Appendix L
Traffic Impact Assessment & Parking Study

Appendix L-1
Traffic Impact Assessment

PROVIDENCE ST. JOHN'S HEALTH CENTER
PHASE II MASTER PLAN
TRANSPORTATION IMPACT ANALYSIS

SANTA MONICA, CALIFORNIA

APRIL 2019

PREPARED FOR

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EXECUTIVE SUMMARY

In support of the Environmental Impact Report being prepared in accordance with CEQA, this study was undertaken to analyze the potential traffic impacts of the proposed development of the Providence St. John's Health Center Phase II project (the proposed project) in the City of Santa Monica. This report describes the existing transportation network, identifies the base assumptions and methods used to analyze the project's traffic impacts on intersections, street segments, and the regional transportation network (i.e., freeway segments), summarizes the findings of the analysis, and also provides a comparative analysis of the traffic impacts of the proposed project versus those of the alternatives to the proposed project. The key findings and conclusions of the study are summarized below.

PROJECT LOCATION AND SITE

The project site is located in the City of Santa Monica, in the western portion of Los Angeles County. Specifically, the project site is located on the Providence Saint John's Health Center (PSJHC) Campus, which is located in an area generally bounded by Arizona Avenue to the north, Broadway to the south, 20th Street to the west, and 23rd Street to the east. The PSJHC Campus is located on both the north and south sides of Santa Monica Boulevard.

PROJECT DESCRIPTION

The Phase II Master Plan (the project) is a comprehensive master plan that governs the Phase II portion of the PSJHC Campus, including with respect to development, uses, circulation, parking, open space, and timing for implementation of the Phase II Master Plan. The Phase II Master Plan establishes the development parameters for new buildings and physical changes to the PSJHC Campus that will address the facility and healthcare needs of the community served by PSJHC. In total, Phase II would improve the existing Providence Saint John's Health Center Campus with up to approximately 682,700 new square feet of floor area (660,150 square feet above-grade and 22,550 square feet below grade floor area), 10 replacement multifamily housing units, and enhanced vehicular and pedestrian circulation connections. The project would be constructed in five stages with various sub-stages over the course of approximately 25 years, ending in 2041.

The project would construct a new subterranean parking structure on the east side of 20th Street where the existing Child Care Center is located. Subterranean parking structures would be located on the south side of the PSJHC campus, with access focused on Santa Monica Boulevard at two signalized intersections. The existing exit-only driveway onto Schader Drive would be closed to vehicles.

The project includes two new driveways on the South Campus from Santa Monica Boulevard and one new driveway from Broadway. It also includes a short new southbound street, tentatively called 20th Place, and a new east-west street between 21st Street and 20th Place, tentatively called Saint John's Way. In addition, the Mullin Plaza driveways on Santa Monica Boulevard will be relocated/widened to align with the new South Campus East Driveway and South Campus West Driveway, which are relocated signalized intersections on Santa Monica Boulevard.

Saint John's Way is proposed as a short east-west connecting street that will run from the revised 21st Street to the new 20th Place. 20th Place is proposed as a new one-way, southbound street that will run from Broadway to Saint John's Way.

The Phase II proposes to vacate the portion of 21st Street immediately south of Santa Monica Boulevard. After the new Saint John's Way and the new 20th Place are opened for vehicular access, the southern portion of 21st Street will become a southbound one-way street between Saint John's Way and Broadway and a two-way street between Saint John's Way and its northern end. The southern portion of 21st Street will primarily serve the residential buildings on the east side of 21st Street and drivers using the passenger loading areas for the proposed Child & Family Development Center.

SUMMARY OF PROJECT IMPACTS

Project Trip Generation

The project's trip generation was estimated primarily using locally developed Santa Monica land use trip generation rates for hospital, medical office, office retail, and restaurant uses. In the Interim Year (2031), the proposed project is expected to generate a total of approximately 435 weekday AM peak hour trips and 500 weekday PM peak hour trips. Taking into account the removal of the existing uses, the proposed project is estimated to generate a net increase of approximately 353 trips in the weekday AM peak hour and 410 trips in the weekday PM peak hour in the interim year 2031. In the Future Year (2042), when full project buildout is expected, the proposed project is estimated to generate a total of approximately 735 weekday AM peak hour trips and 857 weekday PM peak hour trips. Taking into account the removal of the existing uses, the proposed project is estimated to generate a net increase of approximately 641 trips in the weekday AM peak hour and 754 trips in the weekday PM peak hour upon completion in 2042.

Approval Year (2019) plus Project Intersection Analysis

The anticipated approval year for the project is 2019. An approval year analysis was conducted to determine the project's impacts on intersections for the project approval year of 2019. This analysis applies vehicle trips generated by the project at full buildout to the intersection operation conditions in 2019. However, it should be noted that project development would be phased over a 20 year period and full buildout of the project would not occur in 2019. Nonetheless this scenario was analyzed in fulfillment of CEQA's requirement that the project's impacts on "existing" environment be disclosed. Based on the City of Santa Monica impact criteria, full build out of the project would generate vehicle trips such that significant traffic impacts would occur at five intersections:

26. 20th Street & Arizona Avenue
42. 23rd Street & Arizona Avenue
50. Cloverfield Boulevard & Olympic Boulevard
74. Centinela Avenue & I-10 Westbound On-Off Ramps
80. Bundy Drive & Ocean Park Boulevard

Based on the City of Los Angeles impact criteria, full build out of the project would generate vehicle trips such that significant traffic impacts would occur at two additional intersections:

70. Centinela Avenue & Santa Monica Boulevard
82. Barrington Avenue & Wilshire Boulevard

TABLE ES-1
SUMMARY OF PROJECT INTERSECTION IMPACTS

NO.	INTERSECTION	PEAK HOUR	APPROVAL YEAR (2019) PROPOSED PROJECT		INTERIM YEAR (2031) PROPOSED PROJECT		FUTURE YEAR (2042) PROPOSED PROJECT	
			SANTA MONICA HCM	LOS ANGELES CMA	SANTA MONICA HCM	LOS ANGELES CMA	SANTA MONICA HCM	LOS ANGELES CMA
26	20th Street & Arizona Avenue	AM						
		PM	X					
33	20th Street & Pico Boulevard	AM						
		PM			X		X	
42	23rd Street & Arizona Avenue	AM						
		PM	X		X		X	
44	23rd Street & Broadway	AM						
		PM			X		X	
50	Cloverfield Boulevard & Olympic Boulevard	AM						
		PM	X		X		X	
53	Cloverfield Boulevard & I-10 EB On-Ramp	AM						
		PM			X		X	
70	Centinela Avenue & Santa Monica Boulevard	AM		X				X
		PM		X				X
74	Centinela Avenue & I-10 WB On-Off Ramps	AM	X				X	
		PM						
77	Bundy Drive & Santa Monica Boulevard	AM						
		PM						X
79	Bundy Drive & Olympic Boulevard	AM				X	X	X
		PM			X		X	
80	Bundy Drive & Ocean Park Boulevard	AM					X	
		PM	X				X	
81	Bundy Drive & I-10 EB On-Ramp	AM					X	X
		PM			X			
82	Barrington Avenue & Wilshire Boulevard	AM		X			X	X
		PM			X	X	X	X
83	Barrington Avenue & Santa Monica Boulevard	AM						X
		PM						
Total Impacted Intersections:			**5**	**2**	**8**	**2**	**10**	**6**

Interim (2031) plus Project Intersection Analysis

Since the project would be completed over the course of 20 years, an interim year analysis was conducted to determine impacts on intersections when the project is partially completed. An analysis of the project's impacts on intersections was conducted for the interim year of 2031. This year reflects the completion of Stages A1-A3 for Phasing Plan A and Stages B1-B3 for Phasing Plan B of the project. Based on the City of Santa Monica impact criteria, partial buildout of the project in 2031 would generate vehicle trips such that significant traffic impacts would occur at eight intersections:

33. 20th Street & Pico Boulevard
42. 23rd Street & Arizona Avenue
44. 23rd Street & Broadway
50. Cloverfield Boulevard & Olympic Boulevard
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp
79. Bundy Drive & Olympic Boulevard
81. Bundy Drive & I-10 Eastbound On-Ramp
82. Barrington Avenue & Wilshire Boulevard

Based on the City of Los Angeles impact criteria, the addition of project traffic is expected to result in significant traffic impacts at two intersections.

