB Left Lane Volume		<u> </u>	175	Critical
SB Thru & Right Lane Volume	or	=	75	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru))	
NWB Left Number of Lanes	1 Left Only	
NWB Left Lane Volume	<u> </u>	19
SEB Thru & Right Number of Lanes	2 Thru 1 Right Only	
SEB Thru Lane Volume	$\frac{532}{2}$ =	266
Critical Volume	19 + 266	= 285

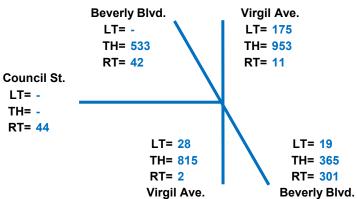
OR

Beverly Blvd. (SEB)			
NWB Thru & Right Number of Lanes	1 Right Only 1 Thru 1 Thru & Left		
NWB Thru Lane Volume or	=	201	
NWB Right Lane Volume	<u> </u>	301	Critical
Critical Volume		301	Critical

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWOP - PM Peak</u>

Ø 4	Council St. (EB) & Beverly Blvd. Council St. Number of Lanes Beverly Blvd. NWB Number of Lar		B Right 1 1	t Only) Right Or Right Or						
	Council St. Lane Volume	-	2	14 1	=	44				
	Beverly Blvd RT Only Lane Volum	or ie	3	<u>01</u> 1	=	301			Critical	
		510	+	175	+	301	+	301	=	1287
	No. of Phases:					4 0.936				
	Volume/Capacity (V/C) Ratio: ess ATSAC/ATCS Adjustment:					0.936				
	Level of Service (LOS):					0.830 D				

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - PM Peak</u>



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)		
NB Left Number of Lanes	1 Left Only	
NB Left Lane Volume	$\frac{28}{1}$ = 28	Critical
SB Thru/Right Number of Lanes	1 Thru 1 Thru & Right	
SB Thru/Right Lane Volume	$\frac{953 + 11}{2}$ = 482	Critical
Critical Volume	28 + 482 = 510	Critical

OR

Virgil Ave. (SB)	
NB Thru/Right Number of Lanes	1 Thru 1 Thru & Right
NB Thru/Right Lane Volume	$\frac{815+2}{2}$ = 409

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - PM Peak</u>

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Rig	iht		
SB Left Lane Volume		<u> </u>	=	175	Critical
SB Thru & Right Lane Volume	or		=	75	

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thr	u)	
NWB Left Number of Lanes	1 Left Only	
NWB Left Lane Volume	<u> </u>	19
SEB Thru & Right Number of Lanes	2 Thru 1 Right Only	
SEB Thru Lane Volume	$\frac{533}{2}$ = 2	267
Critical Volume	19 + 267	= 286

OR

Beverly Blvd. (SEB)			
NWB Thru & Right Number of Lanes	1 Right Only 1 Thru 1 Thru & Left		
NWB Thru Lane Volume or	=	202	
NWB Right Lane Volume	<u> </u>	301	Critical
Critical Volume		301	Critical

Enlightenment Plaza Project - Manual Adjustment Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St. <u>FWP - PM Peak</u>

Ø 4 Council St. (EB) & Beverly Blvd. (NWB Council St. Number of Lanes Beverly Blvd. NWB Number of Lanes			3 Righ 1 1	t Only) Right Or Right Or						
	Council St. Lane Volume			44 1	=	44				
	Beverly Blvd RT Only Lane Volun	or ne	3	801 1	=	301			Critical	
	Critical Volumes: No. of Phases:	510	+	175	+	301 4	+	301	=	1287
	Volume/Capacity (V/C) Ratio:									
V/C L	Less ATSAC/ATCS Adjustment:					0.836				
	Level of Service (LOS):					D				

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-So	outh Street:	101 SB	Off-Ramp			Year	of Count:	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:		8/13/2019)	
12	East-W	Vest Street:	Rosewo	ood Ave.			Projec	tion Year:	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza	
Орро	osed Ø'ing:	No. of N/S-1, E/W-2 or	Phases Both-3?			2 0			2 0				2 0				2 0		-		2 0	
Right	Turns: FRE	E-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB	0	NB	0 SE		NB	0 0	SB	0 0	NB	0 0	SB	0 0	NB	0 0	SB	0	
	ATSA	C-1 or ATSAC+A	TCS-2?	EB 0	WB	0 2	EB	0 W	B 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	0 2	
		Override C				ō			0				0				ō				0	
				EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION	
	M	OVEMENT			No. of	Lane	Project	Total	Lane	Added Total No. of					Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Ð		Left Left-Through		69	0 0	0	0	69	0	0	72	0 0	0	0	72	0 0	0		72	0 0	0	
NORTHBOUND		Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Ĥ	· ·	Through-Right			0							0				0				0		
RT		Right		42	0	0	0	42	0	0	44	0	0	0	44	0	0		44	0	0	
N N	1	Left-Through-Rig	ght		0							0				0				0		
	Ύ Ι	Left-Right			0							0				0				0		
		Left		884	1	467	2	886	468	41	961	1	506	2	963	1	507		963	1	507	
SOUTHBOUND		Left-Through			0							0				0				0		
301		Through		151	0	0	0	151	0	0	157	0	0	0	157	0	0		157	0	0	
臣		Through-Right Right		49	0	467	0	49	468	0	51	0 0	506	0	51	0 0	507		51	0	507	
.no	1	Left-Through-Rig	aht	49	0	407	0	49	400	U	51	0	500	U	51	0	507		51	0	507	
õ		Left-Right	5 ·		1							1				1				1		
								-	-		-				-		-		-		-	
Δ		Left Left-Through		2	0	0	0	2	0	0	2	0 0	0	0	2	0 0	0		2	0 0	0	
EASTBOUND		Through		206	1	206	0	206	206	0	214	1	214	0	214	1	214		214	1	214	
BO	\rightarrow .	Through-Right			0		, in the second s			Č.		0		, in the second s		0				0		
AST	T	Right		111	0	0	0	111	0	0	116	0	0	0	116	0	0		116	0	0	
Ē		Left-Through-Rig Left-Right	ght		0							0 0				0 0				0		
	I	Len-Right			0							0				0				U		
		Left		44	0	0	0	44	0	0	46	0	0	0	46	0	0		46	0	0	
NL I		Left-Through		(00	0		-	100		-	4=0	0	4=0		4=0	0	4=0		4=0	0	4=0	
30L	*	Through Through-Right		166	0 1	171	0	166	171	0	173	0	178	0	173	0 1	178		173	0	178	
STE	t.	Right		5	0	0	0	5	0	0	5	0	0	0	5	0	0		5	0	0	
WESTBOUND	t t	Left-Through-Rig	ght		0			-			-	0			-	0			-	0		
		Left-Right			0	407			400		•	0	500			0	507			0		
		CRITICAL VO			th-South: ast-West:	467 206		rth-South: ast-West:	468 206			th-South: ast-West:	506 214			th-South: ast-West:	507 214			h-South: ast-West:	507 214	
			201120	Ed	SUM:	673	-	SUM:	674		E	SUM:			Ec	SUM:	721		Ed	SUM:	721	
	VOLUME/	CAPACITY (V/C)	RATIO:			0.449			0.449				0.480				0.481				0.481	
V/C	LESS ATSA	AC/ATCS ADJUS	TMENT:			0.349			0.349				0.380				0.381				0.381	
	LE\	VEL OF SERVICE	E (LOS):			A			A				A				A				A	
L						A	I			I			~									

PROJECT IMPACT

Change in v/c due to project: 0.001 ∆v/c after mitigation: 0.001 Significant impacted? NO

Appendix E Potential Street Vacation



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:										
North/South	Juanita Avei	nue								
East/West	Oakwood A	venue								
Day:	Thursday	Date:	Nov	ember 21	, 2019	Weath	er:	CLEAR		
Hours: 7-10.	AM 3-6PM				Staff:	CUI		-		
School Day:	YES	District:	-	0		I/S C	ODE	0		
	N/B		S/B			E/B			W/B	
DUAL-	IN/D		3/D			E/D		-	W/D	
WHEELED	8		0			0			3	
BIKES	7		0			1			5	
BUSES	0		0			0			0	
	N/B TIM	<u>E</u>	S/B	TIME		E/B	TIME		W/B	TIME
AM PK 15 MIN	9 9.0	0	0	7.00		0	7.00		11	8.00
PM PK 15 MIN	7 3.1	5	0	3.00		0	3.00		11	4.30
AM PK HOUR	27 9.0	0	0	7.00		0	7.00		32	8.00
PM PK HOUR	20 3.0	0	0	3.00		0	3.00		29	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	12	12
8-9	0	0	24	24
9-10	0	0	27	27
3-4 4-5 5-6	0	0	20	20
4-5	0	0	15	15
5-6	0	0	18	18
TOTAL	0	0	116	116

EASTBOUND Approach

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

(Rev Oct 06)

SOUTHBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	0	0	12
8-9	32	0	0	32
9-10	18	0	0	18
3-4	17	0	0	17
4-5	23	0	0	23
5-6	28	0	0	28
TOTAL	130	0	0	130

TOTAL	XINC	G S/L
N-S	Ped	Sch
12	0	0
24	4	0
27	0	0
20	0	0
15	2	0
18	2	0
116	8	0

Sch	Ped	Sch
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

XING N/L

TOTAL

XING E/L

E-W	Ped	Sch	Ped	Sch
12	0	0	2	0
32	0	0	0	0
18	0	0	2	0
17	0	0	1	0
23	0	0	8	0
28	0	0	0	0
130	0	0	13	0

XING W/L



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:										
North/South	Madison Av	enue								
	<u> </u>									
East/West	Oakwood A	venue								
Day:	Thursday	Date:	Nov	ember 21	, 2019	Weath	er:	CLEAR		
Hours: 7-10 <i>A</i>	AM 3-6PM				Staff:	CUI		_		
School Day:	YES	District:	-	0		I/S C	CODE	0		
	N/B		S/B			E/B			W/B	
DUAL-								-		
WHEELED	15		0			8			4	
BIKES	6		1			11			12	
BUSES	0		0			0			0	
	N/B TIM	E	S/B	TIME		E/B	TIME		W/B	TIME
AM PK 15 MIN	10 8.0	0	1	7.15		9	9.00		13	8.00
PM PK 15 MIN	11 3.1	5	5	4.45		10	5.00		14	5.00
AM PK HOUR	37 7.4	5	1	7.00		31	8.30		35	8.00
PM PK HOUR	32 4.1	5	12	4.15		29	5.00		38	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	4	6	18
8-9	10	4	23	37
9-10	3	1	26	30
3-4 4-5 5-6	4	0	25	29
4-5	1	1	22	24
5-6	1	0	19	20
TOTAL	27	10	121	158

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	4	4	9
8-9	0	18	4	22
9-10	1	18	10	29
3-4	1	13	4	18
3-4 4-5 5-6	0	13	7	20
5-6	0	21	8	29
TOTAL	3	87	37	127

(Rev Oct 06)

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	0	0	0	0
3-4 4-5 5-6	0	0	0	0
4-5	5	3	3	11
5-6	1	0	0	1
TOTAL	6	4	3	13

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	11	0	15
8-9	10	24	1	35
9-10	10	18	1	29
3-4 4-5 5-6	14	14	0	28
4-5	10	15	0	25
5-6	13	25	0	38
TOTAL	61	107	2	170

TOTAL	XING	G S/L
N-S	Ped	Sch
19	13	0
37	17	0
30	16	0
29	20	0
35	24	0
21	12	0
171	102	0

Ped	Sch
4	0
2	0
1	0
8	0
9	0
4	0
28	0

XING N/L

TOTAL XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
24	1	0	18	0
57	3	0	15	0
58	3	0	18	0
46	7	0	10	0
45	7	0	30	0
67	3	0	10	0
297	24	0	101	0



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:							
North/South	Westmoreland	l Avenue					
East/West	Oakwood Ave	enue					
Day:	Thursday	Date: No	vember 21, 2019	Weathe	er:	CLEAR	
Hours: 7-10.	AM 3-6PM		Staff	CUI			
School Day:	YES	District:	0	I/S C	ODE	0	
DUAL- WHEELED BIKES BUSES	<u>N/B</u> 2 4 0	S/E ((((-))	E/B 13 1 0		W/B 2 7 0	
	N/B TIME	S/E	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	6 8.00	() 7.00	14	9.45	23	8.00
PM PK 15 MIN	5 4.00	() 3.00	14	5.45	23	4.00
AM PK HOUR	14 7.30	(0 7.00	41	8.00	62	7.45
PM PK HOUR	13 3.30	(3.00	36	4.00	62	3.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8 8-9	2	0	9	11
	4	0	9	13
9-10	1	0	7	8
3-4 4-5 5-6	2	0	9	11
4-5	3	0	9	12
5-6	1	0	6	7
TOTAL	13	0	49	62

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	3	6
8-9	1	23	17	41
9-10	0	22	10	32
3-4	0	6	5	11
3-4 4-5 5-6	0	22	14	36
5-6	0	22	10	32
TOTAL	1	98	59	158

(Rev Oct 06)

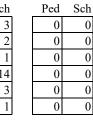
SOUTHBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	13	0	33
8-9	25	31	0	56
9-10	5	19	0	24
3-4	20	12	0	32
4-5 5-6	25	30	0	55
5-6	5	19	0	24
TOTAL	100	124	0	224

TOTAL	XING	XING S/L		
N-S	Ped	Sch		
11	8	3		
13	13	2		
8	4	1		
11	8	14		
12	13	3		
7	4	1		
62	50	24		



XING N/L

0

0

0

0

0

0

0

0

TOTAL XING W/L XING E/L

E-W	Ped	Sch	Ped	Sch
39	1	0	0	0
97	1	0	0	0
56	0	0	0	0
43	1	0	0	0
91	1	0	0	1
56	0	0	0	0
382	4	0	0	1

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	: 2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
9-Ø1	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	or OLA-3?	NB 0 EB 0	SB WB	1 0 0 2	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2
		Capacity			ō			0				ō				ō				Ō
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	OJECT	FUTURE	CONDITIO	W/ Street	t Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
EASTBOUND Beverly Blvd.	 ↓ Left ↓ Left-Through ↓ Through-Right ↓ Right ↓ Left-Through-Right ↓ Left-Right 		0 692 530	0 2 0 1 0	0 346 530	0 3 4	0 695 534	0 348 534	0 8 21	0 728 573	0 0 2 0 1 0 0	0 364 573	0 3 4	0 752 577	0 0 2 0 1 0 0	0 376 577		0 752 577	0 0 2 0 1 0 0	0 376 577
WESTBOUND Temple St	 ↓ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right ↓ Left-Through-Right ↓ Left-Right 		0 753 0	0 0 3 0 0 0	0 251 0	0 2 0	0 755 0	0 252 0	0 12 0	0 796 0	0 0 3 0 0 0 0	0 265 0	0 2 0	0 813 0	0 0 3 0 0 0 0	0 271 0		0 813 0	0 0 3 0 0 0 0	0 271 0
	 ✓ Left ✓ Left-Through → Through-Right ✓ Through-Right ✓ Left-Through-Right ✓ Left-Right 		0 0 0	0 0 0 0 0 0 0	0 0 0	0	0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0 0	0 0 0
	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ↓ Left-Right		0 0 0	0 0 0 0 0 0 0	0 0	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0 0	0 0		0 0 0	0 0 0 0 0 0 0 0	0 0		0 0 0	0 0 0 0 0 0 0 0	0 0
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	530 0 530		rth-South: East-West: SUM:	534 0 534			th-South: ast-West: SUM:	573 0 573			th-South: ast-West: SUM:	577 0 577			th-South: ast-West: SUM:	577 0 577
<i>v/c</i>	VOLUME/CAPACITY (V/C LESS ATSAC/ATCS ADJU LEVEL OF SERVIC	STMENT:			0.000 A			0.000 A				0.000 A				0.000 A				0.000 A

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	Э
9-Ø2	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	1 0 0 0	NB EB	0 SE 0 WI	3 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0
	ATSAC-1 or ATSAC- Override	ATCS-2? Capacity			2 0			2				2 0				2 0				2 0
	ovonido	oupuony	EXISTI			EXISTI	NG PLUS PI		FUTUR		on w/o pr	OJECT	FUTURE	CONDITION	N W/ Street		FUTURE	W/ PROJE	CT W/ MIT	GATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
EASTBOUND Beverly Blvd.	 ↓ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right 		0 0 530	0 0 0 0	0 0 530	0 0 4	0 0 534	0 0 534	0 0 21	0 0 573	0 0 0 0 1	0 0 573	0 0 4	0 0 577	0 0 0 0	0 0 577		0 0 577	0 0 0 0	0 0 577
	← Left-Through-Right ← Left-Right ← Left			0						0	0				0			0	0	
NWESTBOUND Beverly Blvd.	 → Left-Through → Through → Through-Right → Right → Left-Through-Right 		0 312 38	0 1 1 0 0	0 175 38	0 3 0	0 315 38	0 177 38	0 36 0	361 40	0 1 1 0 0	0 201 40	0 3 0	0 364 40	0 1 1 0 0	0 202 40		364 40	0 1 1 0 0	0 202 40
	,, Left-Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	→ Left-Through → Through √ Through-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	Right Left-Through-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	 ✓ Left ✓ Left-Through ← Through ↓ Through-Right 		0 0	0 0 0 0	0 0	0 0	0 0	0 0		0 0	0 0 0 0	0 0		0 0	0 0 0 0	0 0		0 0	0 0 0 0	0 0
	C Right ↓ Ceft-Through-Right ↓ Left-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
				th-South: ast-West: SUM:	530 0 530		rth-South: East-West: SUM:	534 0 534			th-South: ast-West: SUM:	573 0 573			th-South: ast-West: SUM:	577 0 577			th-South: ast-West: SUM:	577 0 577
V/C	VOLUME/CAPACITY (V/C LESS ATSAC/ATCS ADJU LEVEL OF SERVIO	STMENT:			0.000 A			0.000 A				0.000 A				0.000 A				0.000 A
<u> </u>					~	I		~	1			~			DDO		DAOT			~