79. Bundy Drive & Olympic Boulevard
82. Barrington Avenue & Wilshire Boulevard

Future (2042) plus Project Intersection Analysis

An analysis of the project's impacts on intersections was conducted for the project buildout year of 2042 (for both Phasing Plan A and Phasing Plan B). Based on the City of Santa Monica impact criteria, full buildout of the project would generate vehicle trips such that significant traffic impacts would occur at ten intersections:

33. 20th Street & Pico Boulevard
42. 23rd Street & Arizona Avenue
44. 23rd Street & Broadway
50. Cloverfield Boulevard & Olympic Boulevard
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp
74. Centinela Avenue & I-10 Westbound On-Off Ramps
79. Bundy Drive & Olympic Boulevard
80. Bundy Drive & Ocean Park Boulevard
81. Bundy Drive & I-10 Eastbound On-Ramp
82. Barrington Avenue & Wilshire Boulevard

Based on the City of Los Angeles impact criteria, full build out of the project would generate vehicle trips such that significant traffic impacts would occur at three additional locations:

70. Centinela Avenue & Santa Monica Boulevard
77. Bundy Drive & Santa Monica Boulevard
83. Barrington Avenue & Santa Monica Boulevard

Street Segments

Based on the City of Santa Monica impact criteria, the addition of project traffic is expected to result in significant traffic impacts at six street segment locations:

1. Arizona Avenue west of 17th Street
2. Arizona Avenue west of 20th Street
9. 23rd Street north of Wilshire Boulevard
10. 23rd Street north of Arizona Avenue
11. 23rd Street north of Santa Monica Boulevard
14. 23rd Street south of Ocean Park Boulevard

Each of these six impacts is considered significant and unavoidable.

Mitigation Measures

Physical mitigation measures were investigated to address the significant intersection impacts under the Approval Year (2019) plus Project conditions, Interim Year (2031) plus Project conditions, and under the Future Year (2042) plus Project conditions. At 10 of these intersections, the impacts could not be fully mitigated due to physical constraints and City policy considerations, and the project would result in significant and unavoidable impacts. At four intersections mitigation measures were identified that would require approvals from the City of Los Angeles and/or other outside agencies. If approvals are granted, impacts at three of the four would be mitigated to less than significant levels. There are no feasible mitigation measures for any of the six impacted street segments. Therefore, the project would result in significant and unavoidable impacts at these six segments

1. INTRODUCTION

Fehr & Peers evaluated the potential traffic impacts of the proposed Providence St. John's Health Center Phase II Master Plan project (the project) in the City of Santa Monica. This report identifies the baseline traffic conditions, describes the methodology and assumptions for the analysis of project impacts on traffic conditions, summarizes the findings of the project analysis, and provides a comparison of the project impacts to those of the project alternatives.

PROJECT DESCRIPTION

The project site consists of several properties on the PSJHC Campus, which is bounded by Arizona Avenue on the north and Broadway on the south, 20th Street on the west and 23rd Street on the east. The site has been occupied by hospital and supporting medical uses for well over 50 years. Phase I of the Development Agreement that governs development on the site has been completed. The proposed project, Phase II, has been refined from what was previously approved. In total, Phase II would construct three new buildings and a small cafe north of Santa Monica Boulevard and five new buildings and a small café south of Santa Monica Boulevard, as summarized in Table 1. The project would be constructed in five stages with various sub-stages over the course of approximately 25 years.

The Phase II Master Plan includes circulation improvements on and around the PSJHC Campus that would be implemented over time as part of the Phase II Development Program. The Phase II Master Plan includes pedestrian improvements, including widened sidewalks along Santa Monica Boulevard and Broadway, new crosswalks across Broadway and Santa Monica Boulevard, new open space areas to encourage pedestrian activity throughout the Campus, and improvements to the pedestrian network within the Campus. The Phase II Master Plan includes new bicycle connections to the dedicated bicycle lanes on Broadway. And, the Phase II Master Plan provides for vehicular access to and from the Campus primarily through private driveways accessed from Santa Monica Boulevard.

New Circulation Located on the PSJHC South Campus

The Phase II Master Plan includes two new driveways on the South Campus from Santa Monica Boulevard and one new driveway from Broadway. The Phase II Master Plan also includes a short new southbound street, tentatively called 20th Place, and a new east-west street between 21st Street and 20th Place, tentatively called Saint John's Way.

The new streets and driveways on the South Campus would allow for vehicular access for the South Campus to be provided on PSJHC property, rather than directly from Santa Monica Boulevard or Broadway. In addition, the Mullin Plaza driveways on Santa Monica Boulevard would be relocated/widened to align with the new South Campus East Driveway and South Campus West Driveway (described below).

TABLE 1
PHASE II BUILDINGS

BUILDING NAME		TYPES OF DA VESTED USES IN BUILDING	FLOOR AREA/UNITS PER USE *	MAX. BUILDING FLOOR AREA **
S1	Child & Family Development Center	Child & Family Development Center	25,500 sf	34,500 sf
		Day Care	25,000 sf	
		Up to 5 levels of subterranean parking		
S2	Multifamily Housing	Multifamily Housing	10 units	10 units plus 800 sf commercial
		Restaurant or Neighborhood Commercial Uses	800 sf	
		Up to 2 levels of subterranean parking		
S3	West Ambulatory Care & Research Building	Hospital/Health Care	65,000 sf	123,000 sf
		Medical Research Facilities	123,000 sf	
		Health & Wellness Center	90,000 sf	
		Restaurant or Neighborhood Commercial Uses or Health Related Services	5,000 sf	
		Up to 5 levels of subterranean parking		
S4	Education & Conference Center and East Ambulatory Care & Research Building	Education & Conference Center	60,000 sf	199,000 sf
		Hospital/Health Care	120,000 sf	
		Health & Wellness Center	90,000 sf	
		Medical Research Facilities	120,000 sf	
		Health-Related Services Restaurant or Neighborhood Commercial Uses	10,000 sf	
		Up to 5 levels of subterranean parking		
S5	Visitor Housing	Visitor Housing	30-34 units	38,000 sf
		Up to 5 levels of subterranean parking		
	Saint John's Café	Restaurant or Neighborhood Commercial Uses	900 sf	900 sf
2C	West Ambulatory & Acute Care Building	Hospital/Health Care	117,500 sf	123,350 sf above-grade (including 9,350 sf of Pedestrian Connections) 6,150 sf below-grade (including 2,650 sf of Pedestrian Connections)
		Medical Research Facilities	117,500 sf	
		Health & Wellness Center	90,000 sf	
		Health-Related Services Restaurant or Neighborhood Commercial Uses	5,500 sf	
		Pedestrian Connections	12,000 sf (9,350 sf above-grade, 2,650 below-grade)	
		Up to 4 levels of subterranean parking		
2D/E	East Ambulatory & Acute Care Building	Hospital/Health Care	78,500 sf	65,800 sf above-grade (including 3,300 sf of Pedestrian Connections)
		Medical Research Facilities	78,500 sf	
		Health & Wellness Center	78,500 sf	
		Health-Related Services Restaurant or Neighborhood Commercial Uses	3,000 sf	16,400 sf below-grade (including 400 sf of Pedestrian Connections)
		Pedestrian Connections	3,700 sf (3,300 sf above-grade, 400 sf below-grade)	
		Up to 4 levels of subterranean parking		
2I	20th Street Medical Building	Medical Office	50,000 sf	73,300 sf
		Medical Research Facilities	50,000 sf	
		Health & Wellness Center	50,000 sf	
		Hospital/Health Care	50,000 sf	
		Child & Family Development Center	50,000 sf	
		Health-Related Services	4,500 sf	
		Above- Grade Parking (Vehicle and Bicycle) and Vehicle Circulation	18,800 sf	
		Up to 4 levels of subterranean parking		
	Mullin Plaza Café	Restaurant or Neighborhood Commercial Uses	1,500 sf	1,500 sf

**The sum of the permitted floor area/units per use are subject to the overall maximum floor areas/units per Vested Use in accordance with the DA as it is proposed to be amended (discussed in Section 2.6.2 of the Draft EIR).*

***For some buildings, the sum of the maximum floor areas for the Vested Uses that may occur within the building exceeds that overall building's floor area in order to allow some flexibility for establishing the eventual location and the not-to-exceed amount of certain Vested Uses within the Phase II buildings.* *Source: PSJHC, 2019*

South Campus West Driveway

South Campus West Driveway is a new north-south driveway that would run from Santa Monica Boulevard to the subterranean parking garage located on the west side of the South Campus. South Campus West Driveway includes the following:

- Vehicles: South Campus West Driveway would be a two-way driveway that provides vehicular access to/from Santa Monica Boulevard and the subterranean parking garage beneath the South Campus sites. Except for emergency and service/logistics vehicles, there would generally be no through access for vehicles between Broadway and Santa Monica Boulevard. A controlled access mechanism would be located on South Campus West Driveway immediately south of the entrance to the subterranean parking garage. A commercial loading area is provided in the area between the controlled access mechanism and 20th Place.
- Pedestrians: South Campus West Driveway would include a sidewalk on its east side to promote pedestrian circulation from Santa Monica Boulevard to the South Campus. The sidewalk would continue to Broadway along the new 20th Place (described below), creating better pedestrian connectivity through the South Campus (including to the new open space areas on the South Campus) and between the Expo Light Rail Stations and overall PSJHC Campus. New signalized crosswalks would be provided on the east and west sides of the relocated intersection of Santa Monica Boulevard and South Campus West Driveway to provide a pedestrian connection between the North and South Campuses.
- Bicycles: South Campus West Driveway would be shared with bicycles and provide bicycle access to the South Campus, including to short-term and long-term bicycle parking.