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

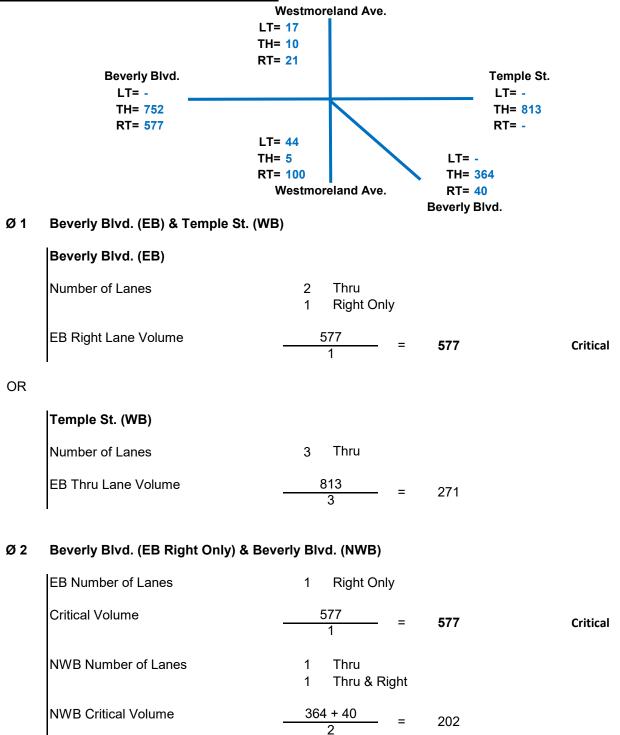
Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	: 2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Saee	ed K.	Date:	1	2/31/201	9
9-Ø3	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o Furns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r OLA-3?	NB 2 EB 0	SB WB	1 0 0 2	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2
		Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	OJECT	FUTURE	CONDITIO	W/ Street	Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND Westmoreland	 Left ↓ Left-Through ↓ Through ↓ Through-Right 		42	0 1 0 0	42 46	0	42 4	42 46	0 1	44 5	0 1 0	44 49	0	44 5	0 1 0 0	44 49		44 5	0 1 0	44 49
NORTH Westm	 → Right → Left-Through-Right → Left-Right 		96	0 1 0 0	96	0	96	96	0	100	0 1 0 0	100	0	100	0 1 0 0	100		100	0 1 0 0	100
SOUTHBOUND Westmoreland	 ↓ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right 		15 7 8	0 0 0 0	15 30 0	0 0 0	15 7 8	15 30 0	1 3 6	17 10 14	0 0 0 0	17 41 0	0 0 0	17 10 21	0 0 0 0	17 48 0		17 10 21	0 0 0 0	17 48 0
S S			0	1 0 0	0	0	0	0		0	1 0 0	0		0	1 0 0	0		0	1 0 0	0
	$ \begin{array}{c} \downarrow \\ - \downarrow \\ - \downarrow \\ - \downarrow \\ - \downarrow \\ Through \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\ \end{array} $ Through-Right		0	0 0 0	0 0	0	0	0 0		0	0 0 0	0		0	0 0 0	0 0		0	0 0 0	0 0
	Right Left-Through-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	 ✓ Left ✓ Left-Through ✓ Through ▲ Through Bight 		0	0 0 0	0 0	0	0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0		0	0 0 0	0 0
	← Through-Right ← Right ← Left-Through-Right ← Left-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0 0	0		0	0 0 0	0
	CRITICAL V			th-South: ast-West: SUM:	111 0 111		rth-South: East-West: SUM:	111 0 111			th-South: ast-West: SUM:	117 0 117			th-South: ast-West: SUM:	117 0 117			th-South: ast-West: SUM:	117 0 117
V/C	VOLUME/CAPACITY (V/C LESS ATSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	Α			Α				Α			0001		DACT			Α			

PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>Future With Street Vacation - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>Future With Street Vacation - AM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	$\frac{44}{1} = 44$	
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	= 48	
Critical Volume	44 + 48 =	92

OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1 Left Only	
SB Left Lane Volume	$\frac{17}{1}$ = 17	Critical
NB Right Number of Lanes	1 Right	
NB Right Lane Volume	= 100	Critical
Critical Volume	17 + 100 = 117	Critical

Critical Volumes:	577	+	577	+	117	=	1271
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.892		
V/C Less ATSAC/ATCS Adjustment:					0.792		
Level of Service (LOS):					С		

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/2019	9
9-Ø1	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	tenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	1 0 0	NB EB	0 SE 0 WI	3 0	NB EB	0 0	SB WB	1 0 0	NB EB	0 0	SB WB	1 0 0	NB EB	0 0	SB WB	1 0 0
	ATSAC-1 or ATSAC+ Override	Capacity			2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXISTI	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTURE	CONDITIO	W/ Street	t Vacation	FUTURE	W/ PROJE	ст w/ міт	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
OUND / Blvd.	 ← Left-Through ↑ Through 		831	0 2	416	2	833	417	16	881	0 2	441	2	924	0 2	462		924	0 2	462
EASTBOUND Beverly Blvd.	 → Through-Right → Right → Left-Through-Right 		420	0 1 0	420	2	422	422	45	482	0 1 0	482	2	484	0 1 0	484		484	0 1 0	484
	<pre> Left-Right </pre>			0							0				0				0	
UND St	└→ Left └→ Left-Through ↓ Through		0 647	0 0 3	0 216	0	0 650	0 217	0 15	0 688	0 0 3	0 229	0	0 714	0 0 3	0 238		0 714	0 0 3	0 238
WESTBOUND Temple St	✓ Through-Right ✓ Right		047	0	0	0	0	0	0	000	0 0	0	0	0	0	238		0	0 0	238
Ň	↔ Left-Through-Right ,, Left-Right			0 0							0 0				0 0				0 0	
l I	Ĵ Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	→ Left-Through			0							0				0				0	
	→ Through ୖୖ Through-Right		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		-	0			-	-		-	0	-		-	0	-		-	0	-
	- ≺ Left-Right			0							0				0				0	
	✓ Left ✓ Left-Through		0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	← Through ← Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	<pre></pre>		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	420 0 420		rth-South: East-West: SUM:	422 0 422			th-South: ast-West: SUM:	482 0 482			th-South: ast-West: SUM:	484 0 484			h-South: st-West: SUM:	484 0 484
	VOLUME/CAPACITY (V/C) RATIO:		30111:	420		30W:	+22			30111:	402			30111:	404			30W.	404
V/C	LESS ATSAC/ATCS ADJU				0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC				0.000 A			0.000 A				0.000 A				0.000 A				0.000 A
l		(====/-			~	I		~	I			~	I							~

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/2019	9
9-Ø2	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	tenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	1 0 0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0	NB EB	0 0	SB WB	1 0 0
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	ROJECT	FUTURE	CONDITIO	N W/ Street	t Vacation	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	ົງ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND Beverly Blvd.	<∱ Left-Through ↑ Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
B	through-Right			0							0				0				0	
AST	→ Right		420	1	420	2	422	422	45	482	1	482	2	484	1	484		484	1	484
Щщ	←→ Left-Through-Right			0							0				0				0	
I	* ← Left-Right		I	0							0				0				0	
	, Seft		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NL by	Left-Through			0							0				0				0	
B 30	Through		371	1	205	3	374	206	36	422	1	231	3	425	1	233		425	1	233
NWESTBOUND Beverly Blvd.	✓ Through-Right		38	1	38	0	38	38	0	40	1 0	40	0	40	1 0	40		40	1	40
Sev N	 ✓ Right ✓ Left-Through-Right 		30	0	30	U	30	30	U	40	0	40	0	40	0	40		40	0	40
ź "	↓ Left-Right			Ő							ŏ				Ő				Õ	
-			-																	
	J Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
			0	0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	✓ Through-Right		U	0	U	0	0	U		0	0	U		0	0	U		0	0	Ŭ
	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right			0							0				0				0	
I	- ≺ Left-Right		I	0							0				0				0	
I 1	√ Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	℃ Left-Through		Ť	0	·	Ĩ	÷	Ŭ		5	0	Ŭ		Ŭ	0	Ŭ		5	0	Ĵ
	← Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	← Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	C Right ↓ Left-Through-Right		0	0	0	U	0	0		U	0	0		0	0	0		U	0	U
	Left-Right			0							0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West:	420 0		rth-South: East-West:	422 0			th-South: ast-West:	482 0			th-South: ast-West:	484 0			h-South: st-West:	484 0
				SUM:	420		SUM:	422		-	SUM:	482		20	SUM:	484			SUM:	484
	VOLUME/CAPACITY (V/C) RATIO:																		
V/C	LESS ATSAC/ATCS ADJU	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC				A			A				A				A				A
<u> </u>		,,-	1		~	I			I			~	I							~