South Campus West Driveway, including the relocated traffic signal at its intersection with Santa Monica Boulevard, would be created as part of development on Site S3 (described above).

20th Place

20th Place is proposed as a new one-way, southbound street that would run from Saint John's Way to Broadway (described below) and include the following:

- Vehicles: 20th Place would be a one-way street that provides vehicular access from Saint John's Way to Broadway. 20th Place would primarily be used by residents of and visitors to the existing residential buildings on 21st Street and those using the proposed passenger loading (drop-off/pick-up) area for the Child & Family Development Center (S1). 20th Place would have approximately eight on-street parallel parking spaces located on its west side. Emergency and service/logistics vehicles would also be able to utilize 20th Place for access from Santa Monica Boulevard to Broadway via the South Campus West Driveway.
- Pedestrians: 20th Place would include sidewalks to promote pedestrian circulation from Broadway to the South Campus. The sidewalk on the east side of 20th Place would continue to Santa Monica Boulevard (along South Campus West Driveway), creating better pedestrian connectivity through the South Campus (including to the new open space areas on the South Campus) and between the Expo Light Rail Stations and overall PSJHC Campus. A new crosswalk would be provided on the east

side of the new intersection of 20th Place and Broadway to provide a pedestrian connection between the South Campus and the Expo Light Rail Stations.

- Bicycles: 20th Place would be a shared street with bicycles and provide access from the South Campus and the existing residential buildings on 21st Street to the dedicated bicycle lanes on Broadway.

20th Place would be created as part of the development on Site S1 (described above), the new Child & Family Development Center.

Saint John's Way

Saint John's Way is proposed as a short east-west connecting street that would run from the revised 21st Street (described below) to the new 20th Place. This street would include:

- Vehicles: Saint John's Way would be a one-way, westbound street that provides vehicular access from 21st Street to 20th Place. Saint John's Way would primarily be used by residents of and visitors to the existing residential buildings on 21st Street and those using the passenger loading areas for the Child & Family Development Center (S1).
- Pedestrians: Saint John's Way would include sidewalks to promote pedestrian circulation through the South Campus, including to the new open space areas.
- Bicycles: Saint John's Way would be a shared street with bicycles and provide access from 21st Street to new bicycle parking on the South Campus and to the existing dedicated bicycle lanes on Broadway (via 20th Place).

Saint John's Way would be created as part of development on Site S1 (described above), the new Child & Family Development Center.

South Campus East Driveway

South Campus East Driveway is proposed as a new north-south driveway that would run from Santa Monica Boulevard to the subterranean parking garage located on the east side of the South Campus. South Campus East Driveway would include the following:

- Vehicles: South Campus East Driveway would be a two-way driveway that provides vehicular access to/from Santa Monica Boulevard and the South Campus subterranean parking garage. Except for emergency vehicles and service/logistics vehicles, there would generally be no through access for vehicles between Broadway and Santa Monica Boulevard.
- Pedestrians: South Campus East Driveway would include a sidewalk on its west side to promote pedestrian circulation from Santa Monica Boulevard to the South Campus. The sidewalk would continue to Broadway, creating better pedestrian connectivity through the South Campus (including to the new open space areas on the South Campus) and between the Expo Light Rail Stations and overall PSJHC Campus. New signalized crosswalks would be provided on the east and west sides of the relocated intersection of Santa Monica Boulevard and South Campus East Driveway to provide a pedestrian connection between the North and South Campuses.

- Bicycles: South Campus East Driveway would be shared with bicycles and provide bicycle access to the South Campus, including to short-term and long-term bicycle parking and connecting the existing dedicated bicycle lanes on Broadway (via the Southeast Driveway and the Service Access Road) to and through the South Campus.

South Campus East Driveway, including the relocated traffic signal at its intersection with Santa Monica Boulevard, would be created as part of development on Site S4 (described above).

Southeast Driveway

Southeast Driveway is proposed as a new north-south driveway that would run from Broadway to the Multifamily Housing at Site S2. Southeast Driveway would include the following:

- Vehicles: Southeast Driveway would be a two-way driveway that provides vehicular access to/from Broadway and the Multifamily Housing at Site S2. Emergency and service/logistics vehicles would also be able to utilize Southeast Driveway for through access between Santa Monica Boulevard and Broadway.
- Pedestrians: Southeast Driveway would include sidewalks to promote pedestrian circulation from Broadway to the South Campus. The sidewalks would connect to pedestrian circulation within the South Campus, creating better pedestrian connectivity through the South Campus (including to the new open space areas on the South Campus) and between the Expo Light Rail Stations and overall PSJHC Campus. A new crosswalk would be provided on the west side of the new intersection of Southeast Driveway and Broadway to provide a pedestrian connection between the South Campus and the Expo Light Rail Stations.
- Bicycles: Southeast Driveway would be shared with bicycles and provide bicycle access to the South Campus including connecting the existing dedicated bicycle lanes on Broadway to and through the South Campus.

Service Access Road

Service Access Road is proposed as a new north-south service road that would run from the southern terminus of the South Campus East Driveway to the northern terminus of the proposed Southeast Driveway.

- Vehicles: Service Access Road would be a two-way service road that provides emergency and service/logistics vehicles with through access between Santa Monica Boulevard and Broadway.
- Pedestrians: Southeast Driveway would include a sidewalk on its east side to promote pedestrian circulation from Broadway (including from the S2 building and open space on the east side of the Southeast Driveway) to/from the South Campus. The west side of the Service Access Road is open space that also provides pedestrian circulation from Broadway to/from the South Campus and between the Expo Light Rail Stations and overall PSJHC Campus.
- Bicycles: Service Access Road would be shared with bicycles and provide bicycle access to the South Campus, including connecting the existing dedicated bicycle lanes on Broadway (via the Southeast Driveway) to and through the South Campus.

Revisions to Existing Public Streets

21st Street

The Phase II Master Plan calls for the revision of 21st Street. The northern portion of 21st Street would be vacated and closed for normal vehicular access as part of development on Site S3 and after the new Saint John's Way and southern portion of the new 20th Place are opened for vehicular access. As part of the development on Site S4, the northern portion of 21st Street would be incorporated into the new Saint John's Square.

- ***Remaining/Southern Portion of 21st Street:***
  - Vehicles: After the new Saint John's Way and the new 20th Place are opened for vehicular access, the remaining/southern portion of 21st Street would become a northbound one-way street up to Saint John's Way and a two-way street between Saint John's Way and its northern end. The remaining/southern portion of 21st Street would primarily serve the residential buildings on the east side of 21st Street and those using the passenger loading areas for the Child & Family Development Center (S1). The remaining/southern portion of 21st Street would have approximately 19 metered parallel parking spaces distributed between both sides of the street. No changes to the existing curb cuts for the residential buildings located on the east side of 21st Street (not owned by PSJHC) are proposed.
  - Pedestrians: the remaining/southern portion of 21st Street would include sidewalks to promote pedestrian circulation between Broadway and the South Campus, creating better pedestrian connectivity through the South Campus (including to the new open space areas on the South Campus) and between the Expo Light Rail Stations and the PSJHC Campus.
  - Bicycles: The remaining/southern portion of 21st Street would provide shared bicycle access for (1) the existing residences on 21st Street to the existing dedicated bicycle lanes on Broadway (via Saint John's Way) and (2) from Broadway to new bicycle parking on the South Campus.
- ***Vacated Portion of 21st Street***: After S4 is completed, the only vehicles that would be allowed to access the northern portion of 21st Street would be emergency vehicles.

20th Street

The Phase II Master Plan includes the potential for modifications to 20th Street between Santa Monica Boulevard and Arizona Avenue. Subject to City review and approval, the vehicle lane configurations on 20th Street between Santa Monica Boulevard and Arizona Avenue may be modified to include a center two-way left-turn lane.

Santa Monica Boulevard

The Phase II Master Plan calls for the relocation of the two existing traffic signals located at the ingress and egress to the North Campus Mullin Plaza, as follows:

- The existing traffic signal located at the intersection of the North Campus Mullin Plaza ingress driveway and Santa Monica Boulevard would be shifted to the east to align with the new South Campus East Driveway.
- The existing traffic signal located at the intersection of the North Campus Mullin Plaza egress driveway/21st Street and Santa Monica Boulevard would be shifted to the west to align with the new South Campus West Driveway.

The Phase II Master Plan may also propose increasing the width of Santa Monica Boulevard by approximately 10 feet to add a short-term passenger loading area on the south side of Santa Monica Boulevard between the new South Campus East Driveway and 21st Street. Such a proposal would be subject to City review and approval.

The project would construct a new parking structure on the east side of 20th Street where the existing Child Care Center is located. Subterranean parking structures would be located both south and north of Santa Monica Boulevard, with access focused on Santa Monica Boulevard at two signalized intersections. The existing exit-only driveway onto Schader Drive would be closed to vehicles.

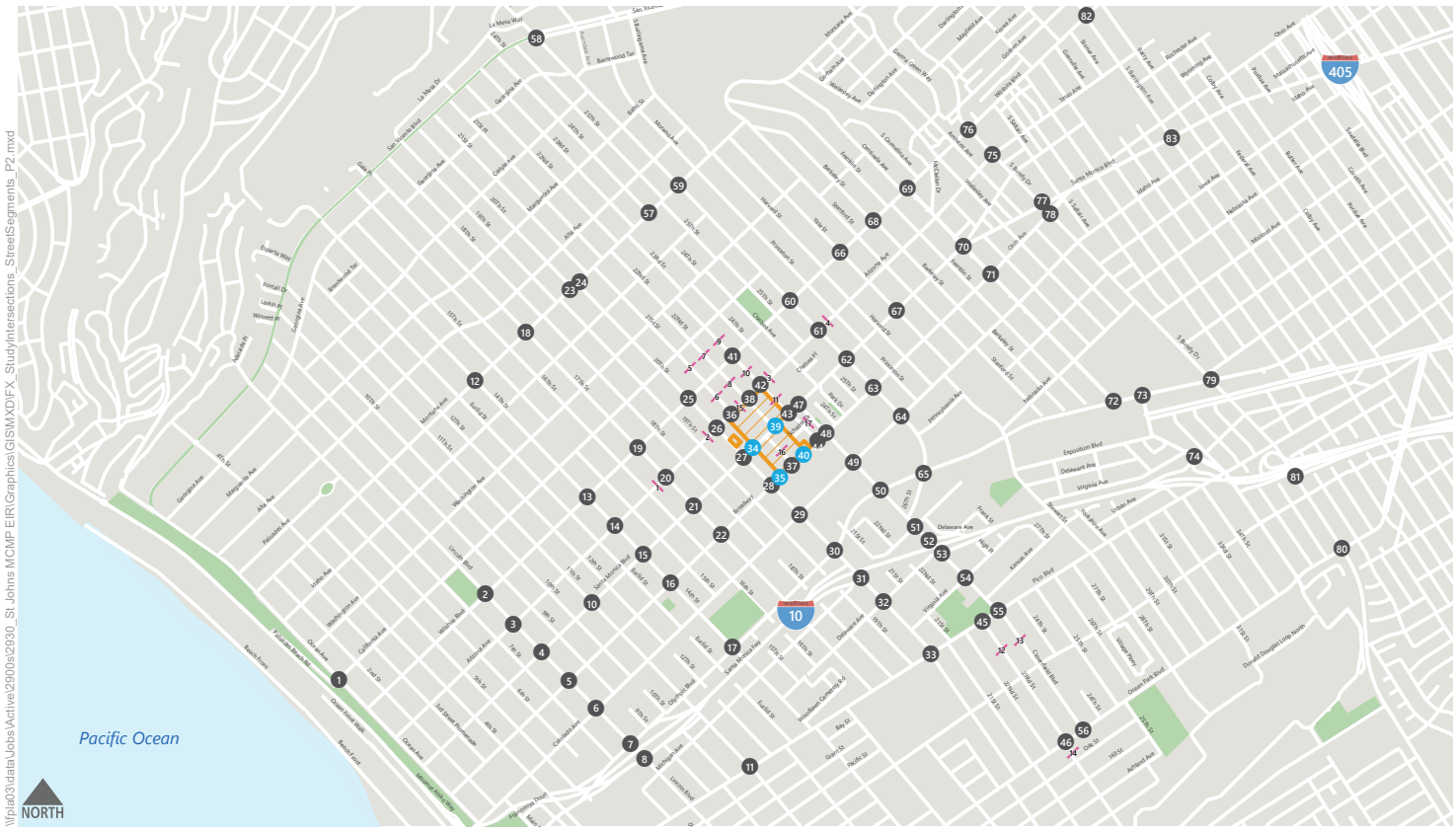
The project includes two new driveways on the South Campus from Santa Monica Boulevard and one new driveway from Broadway. It also includes a short new southbound street, tentatively called 20th Place, and a new east-west street between 21st Street and 20th Place, tentatively called Saint John's Way. In addition, the Mullin Plaza driveways on Santa Monica Boulevard will be relocated/widened to align with the new South Campus East Driveway and South Campus West Driveway, which are relocated signalized intersections on Santa Monica Boulevard.

Saint John's Way is proposed as a short east-west connecting street that will run from the revised 21st Street to the new 20th Place. 20th Place is proposed as a new one-way, southbound street that will run from Saint John's Way to Broadway.

The Phase II proposes to vacate the portion of 21st Street immediately south of Santa Monica Boulevard. After the new Saint John's Way and the new 20th Place are opened for vehicular access, the southern portion of 21st Street will become a northbound one-way street up to Saint John's Way and a two-way street between Saint John's Way and its northern end. The southern portion of 21st Street will primarily serve the residential buildings on the east side of 21st Street and drivers using the passenger loading areas for the proposed Child & Family Development Center.

Two phasing or sequencing plans for development of Phase II of the Master Plan have been prepared by the applicant. The differences affect the order in which project elements S1, S2, S3, 2C and 2I would be constructed. In each case, however, the overall level of development in the interim analysis year (2031) and the future analysis year (2042) would be identical. For that reason, the analysis in this report is valid for both Phasing Plan A and Phasing Plan B.

Figure 1 illustrates the location of the proposed project, 83 study intersections, and 17 study street segments in relation to the surrounding street system. Figures 2A, 2B and 2C show the site plan of the proposed project, including new streets and circulation and parking locations.



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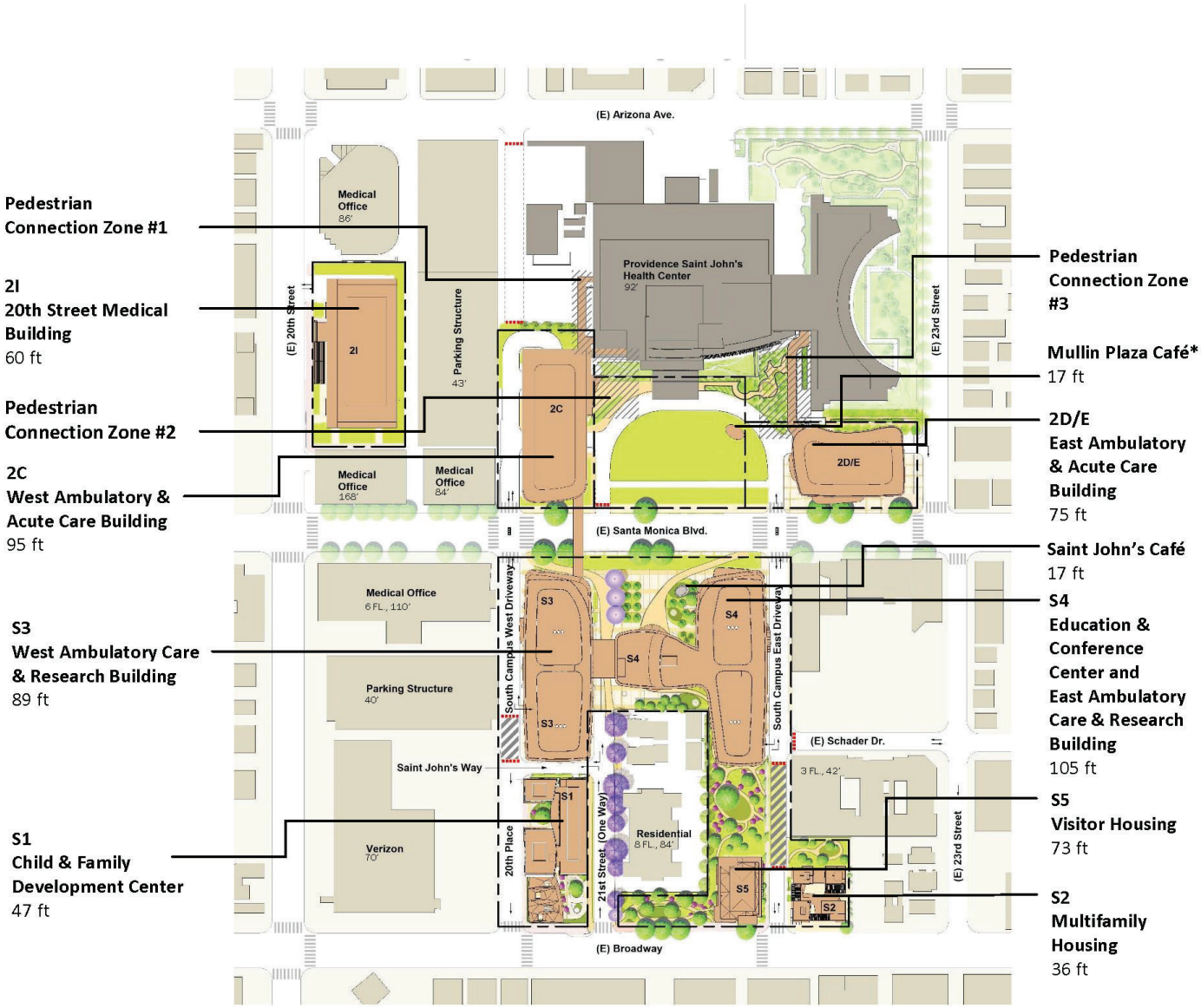
Study Street Segment
Study Intersection
Future Intersection
Project Site

Figure 1

Project Location and Study Intersections and Street Segments
Providence St. John's Health Center Phase II Project



*Cafe will be located within the plaza area, but the exact location is to be determined.