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Fully mitigated? N/A

Significant impacted? NO

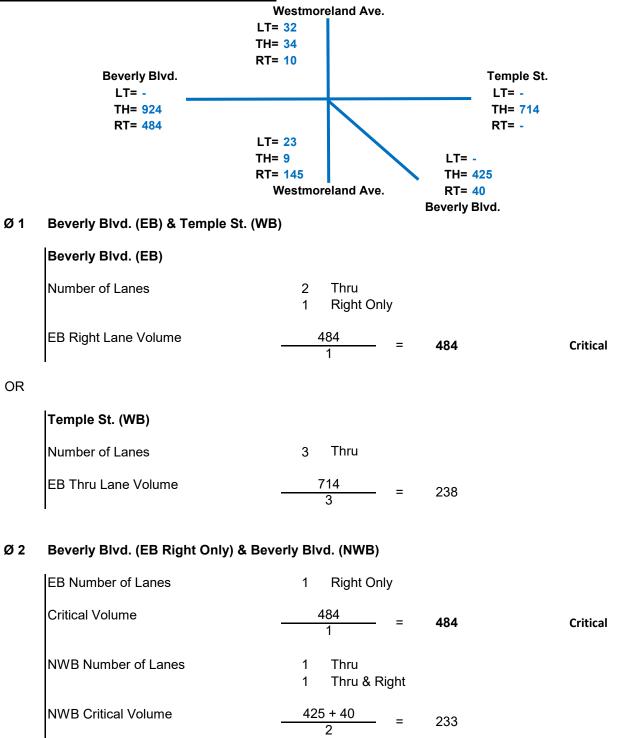
Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Westmo	reland Ave.			Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
9-Ø3	East-West Street:	Beverly	Blvd. & Ten	nple St.		Proje	ction Year	2023		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o furns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r OLA-3?	NB 2 EB 0	SB WB	1 0 0 2	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2
		Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	OJECT	FUTURE	CONDITIO	W/ Street	t Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND Westmoreland	 Left ↓ Left-Through ↑ Through ↓ Through-Right 		22 6	0 1 0 0	22 28	0	22 6	22 28	0 3	23 9	0 1 0 0	23 32	0	23 9	0 1 0 0	23 32		23 9	0 1 0 0	23 32
NORTH Westm	 → Right → Left-Through-Right → Left-Right 		139	1 0 0	139	0	139	139	0	145	1 0 0	145	0	145	1 0 0	145		145	1 0 0	145
SOUTHBOUND Westmoreland	 ↓ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right ↓ Left-Through-Right 		30 32 2	0 0 0 0	30 64 0	0 0 0	30 32 2	30 64 0	1 1 3	32 34 5	0 0 0 0 0	32 71 0	0 0 0	32 34 10	0 0 0 0 0	32 76 0		32 34 10	0 0 0 0 0	32 76 0
S ≥	ر Left-Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	$ \begin{array}{c} \rightarrow \\ - \end{array} \ Left-Through \\ \rightarrow \\ Through \\ \overrightarrow{v} \ Through-Right \end{array} $		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	Right ↓ Left-Through-Right ↓ Left-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	 ✓ Left ✓ Left-Through ✓ Through ✓ Through-Right 		0	0 0 0	0 0	0	0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0
	← Through-Right ← Right ← Left-Through-Right ← Left-Right		0	0 0 0 0	0	0	0	0		0	0 0 0 0	0		0	0 0 0 0	0		0	0 0 0 0	0
	CRITICAL V			th-South: ast-West: SUM:	169 0 169		rth-South: East-West: SUM:	169 0 169			th-South: ast-West: SUM:	177 0 177			th-South: ast-West: SUM:	177 0 177			th-South: ast-West: SUM:	177 0 177
V/C	VOLUME/CAPACITY (V/C LESS ATSAC/ATCS ADJU	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	;e (LOS):			Α			Α				Α			DDC					Α

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>Future With Street Vacation - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St. <u>Future With Street Vacation - PM Peak</u>

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

NB Left Number of Lanes	1 Left/Thru	
NB Left Lane Volume	$\frac{23}{1}$ = 23	
SB Thru/Right Number of Lanes	1 Left/Thru/Right	
SB Thru/Right Lane Volume	= 76	
Critical Volume	23 + 76 =	99

OR

Westmoreland Ave. (SB LT & NB RT)

SB Left Number of Lanes	1 Left Only	
SB Left Lane Volume	$\frac{32}{1}$ = 32	Critical
NB Right Number of Lanes	1 Right	
NB Right Lane Volume	= 145	Critical
Critical Volume	32 + 145 = 177	Critical

Critical Volumes:	484	+	484	+	177	=	1145
No. of Phases:					3		
Volume/Capacity (V/C) Ratio:					0.804		
V/C Less ATSAC/ATCS Adjustment:					0.704		
Level of Service (LOS):					С		

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Virgil Av	<i>r</i> e.			Yea	r of Count	: 2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø1	East-West Street:	Temple	St. & Silver	Lake Blv	۲d.	Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	1 0 0	NB	0 SE	1 0 3 0	NB	0	SB	1 0 0	NB	0	SB	1 0 0	NB	0	SB	1 0 0
Right	,		EB 0	WB	0	EB	0 WI		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTURE	CONDITIO	W/ Street	Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Δ	Left		7	1	7	0	7	7	5	12	1	12	0	12	1	12		12	1	12
NORTHBOUND Virgil Ave.	<∱ Left-Through ↑ Through		560	0 1	383	0	560	383	2	585	0	402	0	585	0 1	402		585	0	402
NRTHBOUN Virgil Ave.	through t→ Through-Right		500	1	303	0	500	303	2	565	1	402	U	565	1	402		565	1	402
RTH (irgi			206	0	206	0	206	206	4	218	0	218	0	218	0	218		218	0	218
۶ ۱	← Left-Through-Right			0							0				0				0	
	✓ Left-Right		I	0							0				0				0	
	└⊶ Left		115	1	115	0	115	115	0	120	1	120	0	120	1	120		120	1	120
SOUTHBOUND Virgil Ave.	Left-Through		110	0	115	Ŭ	110	115	Ŭ	120	0	120	Ŭ	120	0	120		120	0	120
80U Ave	Through		636	1	334	0	636	334	-3	659	1	346	0	659	1	354		659	1	354
gil.	Through-Right		24	1 0	24	0	21	24	0	22	1 0	22	0	40	1	40		40	1 0	40
vir Vir	 ✓ Right ↔ Left-Through-Right 		31	0	31	0	31	31	0	32	0	32	U	48	0 0	48		48	0	48
õ	Left-Right			0							Ō				Ō				Ō	
-	1				0			-								•				0
	ノ Left -♪ Left-Through		0	0 0	0	0	0	0		0	0	0		0	0 0	0		0	0	0
	\rightarrow Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	→ Through-Right			0							0				0				0	
	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	✓ Left-Through-Right ✓ Left-Right			0 0							0 0				0 0				0 0	
) Lon-nagin			0							U				0				U	
	√ Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	✓ Left-Through		<u> </u>	0 0	0	_	0	0		0	0	0		0	0 0	0		0	0	0
	← Through ᡬ Through-Right		0	0	0	0	U	0		U	0	0		U	0	0		U	0	0
	t Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right			0							0				0				0	
	⊱ Left-Right		Mor	0 th-South:	498	No.	rth-South:	498		Nor	0 th-South:	522		Nor	0 th-South:	522		Nor	0 th-South:	522
	CRITICAL V	OLUMES		ast-West:	490		East-West:	498 0			ast-West:	522 0			ast-West:	522 0			ast-West:	522 0
				SUM:	498		SUM:	498		_	SUM:	522			SUM:	522			SUM:	522
	VOLUME/CAPACITY (V/C) RATIO:																		
V/C	LESS ATSAC/ATCS ADJU	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	CE (LOS):			Α			Α				Α				Α				Α
-			-			•										FCT IN	DAOT			

PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Virgil Av	<i>r</i> e.			Yea	r of Count	: 2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø2	East-West Street:	Temple	St. & Silver	Lake Blv	d.	Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	1 0 0	NB	0 SE	1 0 3 0	NB	0	SB	1 0 0	NB	0	SB	1 0 0	NB	0	SB	1 0 0
Right	Turns: FREE-1, NRTOR-2 c		EB 0	WB	0	EB	0 WI		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ Override	• Capacity			2 0			2				2 0				2 0				2 0
			EXISTI			EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTURE	CONDITIO	W/ Street		FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		185	0	185	0	185	185	2	195	0	195	0	195	0	195		195	0	195
WESTBOUND Temple St	<∱ Left-Through ↑ Through		179	1	179	1	180	180	3	189	1	189	1	190	1	190		190	1	190
ple ble	through-Right		110	0	175		100	100	Ŭ	100	0	100		100	0	100		100	0	100
Em	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Β.Γ.	↔ Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
-	└→ Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through		U	0	U	U	0	0		0	0	U		0	0	0		0	0	0
	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Through-Right			0	_						0			_	0				0	
	✓ Right ↔ Left-Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	Left-Right			0							0				0				0	
	pg _orengin																			
	Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	→ Left-Through		0	0 0	0	0	0	0		0	0	0		0	0 0	0		0	0 0	0
	→ Through ▽ Through-Right		0	0	U	U	0	U		0	0	0		0	0	U		0	0	U
	Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	✓ Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<pre>✓ Left-Through</pre>		U U	0 0	J.	, v	J	J		0	0	J		0	0	J.		Ŭ	0	J
	← Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	← Through-Right		_	0	0	_	~	0		~	0	0		~	0	0		~	0	
	Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	Left-Right			0							0				0				0	
	ý C		Nor	th-South:	185	No	rth-South:	185		Nor	th-South:	195		Nort	th-South:	195		Nort	th-South:	195
	CRITICAL V	OLUMES	Ea	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	st-West:	0		Ea	ast-West:	0
				SUM:	185		SUM:	185			SUM:	195			SUM:	195			SUM:	195
	VOLUME/CAPACITY (V/C	,																		
V/C	LESS ATSAC/ATCS ADJU				0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVI	CE (LOS):			Α			Α				Α				Α				Α
-																IECT IM	DAOT			

PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000

Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Virgil Av	<i>'</i> e.			Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø3	East-West Street:	Temple	St. & Silver	Lake Blv	d.	Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 or Furns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	1 0 0 2	NB EB	0 SE 0 Wi	B 0 2	NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2	NB EB	0 0	SB WB	1 0 0 2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI		-	ING PLUS P				-								CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
WESTBOUND Silver Lake Blvd.	 ↓ Left ↓ Left-Through ↑ Through-Right ↑ Right ↓ Left-Through-Right 		257 557 64	1 0 1 1 0 0	257 311 64	0 1 0	257 558 64	257 311 64	6 4 0	273 584 67	1 0 1 1 0 0	273 326 67	0 1 0	273 585 67	1 0 1 1 0 0	273 326 67		273 585 67	1 0 1 1 0 0	273 326 67
^S	∽ Left-Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	 Left-Through Through Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right 		0	0 0 0 0 0	0	0	0	0		0	0 0 0 0 0	0		0	0 0 0 0 0	0		0	0 0 0 0 0	0
	 J Left ⊥ Left-Through → Through → Through 		0	0 0 0	0 0	0	0	0 0		0	0 0 0	0 0		0	0 0 0	0 0		0 0	0 0 0	0 0
	Through-Right Right Left-Through-Right Left-Right		0	0 0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0 0	0		0	0 0 0 0	0
	 ✓ Left ✓ Left-Through ✓ Through ↓ Through-Right 		0	0 0 0 0	0 0	0	0 0	0 0		0 0	0 0 0 0	0 0		0 0	0 0 0 0	0 0		0 0	0 0 0 0	0 0
	<pre> C Right Left-Through-Right Left-Right </pre>		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	311 0 311		rth-South: East-West: SUM:	311 0 311			th-South: ast-West: SUM:	326 0 326			th-South: ast-West: SUM:	326 0 326			th-South: ast-West: SUM:	326 0 326
V/C	VOLUME/CAPACITY (V/C	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α								Α

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

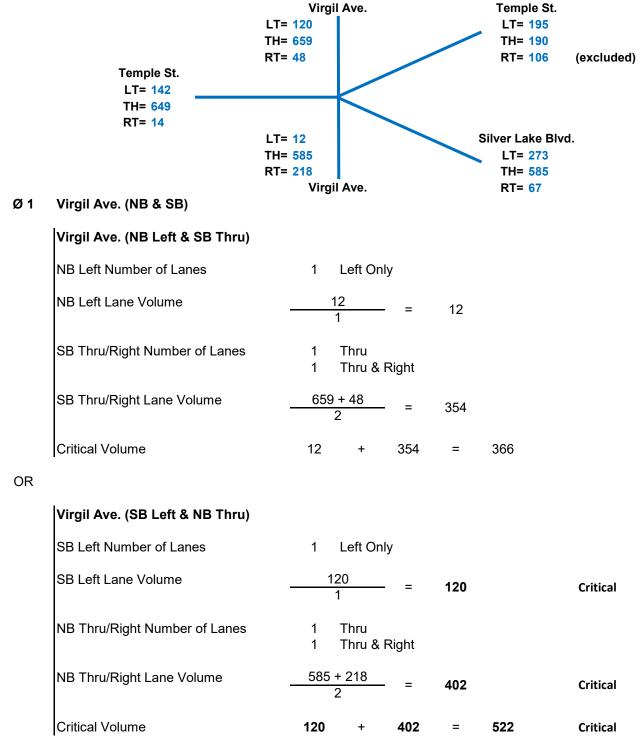
Enlightenment Plaza Project - AM Peak Hour

I/S #:	North-South Street:	Virgil Av	<i>r</i> e.			Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø4	East-West Street:	Temple	St. & Silver	Lake Blv	d.	Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	1 0 0 0	NB EB	0 SE 0 Wi	3 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	on w/o pr	ROJECT	FUTURE	CONDITIO	W/ Street	t Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	ົງ Left		113	1	113	2	115	115	2	120	1	120	2	142	1	142		142	1	142
EASTBOUND Temple St	<∱ Left-Through ↑ Through		619	0 1	315	2	621	316	3	647	0 1	331	2	649	0 1	332		649	0 1	332
\STB [emp	<pre></pre>		10	1 0	10	0	10	10	4	14	1 0	14	0	14	1 0	14		14	1 0	14
Ē	↔ Left-Through-Right ★ Left-Right			0 0							0 0				0 0				0 0	
	└→ Left ↓→ Left-Through		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	↓ Through ←↓ Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	 ✓ Right ↔ Left-Through-Right ↓ Left-Right 		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
			1	Ŭ							Ŭ									
			0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	\rightarrow Through \overrightarrow{v} Through-Right		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0 0	0
	Right ↓ Left-Through-Right ↓ Left-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
			1	Ŭ							Ŭ									
	 ✓ Left ✓ Left-Through 		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	← Through ← Through-Right		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	<pre></pre>		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
		OLUMES	_	th-South: ast-West:	315 0	-	rth-South: East-West:	316 0			th-South: ast-West:	331 0			th-South: ast-West:	332 0			th-South: ast-West:	332 0
				SUM:	315		SUM:	316			SUM:	331			SUM:	332			SUM:	332
	VOLUME/CAPACITY (V/C																			
V/C	LESS ATSAC/ATCS ADJU				0.000 A			0.000 A				0.000 A				0.000 A				0.000 A
L		/	I			I			. <u> </u>			-	I				DAOT			

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>Future With Street Vacation - AM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>Future With Street Vacation - AM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru		
WB Left Lane Volume		=	195	Critical

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	273	
WB Thru/Right Lane Volume	or	$\frac{585+67}{2}$ =	326	Critical

Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Rig	ht		
EB Left Lane Volume		<u> 142 </u>	=	142	
EB Thru/Right Lane Volume	or	<u> 649 + 14 </u> 2	=	332	Critical

Critical Volumes:	522	+	195	+	326	+	332	=	1375
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					1.000				
V/C Less ATSAC/ATCS Adjustment:					0.900				
Level of Service (LOS):					D				

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Virgil Av	/e.			Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø1	East-West Street:	Temple	St. & Silver	Lake Blv	d.	Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. o osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	1 0 0 0	NB EB	0 SE 0 WI	3 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0	NB EB	0 0	SB WB	1 0 0 0
	ATSAC-1 or ATSAC+ Override				2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR		ON W/O PF	ROJECT	FUTURE	CONDITIO	N W/ Street	Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND Virgil Ave.	 ↓ Left ↓ Left-Through ↑ Through ↑ Through-Right ← Right 		16 578 152	1 0 1 1 0	16 365 152	0	16 578 152	16 365 152	5 5 14	22 606 172	1 0 1 1 0	22 389 172	0 0 0	22 606 172	1 0 1 1 0	22 389 172		22 606 172	1 0 1 1 0	22 389 172
NON	 ←→ Left-Through-Right ←→ Left-Right 			0		_					0		_		0				0	
SOUTHBOUND Virgil Ave.	└ Left └ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right		97 695 21	1 0 1 1 0	97 358 21	0 0 0	97 695 21	97 358 21	1 27 0	102 750 22	1 0 1 1 0	102 386 22	0	102 750 45	1 0 1 1 0	102 398 45		102 750 45	1 0 1 1 0	102 398 45
sou vi	Left-Right			0	2.	Ŭ	21	2.	Ŭ	LL	0		Ŭ	10	0	10		10	0	10
	J Left ⊥ Left-Through → Through √ Through-Right		0	0 0 0 0	0 0	0	0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0
	Right Left-Through-Right Left-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	 ✓ Left ✓ Left-Through ✓ Through 		0	0 0 0	0 0	0	0 0	0 0		0 0	0 0 0	0 0		0 0	0 0 0	0 0		0	0 0 0	0 0
	 ← Through-Right ← Right ← Left-Through-Right ← Left-Right 		0	0 0 0 0	0	0	0	0		0	0 0 0 0	0		0	0 0 0 0	0		0	0 0 0 0	0
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	462 0 462		rth-South: East-West: SUM:	462 0 462			th-South: ast-West: SUM:	491 0 491			th-South: ast-West: SUM:	491 0 491			th-South: ast-West: SUM:	491 0 491
V/C	VOLUME/CAPACITY (V/C	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α								Α

PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:	Virgil Av	<i>r</i> e.			Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9
10-ø2	East-West Street:	Temple	St. & Silver	Lake Blv	۲d.	Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	ntenment	Plaza
	No. c osed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	1 0 0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	1 0 0	NB EB	0 0	SB WB	1 0 0	NB EB	0 0	SB WB	1 0 0 0
	ATSAC-1 or ATSAC- Override	ATCS-2? Capacity	<i>EB</i> 0	WD	0 2 0	ED	0 00	2 0	ED	U	WD	2 0	ED	U	WD	2 0	ED	U	WD	2 0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR		on w/o pf	ROJECT	FUTURE	CONDITIO	N W/ Street	Vacation	FUTURE	W/ PROJE	CT W/ MIT	IGATION
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UND St	ົ Left ∽∱ Left-Through ↑ Through		114 145	0 1 1	114 130	0	114 146	114 130	0	119 153	0 1 1	119 136	0	119 154	0 1 1	119 137		119 154	0 1 1	119 137
WESTBOUND Temple St	Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
ŝ	↓ Left-Through-Right ↓ Left-Right			0 0							0 0				0 0				0 0	
	└→ Left └→ Left-Through ↓ Through		0	0 0 0	0 0	0	0	0		0	0 0 0	0 0		0	0 0 0	0 0		0	0 0 0	0 0
	 ✓ Through-Right ✓ Right 		0	0	0	0	0	0		0	0 0	0		0	0	0		0	0	0
	✓ Left-Through-Right ↓ Left-Right			0							0				0 0				0	
	プ Left プ→ Left-Through → Through		0	0 0 0	0 0	0	0	0 0		0	0 0 0	0 0		0	0 0 0	0 0		0	0 0 0	0 0
	→ Through-Right → Right		0	0 0	0	0	0	0		0	0 0	0		0	0	0		0	0 0	0
	 ✓ Left-Through-Right ✓ Left-Right 			0 0							0 0				0 0				0 0	
	 ✓ Left ✓ Left-Through ← Through 		0	0 0 0	0 0	0	0	0 0		0	0 0 0	0 0		0	0 0 0	0 0		0	0 0 0	0 0
	← Through-Right ↓ Right ↓ Left-Through-Right		0	0 0 0	0	0	0	0		0	0 0 0	0		0	0 0 0	0		0	0 0 0	0
	Left-Right			0							0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	130 0 130		rth-South: East-West: SUM:	130 0 130			th-South: ast-West: SUM:	136 0 136			th-South: ast-West: SUM:	137 0 137			th-South: ast-West: SUM:	137 0 137
	VOLUME/CAPACITY (V/C) RATIO:																		
V/C	LESS ATSAC/ATCS ADJU				0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC	JE (LUS):			Α			Α				Α								Α

PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO

Enlightenment Plaza Project - PM Peak Hour

10-ø3 Opp	East-West Street:	Temple \$	St & Silver	Labor Div								-		cted by:	Saee				2/31/201	e ,
Орр	No. o			саке віх	d.	Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:			Project:	Enligh	itenment	Plaza
Right 1	osed Ø'ing: N/S-1, E/W-2 o Furns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+ Override	r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	1 0 0 2 0	NB EB	0 SE 0 WE		NB EB	0 0	SB WB	1 0 0 2 0	NB EB	0 0	SB WB	1 0 0 2 0	NB EB	0 0	SB WB	1 0 0 2 0
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PF	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTURE	CONDITIO	W/ Street	Vacation	FUTURE	W/ PROJE	СТ W/ МІТ	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
WESTBOUND Silver Lake Blvd.	 ↓ Left ↓ Left-Through ↑ Through-Right ↓ Right ↓ Left-Through-Right ↓ Left-Right 		285 424 39	1 0 1 1 0 0 0	285 232 39	0 1 0	285 425 39	285 232 39	11 8 0	308 449 41	1 0 1 1 0 0 0	308 245 41	0 1 0	308 450 41	1 0 1 1 0 0 0	308 246 41		308 450 41	1 0 1 1 0 0 0	308 246 41
	 ↓ Left ↓ Left-Through ↓ Through ↓ Through-Right ↓ Right ↓ Left-Through-Right ↓ Left-Right 		0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0	0 0 0
	 ✓ Left ✓ Left-Through → Through ✓ Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right 		0 0 0	0 0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0	0 0 0
	C Left C Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		0 0 0	0 0 0 0 0 0 0	0 0	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0 0 0 0 0 0	0 0		0 0 0	0 0 0 0 0 0 0 0	0 0		0 0 0	0 0 0 0 0 0 0 0	0 0
	CRITICAL V			th-South: ast-West: SUM:	285 0 285		rth-South: East-West: SUM:	285 0 285			th-South: ast-West: SUM:	308 0 308			h-South: ist-West: SUM:	308 0 308			h-South: hst-West: SUM:	308 0 308
V/C	VOLUME/CAPACITY (V/C LESS ATSAC/ATCS ADJUS LEVEL OF SERVIC	STMENT:			0.000 A			0.000 A				0.000 A				0.000 A				0.000 A

PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000

Enlightenment Plaza Project - PM Peak Hour

I/S #:	North-South Street:				Yea	r of Count	2019	Amb	ient Grov	wth: (%):	1	Condu	cted by:	Sae	ed K.	Date:	1	2/31/201	9	
10-ø4				Proje	ction Year	2023		Peak Hour: PM			Reviewed by:			Project: Enlightenme		ntenment	Plaza			
	No. of Phases 1 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		NB	0 SE		NB	0	SB	1 0 0	NB	0	SB	1 0 0	NB	0	SB	1 0 0			
rught	ATSAC-1 or ATSAC+		EB 0	WB	0 2	EB	<mark>0</mark> WI	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override	Capacity			0			0				0				0	0			
			EXISTI	NG CONDI	TION	EXISTI	NG PLUS PI	ROJECT	FUTUR		-	ROJECT	FUTURE	CONDITIO	N W/ Street	Vacation			CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		107	1	107	1	108	108	6	117	1	117	1	160	1	160		160	1	160
EASTBOUND Temple St	<∱ Left-Through ↑ Through		870	0 1	438	1	871	438	6	911	0 1	461	1	912	0 1	461		912	0 1	461
D dd	Through-Right			1							1				1				1	
ASI Ten	→ Right		5	0	5	0	5	5	5	10	0	10	0	10	0	10		10	0	10
щ	← Left-Through-Right			0 0							0 0				0				0 0	
I	*Y* Left-Right			0							0				0				0	
1	, Left		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	↓ Left-Through			0	•	_		·			0	•			0	•			0	•
	Through		0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Through-Right			0			•				0			•	0				0	
	 ✓ Right ✓ Left-Through-Right 		0	0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	Left-Right			0							0				0				0	
	24 - 011g.		1								Ŭ				, in the second se					
	Left			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	→ Left-Through			0	_						0				0				0	
	→ Through ▽ Through-Right			0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right			Õ	Ŭ	Ŭ	Ũ	Ŭ		Ũ	Õ	Ŭ		Ŭ	Õ	Ŭ		Ũ	Ő	Ŭ
	Left-Right			0							0				0				0	
	C 1 - #		1	0			-			2	0	-		2	0			2	0	-
	✓ Left ✓ Left-Through			0 0	0	0	0	0		0	0 0	0		0	0 0	0		0	0	0
	<pre>↓ Left-Through ← Through</pre>			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Through-Right			0		, in the second s	5	5		5	0	5		5	0	Ĵ		Ũ	0	Ĵ
	Right			0	0	0	0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right			0							0				0				0	
 	├ Left-Right		Ale	0 th-South:	438	N/	rth-South:	438		Ne-	0 th-South:	461		Ale -	0 th-South:	461		N/a	0 th-South:	461
	CRITICAL V	OLUMES	-	ast-West:	438	-	ast-West:	438			ast-West:	461			ast-West:	461			n-South: ast-West:	461
				SUM:	438		SUM:	438			SUM:	461			SUM:	461			SUM:	461
	VOLUME/CAPACITY (V/C) RATIO:																		
V/C	LESS ATSAC/ATCS ADJU	STMENT:			0.000			0.000				0.000				0.000				0.000
	LEVEL OF SERVIC				A			A				A				A				A
l		(A			A				A								A