Figure 2A

Project Site Plan
Providence St. John's Health Center Phase II Project

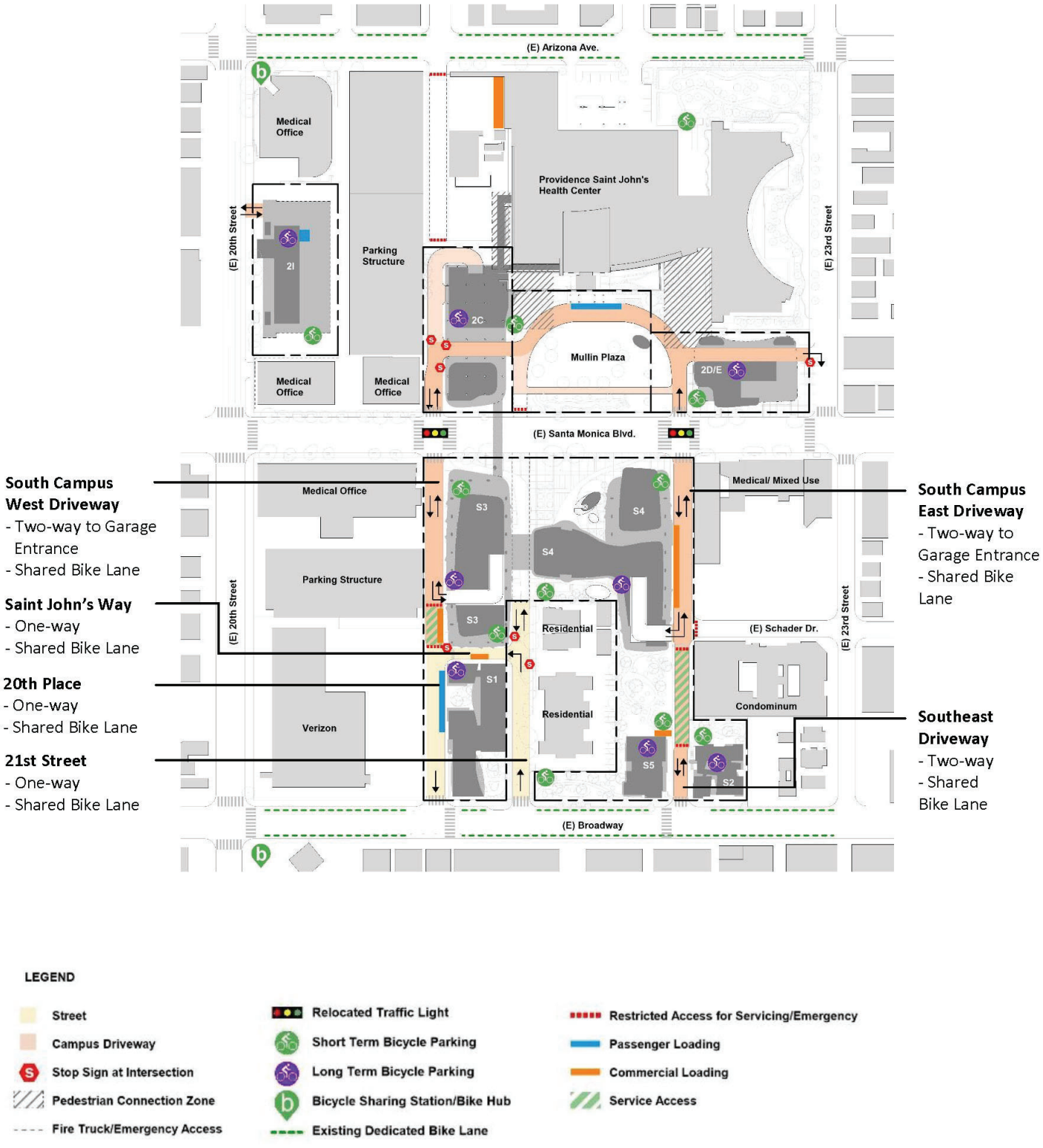


Figure 2B

New Streets and Circulation
Providence St. John's Health Center Phase II Project

EXISTING TRAFFIC LIGHTS

PROPOSED/MOVED TRAFFIC LIGHTS

NO ENTRY SIGN

SUBTERRANEAN PARKING CONNECTION

PARKING FOOTPRINT

PARKING ACCESS/ EXIT

* AS AN ALTERNATIVE TO BELOW-GRADE PARKING BENEATH S2, APPLICANT MAY PROVIDE PARKING FOR THE S2 MULTIFAMILY HOUSING BUILDING IN THE S4/S5 GARAGE.

0' 60' 120' 240'

Figure 2C

New Parking Locations

Providence St. John's Health Center Phase II Project

STUDY SCOPE

This study evaluates the project's potential to impact intersections, street segments, and regional freeway segments/intersection of the surrounding roadway system as a result of project-generated vehicle trips. In addition, this study provides a comparative analysis of the project's traffic impacts versus those of the project alternatives.

Intersections

In consultation with the City of Santa Monica staff, 83 intersections in the project vicinity were selected for analysis, including four new intersections that would be added as part of the project. These intersections were selected based on their locations along routes anticipated to be used as access routes between the project site and the surrounding city and region. The project's peak hour traffic impacts during the typical weekday AM (7:30 to 9:30 AM) and PM (5:00 to 7:00 PM) peak periods were evaluated at these 83 intersections. Per City of Santa Monica traffic study guidelines, all 83 study intersections were analyzed using the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2010) operations methodology. In addition, the 17 intersections located wholly or partly in the City of Los Angeles were analyzed using the Critical Movement Analysis (CMA) methodology, as required by the Los Angeles Department of Transportation (LADOT). Seventy-eight of the 83 study intersections are currently controlled by traffic signals. The remaining five are stop-controlled intersections, as indicated below. The intersections are listed below and illustrated in Figure 1:

1. Ocean Avenue & California Avenue
2. Lincoln Boulevard & Wilshire Boulevard
3. Lincoln Boulevard & Arizona Avenue
4. Lincoln Boulevard & Santa Monica Boulevard
5. Lincoln Boulevard & Broadway
6. Lincoln Boulevard & Colorado Avenue
7. Lincoln Boulevard & I-10 Westbound Off-ramp
8. Lincoln Boulevard & 1-10 Eastbound On-ramp
9. Lincoln Boulevard & Ocean Park Boulevard
10. 11th Street & Santa Monica Boulevard
11. 11th Street & Pico Boulevard
12. 14th Street & Montana Avenue
13. 14th Street & Wilshire Boulevard
14. 14th Street & Arizona Avenue
15. 14th Street & Santa Monica Boulevard
16. 14th Street & Broadway
17. 14th Street & Olympic Boulevard
18. 17th Street & Montana Avenue
19. 17th Street & Wilshire Boulevard
20. 17th Street & Arizona Avenue
21. 17th Street & Santa Monica Boulevard
22. 17th Street & Broadway
23. 20th Street (West) & Montana Avenue
24. 20th Street (East) & Montana Avenue
25. 20th Street & Wilshire Boulevard

26. 20th Street & Arizona Avenue
27. 20th Street & Santa Monica Boulevard
28. 20th Street & Broadway
29. 20th Street & Colorado Avenue
30. 20th Street & Olympic Boulevard
31. 20th Street & I-10 Eastbound Off-Ramp
32. 20th Street & Delaware Avenue
33. 20th Street & Pico Boulevard
34. 20th Place & Santa Monica Boulevard (future signalized intersection to be added by the project)
35. 20th Place & Broadway (future two-way stop-controlled intersection to be added by the project)
36. 21st Street & Arizona Avenue (two-way stop-controlled)
37. 21st Street & Broadway (two-way stop-controlled)
38. 22nd Street & Arizona Avenue (all-way stop-controlled)
39. 22nd Street & Santa Monica Boulevard (future signalized intersection to be added by the project)
40. 22nd Street & Broadway (future two-way stop-controlled intersection to be added by the project)
41. 23rd Street & Wilshire Boulevard
42. 23rd Street & Arizona Avenue (all-way stop-controlled)
43. 23rd Street & Santa Monica Boulevard
44. 23rd Street & Broadway (two-way stop-controlled)
45. 23rd Street & Pico Boulevard
46. 23rd Street & Ocean Park Boulevard
47. Cloverfield Boulevard & Santa Monica Boulevard
48. Cloverfield Boulevard & Broadway
49. Cloverfield Boulevard & Colorado Avenue
50. Cloverfield Boulevard & Olympic Boulevard
51. Cloverfield Boulevard & Michigan Avenue
52. Cloverfield Boulevard & I-10 Westbound Off-Ramp
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp
54. Cloverfield Boulevard & Virginia Avenue
55. Cloverfield Boulevard & Pico Boulevard
56. Cloverfield Boulevard & Ocean Park Boulevard
57. 24th Street & Montana Avenue
58. 26th Street & San Vicente Boulevard (shared City of Santa Monica and City of Los Angeles)
59. 26th Street & Montana Avenue
60. 26th Street & Wilshire Boulevard
61. 26th Street & Arizona Avenue
62. 26th Street & Santa Monica Boulevard
63. 26th Street & Broadway
64. 26th Street & Colorado Avenue
65. 26th Street & Olympic Boulevard
66. Yale Street & Wilshire Boulevard
67. Yale Street & Santa Monica Boulevard
68. Berkeley Street & Wilshire Boulevard (shared City of Santa Monica and City of Los Angeles)

69. Centinela Avenue & Wilshire Boulevard (shared City of Santa Monica and City of Los Angeles)
70. Centinela Avenue & Santa Monica Boulevard (shared City of Santa Monica and City of Los Angeles)
71. Centinela Avenue & Broadway (shared City of Santa Monica and City of Los Angeles)
72. Centinela Avenue & Olympic Boulevard (west intersection) (shared City of Santa Monica and City of Los Angeles)
73. Centinela Avenue & Olympic Boulevard (east intersection) (shared City of Santa Monica and City of Los Angeles)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (City of Los Angeles)
75. Bundy Drive & Texas Avenue (City of Los Angeles)
76. Bundy Drive & Wilshire Boulevard (City of Los Angeles)
77. Bundy Drive & Santa Monica Boulevard (City of Los Angeles)
78. Bundy Drive & Ohio Avenue (City of Los Angeles)
79. Bundy Drive & Olympic Boulevard (City of Los Angeles)
80. Bundy Drive & Ocean Park Boulevard (City of Los Angeles)
81. Bundy Drive & I-10 Eastbound On-Ramp (City of Los Angeles)
82. Barrington Avenue & Wilshire Boulevard (City of Los Angeles)
83. Barrington Avenue & Santa Monica Boulevard (City of Los Angeles)

Street Segments

In consultation with the City of Santa Monica staff, 17 street segments in the project vicinity were selected for analysis. These segments were selected based on their locations along routes anticipated to be used as access routes between the project site and the surrounding city and region.

Regional Transportation Network

In accordance with the procedures outlined in *2010 Congestion Management Program for Los Angeles County* (Metro, October 2010), an analysis of the project's regional transportation system impacts was conducted, including analysis of project impacts at arterial and mainline freeway monitoring stations and on transit.

Analysis of Project Alternatives

In accordance with CEQA Section 15126.6, this study analyzes the traffic impacts of alternatives to the project. As permitted by CEQA, the alternatives are evaluated at a lesser level of detail than the project.
These project alternatives are:

Alternative 1 – No Project
Alternative 2 – Tier 1 Only
Alternative 2 – Reduced Healthcare Uses with Tier 2 Housing on South Campus
Alternative 4 – Reduced Master Plan
Alternative 5 – Partial Master Plan

Further descriptions of these alternatives are provided in Chapter 8, Project Alternatives.

ORGANIZATION OF REPORT

This report is divided into eight chapters, including this introduction chapter. Chapter 2 describes the existing transportation system (including the roadway network, transit, bicycle, and pedestrian facilities), traffic volumes, as well as intersection and roadway operating conditions of the roadway system in the study area. Chapter 3 describes the methodologies used to develop future cumulative traffic forecasts and project traffic volumes. Chapter 4 presents an assessment of potential project traffic impacts on intersection operations in the vicinity of the project site. Chapter 5 provides a discussion of the impact criteria and methodologies to identify potential impacts to street segments and summarizes the results of the analysis. Chapter 6 contains the results of the Congestion Management Program (CMP) regional transportation system impact analysis for the project. Chapter 7 presents a discussion of potential mitigation measures to address the identified intersection and street segment traffic impacts. Chapter 8 analyzes the potential traffic impacts that could result from the project alternatives and compares them to the project.

2. EXISTING TRANSPORTATION FACILITIES AND SERVICES

The project site is located in the City of Santa Monica, in the western portion of Los Angeles County. Specifically, the project site consists of several properties located on the Providence Saint John's Health Center (PSJHC) Campus, which is located in an area generally bounded by Arizona Avenue to the north, Broadway to the south, 20th Street to the west, and 23rd Street to the east. The PSJHC Campus is located on both the north and south sides of Santa Monica Boulevard.

EXISTING STREET AND FREEWAY SYSTEM

Regional automobile access to the study area is provided by the Santa Monica Freeway (I-10), Palisades Beach Road (also known as Pacific Coast Highway and State Route 1), Lincoln Boulevard (SR-1 south of Olympic Boulevard), and the San Diego Freeway (I-405). I-10 provides regional east-west access across the City of Santa Monica to the City of Los Angeles to the east and connects to the San Diego Freeway (I-405). Access between I-10 and the project site is available via interchanges at 20th Street, Cloverfield Boulevard, and Centinela Avenue. Access between I-405 and the project site is available via I-10 and interchanges at Santa Monica Boulevard and Wilshire Boulevard.

The City's General Plan Land Use and Circulation Element (LUCE) defines the street system according to its use by various modes including walking, biking, transit, and automobile. These street types include Boulevard, Neighborhood Commercial, Major Avenue, Secondary Avenue, Minor Avenue, Neighborhood Street, and Highway. The city streets surrounding the proposed project are described below based on their designations in the LUCE:

- Boulevard – Boulevards are regional transportation corridors with continuous mixed-use and commercial land uses. Boulevards provide access for all forms of transportation but emphasize transit and walking. Regional auto traffic is accommodated here in order to minimize regional traffic on parallel local streets.
- Neighborhood Commercial – These streets provide access for all transportation and supporting neighborhood retail.
- Major Avenue – These streets serve regional automobile trips and provide access for all modes of transportation. They are designed to discourage regional auto traffic from using Secondary or Minor Avenues.
- Secondary Avenue – These streets distribute auto trips onto Minor Avenues and Neighborhood Streets, often serving regional bicycle trips.
- Minor Avenue – These streets serve local auto and bicycle trips.
- Neighborhood Street – These streets primarily serve abutting buildings.
- Highway – These streets serve primarily regional auto traffic. Intersections with direct connections to highways may accommodate a high level of congestion to discourage the use of City streets for cut-through trips. Highways in the study area include the I-10.

The above functional street classifications differ from the City's previous Circulation Element. While the LUCE has adopted a new classification system, the significance criteria for Level of Service (LOS) analysis have not yet been revised. According to the City's previous classification system, each type of street provides for a general level of traffic movement in the City. The street classifications include, arterial, collector, feeder, and local streets. Arterial streets carry the majority of traffic traveling through the City and are generally developed as commercial corridors. Collector streets are intended to provide movement of traffic between arterials and neighborhoods. Feeder streets are similar to collector streets but are intended to carry fewer vehicles, and local streets provide access from the other street facilities directly to residences and some neighborhoods serving commercial uses. These classifications are used to determine LOS thresholds, described later in this chapter.

The City of Los Angeles maintains its own street classification system defined in the *Mobility Plan 2035, An Element of the General Plan,* which was adopted by the Los Angeles City Council in January 2016.

Table 2 provides the functional classifications of key streets in the study area. Lane configurations at the study intersections are illustrated in Appendix B1.