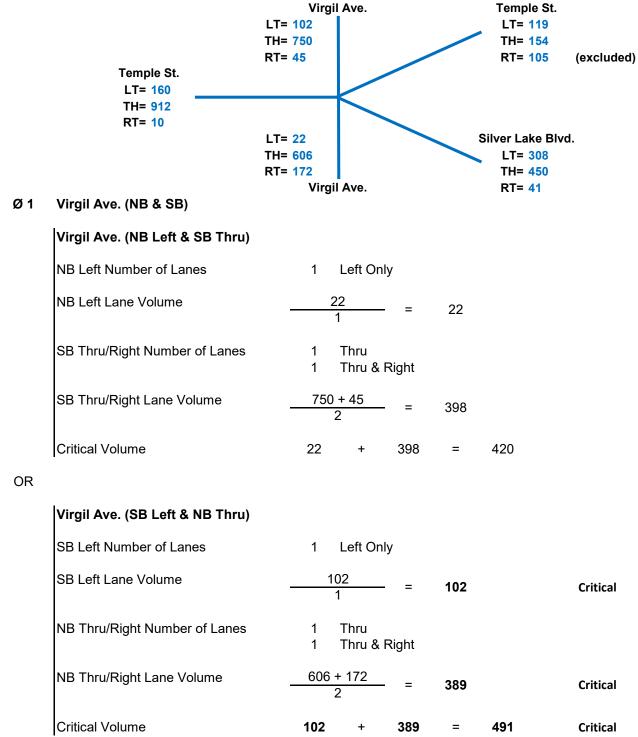
PROJECT IMPACT

Change in v/c due to project: 0.000 $\Delta v/c$ after mitigation: 0.000

Fully mitigated? N/A

Significant impacted? NO

Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>Future With Street Vacation - PM Peak</u>



Enlightenment Plaza Project - Manual Adjustment Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd. <u>Future With Street Vacation - PM Peak</u>

Ø 2 Temple St. (WB)

Number of Lanes	1 1	Thru & Left Thru		
Thru Lane Volume		=	137	Critical

Ø 3 Silver Lake Blvd. (WB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
WB Left Lane Volume		<u> </u>	308	Critical
WB Thru/Right Lane Volume	or	$\frac{450 + 41}{2}$ =	246	

Ø 4 Temple St. (EB)

Number of Lanes		1 Left Only 1 Thru 1 Thru & Right		
EB Left Lane Volume		<u> </u>	160	
EB Thru/Right Lane Volume	or	<u>912 + 10</u> =	461	Critical

Critical Volumes:	491	+	137	+	308	+	461	=	1397
No. of Phases:					4				
Volume/Capacity (V/C) Ratio:					1.016				
V/C Less ATSAC/ATCS Adjustment:					0.916				
Level of Service (LOS):					Е				

Table E.1Future With Street VacationUnsignalized Intersection Analysis

Unsignalized Intersections ¹		P Cond			FWP Conditions			
		AM Pe		PM Peak				
	Delay	LOS	Queue ²	Delay	LOS	Queue ²		
Beverly Blvd. & Juanita Ave.								
Westbound Left	19.9	С	1	26.2	D	1		
Eastbound Left	17.6	С	1	15.1	С	0		
Northbound Left/Through/Right	75.5	F	3	148.5	F	6		
Southbound Left/Through/Right	77.0	F	3	56.0	F	2		
Beverly Blvd. & Madison Ave. (N)								
Southbound Left/Right	26.8	D	1	18.7	С	1		
Eastbound Left	18.0	С	1	15.7	С	1		
Beverly Blvd. & Madison Ave. (S)								
Northbound Left/Right	38.5	Е	1	18.2	С	1		
Westbound Left	23.4	С	1	24.8	С	1		
Virgil Ave. & Oakwood Ave.								
Eastbound Left/Through/Right	93.7	F	1	263.8	F	4		
Westbound Left/Through/Right	30.5	D	1	57.5	F	1		
Northbound Left	10.5	B	1	10.3	B	1		
Southbound Left	10.3	B	1	11.9	B	2		
Southoothic Left	10.0	D	I	11.7		<u> </u>		

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

	FWP	Without	Street	FWP W	ithout \$	Street	
TT 1 11 1T 2 21 1	Vacat	ion Con	ditions	Vacation Conditions			
Unsignalized Intersections ¹		AM Peal	k	PM Peak			
	Delay	LOS	Queue ²	Delay	LOS	Queue ²	
Beverly Blvd. & Juanita Ave.	10 -	~			-		
Westbound Left	19.7	С	1	25.6	D	1	
Eastbound Left	17.9	С	1	15.5	С	1	
Northbound Left/Through/Right	116.8	F	4	Overflow	F	8	
Southbound Left/Through/Right	101	F	5	108.9	F	3	
Beverly Blvd. & Madison Ave. (N)							
Southbound Left/Right	27.9	D	1	20.6	С	1	
Eastbound Left	17.9	С	1	15.5	С	1	
Beverly Blvd. & Madison Ave. (S)							
Northbound Left/Right	35.1	Е	1	18.0	С	1	
Westbound Left	23.0	С	1	24.3	С	1	
Virgil Ave. & Oakwood Ave.							
Eastbound Left/Through/Right	93.7	F	2	Overflow	F	7	
Westbound Left/Through/Right	29.2	D	1	48.6	Е	1	
Northbound Left	10.4	B	1	10.1	B	0	
Southbound Left	10.1	B	1	10.1	B	2	
		_	_	,	_	_	

Table E.2Future Without Street VacationUnsignalized Intersection Analysis

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Table E.3Existing ConditionsUnsignalized Intersection Analysis

Unsignalized Intersections ¹	Existing Conditions AM Peak			Existing Conditions PM Peak		
	Delay	LOS	Queue ²	Delay	LOS	Queue ²
Beverly Blvd. & Juanita Ave.						
Westbound Left	18.5	C	1	23.5	С	1
Eastbound Left	16.9	С	1	14.7	В	1
Northbound Left/Through/Right	53.8	F	3	122.7	F	5
Southbound Left/Through/Right	27.8	D	2	24.8	С	1
Beverly Blvd. & Madison Ave. (N)						
Southbound Left/Right	14.5	В	1	13.5	В	1
Eastbound Left	16.6	С	1	14.8	В	1
Beverly Blvd. & Madison Ave. (S)						
Northbound Left/Right	28.3	D	1	17.2	С	1
Westbound Left	21.2	С	1	22.5	С	1
Virgil Ave. & Oakwood Ave.						
Eastbound Left/Through/Right	65.0	F	1	Overflow	F	6
Westbound Left/Through/Right	24.9	С	1	37.9	Е	1
Northbound Left	10.2	В	1	9.9	Ā	0
Southbound Left	10.5	B	1	11.4	B	2
	10.0	D	1	11.1		_

¹Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Intersection	Major Street	et Minor Street Pea Hou		Major Street		Minor Street		Minor Street Warrant	Signal Warranted
				Volume ² (both approaches)	# of Lanes per Direction	Volume ² (high volume approach)	# of Lanes per Direction	Threshold Volume ³	
Beverly Blvd. & Juanita Ave.	Beverly Blvd.	Juanita Ave.	AM	2,542	3	65	1	100	No
Beveny Bivd. & Juanta Ave.	beveny biva.	Juanita Ave.	РМ	2,609	3	83	1	100	No
Virgil Ave. & Oakwood Ave.	Virgil Ave.	Oakwood Ave.	AM	1,882	2	41	1	100	No
virgii Ave. & Oakwood Ave.	virgii Ave.	Oakwood Ave.	РМ	1,940	2	33	1	100	No
Deventy Divid & Madison Avia (S)	Davarly, Dlyd	Madison Ava (S)	AM	2,578	3	21	1	100	No
Beverly Blvd. & Madison Ave. (S)	Beverly Blvd.	Madison Ave. (S)	РМ	-	-	-	-	-	-

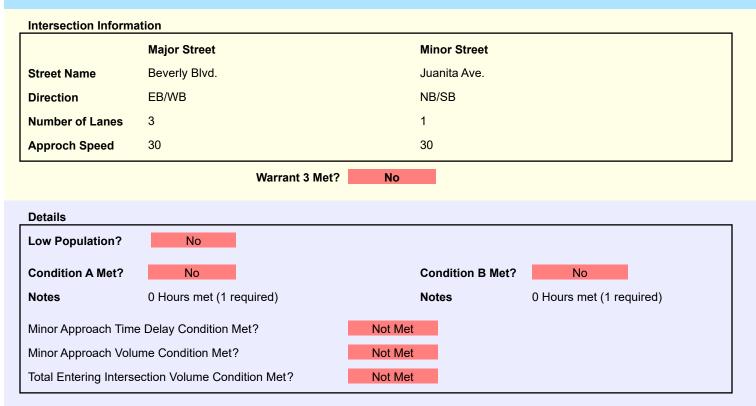
Note:

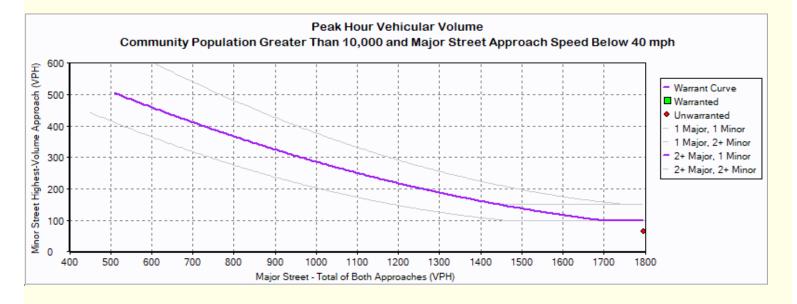
1. Warrant analysis for intersections at LOS E or LOS F in Future With Project conditions.

2. Future With Project volumes.

3. Caltrans Traffic Manual - Figure 9-8 Peak Hour Volume Warrant (Urban Areas).

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - AM Peak Hour

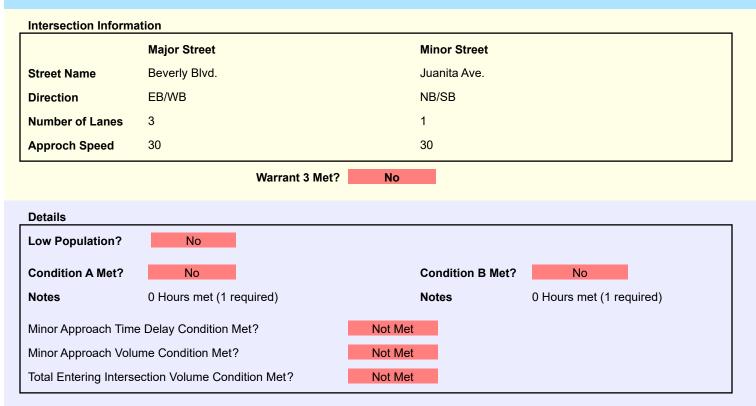


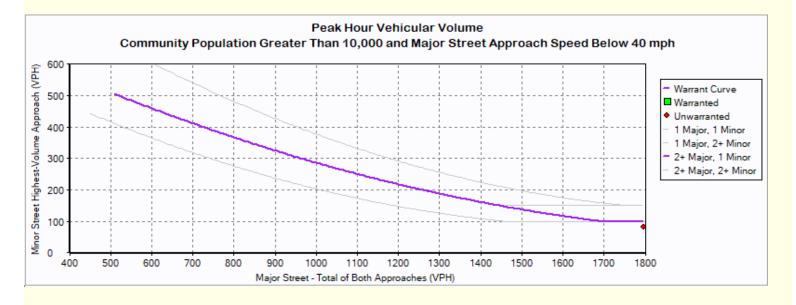


13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:45	2,542	65

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - PM Peak Hour



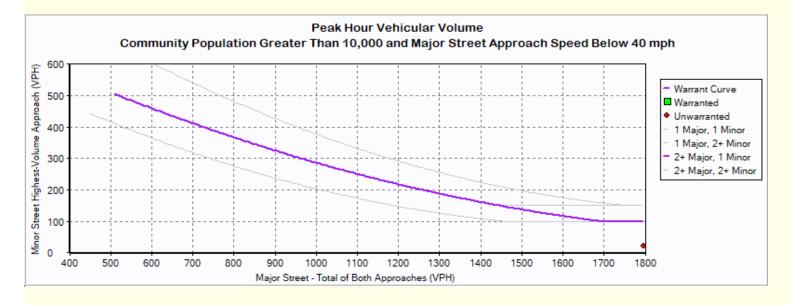


13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
15:30	2,609	83

14: Beverly Blvd. & Madison Ave. (S) - Future With Street Vacation - AM Peak Hour

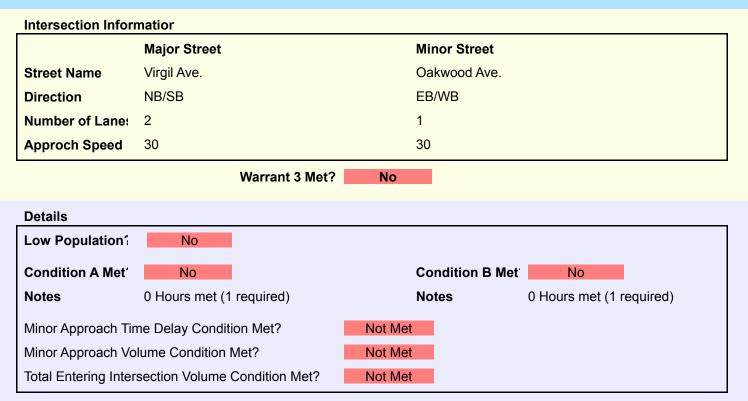
Intersection Informa	ation		
	Major Street	Minor Street	
Street Name	Beverly Blvd.	Madison Ave.	
Direction	EB/WB	NB	
Number of Lanes	3	1	
Approch Speed	30	30	
	Warrant 3 Met?	No	
Details			
Low Population?	No		
Condition A Met?	No	Condition B Met? No	
Notes	0 Hours met (1 required)	Notes 0 Hours met (1 required)	
Minor Approach Time	e Delay Condition Met?	Not Met	
Minor Approach Volu	me Condition Met?	Not Met	
Total Entering Interse	ection Volume Condition Met?	Not Met	

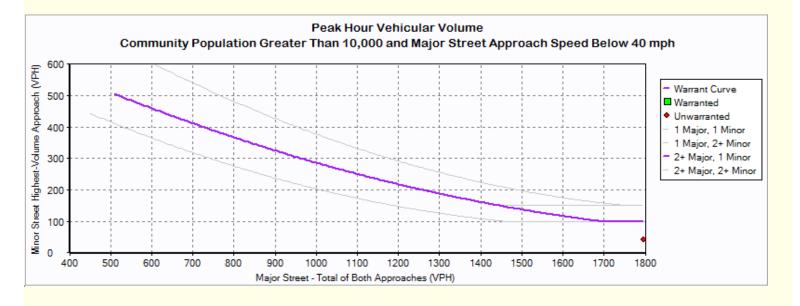


14: Beverly Blvd. & Madison Ave. (S) - Future With Street Vacation - AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:30	2,578	21

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - AM Peak Hour

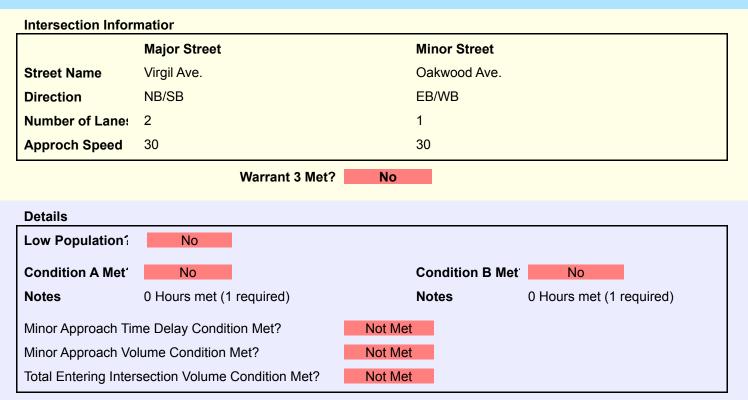


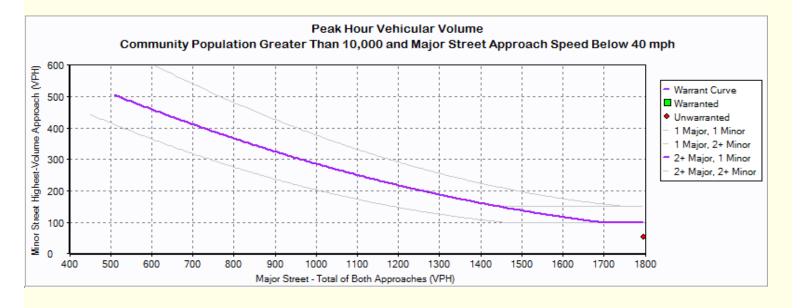


Warrant 3: Peak Hour 15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:30	1,882	41

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - PM Peak Hour





15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
16:30	1,940	33