TABLE 2
EXISTING STREET CLASSIFICATIONS

STREET	FROM	TO	CITY	CLASSIFICATION
Montana Ave	14th Street	17th Street	SM	Commercial: Neighborhood
Montana Ave	17th Street	26th Street	SM	Avenue: Secondary
California Avenue	Ocean Avenue	20th Street	SM	Neighborhood Street
California Avenue	20th Street	26th Street	SM	Neighborhood Street
Wilshire Blvd	Lincoln Blvd	Centinela Ave	SM	Boulevard
Wilshire Blvd	Centinela Ave	S Barrington Ave	LA	Boulevard II
Arizona Avenue	Lincoln Blvd	23rd Street	SM	Avenue: Minor
Arizona Avenue	23rd Street	26th Street	SM	Neighborhood Street
Arizona Avenue	26th Street	Centinela Ave	SM	Neighborhood Street
Texas Ave	Centinela Ave	S Bundy Drive	LA	Collector
Santa Monica Blvd	Lincoln Blvd	Centinela Ave	SM	Boulevard
Santa Monica Blvd	Centinela Ave	S Barrington Ave	LA	Boulevard II
Broadway	Lincoln Blvd	26th Street	SM	Avenue: Secondary
Broadway	26th Street	Centinela Ave	SM	Avenue: Minor
Ohio Ave	Centinela Ave	S Bundy Drive	LA	Local Street - Standard
Colorado Avenue	Lincoln Blvd	17th Street	SM	Avenue: Secondary
Colorado Avenue	17th Street	26th Street	SM	Avenue: Secondary
Olympic Blvd	Lincoln Blvd	Centinela Ave	SM	Parkway
Olympic Blvd	Centinela Ave	S Bundy Drive	LA	Boulevard II
Michigan Avenue	Cloverfield Blvd	End	SM	Neighborhood Street
Delaware Avenue	26th Street	Cloverfield Blvd	SM	Neighborhood Street
Virginia Avenue	26th Street	Cloverfield Blvd	SM	Neighborhood Street
Pico Blvd	Lincoln Blvd	Cloverfield Blvd	SM	Boulevard
Ocean Park Blvd	Lincoln Blvd	16th Street	SM	Avenue: Secondary
Ocean Park Blvd	16th Street	18th Street	SM	Commercial: Neighborhood
Ocean Park Blvd	18th Street	Cloverfield Blvd	SM	Avenue: Secondary
Ocean Park Blvd	Cloverfield Blvd	34th Street	SM	Commercial: Neighborhood
Ocean Park Blvd	34th Street	Centinela Ave	SM	Avenue: Secondary
Ocean Park Blvd	Centinela Ave	S Bundy Drive	LA	Boulevard II
Ocean Ave	Montana Ave	Olympic Blvd	SM	Parkway
Lincoln Blvd	Wilshire Blvd	Olympic Blvd	SM	Commercial Downtown
Lincoln Blvd	Olympic Blvd	Ocean Park Blvd	SM	Boulevard
11th Street	Wilshire Blvd	Colorado Ave	SM	Avenue: Minor
14th Street	Montana Ave	Wilshire Blvd	SM	Neighborhood Street
14th Street	Wilshire Blvd	Olympic Blvd	SM	Avenue: Minor
17th Street	Montana Ave	Wilshire Blvd	SM	Neighborhood Street
17th Street	Wilshire Blvd	Broadway	SM	Neighborhood Street
20th Street	Montana Ave	Wilshire Blvd	SM	Avenue: Minor
20th Street	Wilshire Blvd	Pico Blvd	SM	Avenue: Secondary
21st Street	Wilshire Blvd	Arizona Ave	SM	Neighborhood Street
21st Street	Santa Monica Blvd	Broadway	SM	Neighborhood Street
22nd Street	Wilshire Blvd	Arizona Ave	SM	Neighborhood Street
23rd Street	Wilshire Blvd	Broadway	SM	Neighborhood Street
23rd Street	Pico Blvd	Ocean Park Blvd	SM	Avenue: Secondary
Cloverfield Blvd	Santa Monica Blvd	Ocean Park Blvd	SM	Avenue: Major
24th Street	San Vicente Blvd	Montana Avenue	SM	Neighborhood Street
26th Street	San Vicente Blvd	Georgina Ave	SM	Commercial: Neighborhood
26th Street	Georgina Ave	Broadway	SM	Avenue: Secondary (SM)
26th Street	Broadway	Olympic Blvd	SM	Avenue: Major
26th Street	Olympic Blvd	Cloverfield Blvd	SM	Avenue: Major
Yale Street	Wilshire Blvd	Santa Monica Blvd	SM	Neighborhood Street
Berkeley Street	Wilshire Blvd	Colorado Ave	SM	Neighborhood Street
Centinela Ave	Montana Ave	Wilshire Blvd	SM/LA	Neighborhood Street (SM); Collector (LA)
Centinela Ave	Wilshire Blvd	Olympic Blvd	SM/LA	Avenue: Secondary (SM); Collector (LA)
S Bundy Dr	Wilshire Blvd	Ocean Park Blvd	LA	Avenue I
S Barrington Ave	Wilshire Blvd	Santa Monica Blvd	LA	Avenue II

Source: Santa Monica Land Use & Circulation Element, revised July 24, 2015.
Mobility Plan 2035, An Element of the Generation Plan, City of Los Angeles, January 2016.

EXISTING PUBLIC TRANSIT SERVICE

Santa Monica's Big Blue Bus and the Los Angeles County Metropolitan Transportation Authority (Metro) provide a dense network of public transit service throughout the study area. The project site is directly accessible via transit from most of Santa Monica and much of the Los Angeles metropolitan area including Downtown Los Angeles, UCLA/West Los Angeles, Century City, LAX, Venice, Culver City. As of Summer 2018, 10 fixed-route bus lines and one on-demand bus service in the vicinity of the project site:

- Big Blue Bus Line 1 (Santa Monica Boulevard) – Line 1 runs from Marina Del Rey and Venice through downtown Santa Monica to UCLA. Service headways of about 10 minutes are provided during weekday peak periods and about 15 minutes during weekday off-peak periods and on weekends. The stop closest to the project site is at 22nd Street and Santa Monica Boulevard.

- Big Blue Bus Line 2 (Wilshire Boulevard) – Line 2 runs from downtown Santa Monica to UCLA. Service headways of about 15 minutes are provided during weekday peak periods and about 20 minutes during weekday off-peak periods and on weekends. The stop closest to the project site is at 20th Street and Wilshire Boulevard.

- Big Blue Bus Line 5 (Olympic Boulevard – Century City) – Line 5 runs from downtown Santa Monica to Castle Heights. Service headways of about 20 minutes are provided during weekday peak periods and about 30 minutes during weekday off-peak periods and on weekends. The stop closest to the project site is at Colorado Avenue and Cloverfield Boulevard.

- Big Blue Bus Rapid 10 (Downtown LA Freeway Express) – Rapid 10 provides express service via the Santa Monica Freeway from Santa Monica to downtown Los Angeles. Service headways of about 15 minutes are provided during weekday peak periods and about 30 minutes during weekday off-peak periods. Weekend service is not available. The bus stop closest to the project is at 20th Street and Santa Monica Boulevard.

- Big Blue Bus Line 16 (Wilshire Boulevard/Bundy Drive – Marina del Rey) – Line 16 runs from Sawtelle to Marina del Rey. Service headways of about 30 minutes are provided during weekday peak periods and weekday off-peak periods. Weekend service is not available. The bus stop closest to the project is at 20th Street and Olympic Boulevard.

- Big Blue Bus Line 18 (UCLA – Abbott Kinney – Marina del Rey) – Line 18 runs from UCLA through Downtown Santa Monica to Marina del Rey. Service headways of about 20 minutes are provided during weekday peak periods and approximately 30 minutes during off-peak periods and weekends. The bus stop closest to the project is at 20th Street and Montana Avenue.

- Big Blue Bus Line 41/42 (17th Street Station – Santa Monica College – Montana Avenue) – Lines 41 and 42 offer loop service clockwise and counterclockwise, respectively, on 17th Street and 20th Street between the 17th Street Expo Line Station and the Montana shopping district north of downtown Santa Monica. Service headways of about 15 minutes are provided during weekday peak periods and every 25 or 35 minutes during off-peak periods on both weekdays and weekends. The stop closest to the project site is on 20th Street near Arizona Avenue.

- Big Blue Bus Line 43 (Santa Monica College – 26th Street – San Vicente Boulevard) – Line 43 runs from Santa Monica College to Brentwood Park and North of Montana. Service headways of about

30 minutes are provided during weekday peak periods and 40 minutes during weekday off-peak periods. Weekend service is not available. The stop closest to the project site is at 26th Street near Santa Monica Boulevard.

- Metro Line 4 / Rapid 704 (Santa Monica Boulevard) – Line 4 provides local service on Santa Monica Boulevard between Santa Monica and Downtown Los Angeles. It serves the study area only during the early morning and late night hours (not during peak hours) with off-peak headways of about 20 minutes. The stop closest to the project is at 20th Street and Santa Monica Boulevard. Line 704 offers limited service on Santa Monica Boulevard between Santa Monica and downtown Los Angeles. Buses run at 10- to 15-minute headways during peak weekday hours. The stop closest to the project is at 20th Street and Santa Monica Boulevard.

- Metro Line 20 / Rapid 720 (Wilshire Boulevard) – Line 20 provides local service on Wilshire Boulevard between Santa Monica and Downtown Los Angeles. It serves the study area only during the early morning and late night hours (not during peak hours) with off-peak headways of about 15 minutes. The stop closest to the project is at 20th Street and Wilshire Boulevard. Line 720 offers limited service on Wilshire Boulevard, continuing to an eastern terminus in the City of Commerce. Buses run at up to 8-minute headways during peak weekday hours. The stop closest to the project is at 26th Street and Wilshire Boulevard.

- Blue @ Night – Blue at Night is an on-demand service provided to and from the 17th Street/SMC Expo Line Station from 8:00 PM – 3:00 AM Friday and Saturday, serving a radius of approximately two miles around the station.

In addition, the Metro Exposition light rail (Expo LRT) train provides high-frequency rail service (east-west) between downtown Santa Monica and downtown Los Angeles. The Expo LRT began operation in Santa Monica in 2016, connecting Santa Monica through West Los Angeles to Culver City and continuing to downtown Los Angeles. The Expo line runs every 6 minutes during peak periods and every 12 minutes during off-peak periods. The Expo line makes 3 stops in the City of Santa Monica, including the 17th Street/Santa Monica College Station and 26th Street/Bergamot Station and connects with other Metro rail service in downtown Los Angeles. The project site is located approximately 9 blocks, or 0.7 miles, from the 17th Street/Santa Monica College Station of the Exposition Light Rail (Expo) line and approximately 10 blocks, or 0.7 miles, from the 26th Street/Bergamot Station of the Expo Line. The Expo LRT began operation in Santa Monica in 2016, connecting Santa Monica through West Los Angeles to Culver City and continuing to downtown Los Angeles. The Expo line makes 19 stops, including the 17th Street/Santa Monica College Station and 26th Street/Bergamot Station and connects with other Metro rail service in downtown Los Angeles. The Expo line runs every six minutes during peak periods and every 12 minutes during off-peak periods. A new connecting line along Crenshaw Boulevard is projected to open in 2019 and will provide service south towards LAX and will connect with the Metro Green Line.

The existing public transit routes in the vicinity of the project site are shown in Figure 3.

Figure 3

Existing Transit Service in the Project Area
Providence St. John's Health Center Phase II Project

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle Network

The City of Santa Monica has a dense network of bicycle facilities within its border, including some immediately adjacent to the project site, as shown in Figure 4 and described below.

The following streets near the project site have marked bicycle lanes separating bicyclists from vehicles:

- 14th Street between Marine Street and San Vicente Boulevard
- 16th Street between Marine Street and San Vicente Boulevard
- 17th Street between Marine Street and San Vicente Boulevard
- Montana Avenue between Ocean Avenue and Centinela Avenue
- California Avenue between Ocean Avenue and 17th Street
- Arizona Avenue between Ocean Avenue and 26th Street
- Arizona Avenue (eastbound only) between 26th Street and Centinela Avenue
- Broadway between 7th Street and Centinela Avenue

Following the alignment of the Expo LRT, the Expo Line Bike Path is located near the project and is a dedicated bike path, entirely separating bicyclists and other non-motorized users from vehicles on the street.

In addition to these facilities, the City has recently marked various streets in the Downtown area as shared-vehicle/bicycle lanes and included bicycle detection zones at signalized intersections. These lanes have been painted with "sharrow" markings. The following streets near the project site are designated as bike routes with sharrows:

- 16th Street between Montana Avenue and Olympic Boulevard
- 24th Street between Washington Avenue and Arizona Avenue/Santa Monica Boulevard
- Princeton Street between Arizona Avenue and Broadway
- Harvard Street between Broadway and Colorado Avenue
- Stewart Street between Colorado Avenue and Pico Boulevard
- Yale Street between Montana Avenue and Colorado Avenue
- Arizona Avenue between 26th Street and Franklin Street

Additional designated future bicycle routes with shared lane marking are proposed in the City's 20-Year Bicycle Implementation Plan.

Breeze Bike Share

The City also offers the Breeze Bike Share service. The bikeshare program makes several hundred "smart" bicycles available at more than 80 stations citywide including downtown, and in Venice in the City of Los Angeles. These public bikes allow residents, visitors, and employees to ride a bicycle for their local travel needs. Near the project site, Breeze Bike Share stations are currently located at 20th Street & Arizona Avenue, 20th Street & Broadway, and Cloverfield Boulevard & Broadway.

Pedestrian Facilities

Sidewalks are present on all streets throughout the project area. The existing sidewalks adjacent to the project site on Arizona Avenue and 20th Street are approximately 5 feet wide.

Signalized intersections throughout the study area have marked crosswalks and pedestrian countdown signals. Unsignalized midblock pedestrian crossings are typically equipped with yellow warning signs, continental crosswalk markings, and advanced yield markings. Signalized pedestrian walk signals are either automatic at the intersection or actuated by pedestrians by push-button. All intersections have accessible curb ramps.

OTHER TRANSPORTATION CHOICES

Shared Mobility Technologies

The growth of privately operated Transportation Network Companies (TNCs) like Lyft and Uber has also changed the way people move in and around the City. TNC's provide app-based platforms to connect passengers with drivers who use personal, non-commercial vehicles. Lyft and Uber have become the most recognized and ubiquitous forms of shared mobility. Since late 2017, the City has seen the burgeoning of dockless mobility devices, including Bird and Lime electric scooters, on City streets. These dockless mobility devices have taken off in Santa Monica and the region. Dockless systems allow scooters and bikes to be left in any location. In June 2018 the City adopted new regulations to address safety concerns associated with dockless mobility devices. Their influence is included in existing count data of bicycles, but no assumption of changes to mobility behavior are included in the analysis given the new and rapidly changing circumstances and lack of available data.

Legend

- Project Site
- Bike Path
- Bike Lane
- Bike Lane in Direction of Arrows (Sharrows in Opposite Direction)
- Bike Route (with Sharrows)
- Breeze Bike Share Hub ($ includes payment kiosk)
- Major Bus Stops
- Expo Light Rail and Stations (Bike parking available)
- Bike Shop (Repairs)
- Bike Shop (Repairs and Rentals)
- Public Schools

Figure 4

Existing Bicycle Network in the Project Area
Providence St. John's Health Center Phase II Project

3. TRAFFIC FORECASTS

EXISTING TRAFFIC

The following section describes existing peak hour traffic volumes and the methodology used to analyze operating conditions of intersections, using the metric of levels of service (LOS).

Existing Traffic Volumes

Traffic counts were collected in fall 2016 by the City of Santa Monica for use in this study. Counts were collected when school was in normal session during the weekday AM and PM peak periods (7:30-9:30 AM and 4:00-6:00 PM) and are presented in Appendix A. The highest one-hour volume in each period at each intersection was selected for analysis. The lane configurations of each intersection are shown in Appendix B1 and existing traffic volumes for the analyzed peak hours are shown in Appendix B2.

Level of Service Methodology

LOS measures vehicle delay at intersections and on roadways. LOS is a method for characterizing the operational conditions at an intersection generally accounting for measures such as speed, delays, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS categories range from excellent, nearly free-flow traffic at LOS A to overloaded, stop-and-go conditions at LOS F. Table 3A provides LOS definitions for signalized intersections using the HCM 2010 methodology. Table 3B provides LOS definitions for signalized intersections using the CMA methodology. Table 3C provides LOS definitions for unsignalized study intersections analyzed as part of this project. The LOS definitions, ranges of delay, and V/C ratios shown in these tables represent average conditions for all vehicles at an intersection across an entire hour. Delays longer than the average condition are experienced by motorists on certain movements and/or during peak times within the peak hour.

In accordance with the City's adopted impact analysis, the "Operational Analysis" method from *Highway Capacity Manual* was employed to determine the LOS at all study intersections. The HCM 2010 operational method determines two key operating characteristics of signalized intersections. The first characteristic is the average stopped delay experienced per vehicle. The second is the volume-to-capacity (V/C) ratio at intersections. Both metrics are based on the amount of traffic traveling through the intersection, the turning movements of that traffic, the lane geometries, and other factors affecting capacity such as pedestrian volumes at the street crosswalks. These characteristics are used to evaluate the operation of each signalized intersection, which is described generally in terms of LOS.

The seventeen signalized intersections located in or sharing jurisdiction with the City of Los Angeles were also analyzed per the requirements in *Transportation Impact Study Guidelines* (LADOT, December 2016). LADOT requires that signalized intersections be analyzed using the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980). Under the CMA methodology, LOS for each intersection is determined by summing the highest V/C ratios for corresponding movements. The V/C ratio is then matched to the appropriate LOS.

It should be noted that the HCM and CMA methods of LOS analysis, as adopted by the City of Santa Monica and the City of Los Angeles, respectively, are different methods of estimating LOS. Though both use rating systems A through F, their results are not directly comparable.

Existing Levels of Service – City of Santa Monica, HCM Methodology

The results of the analysis of existing weekday morning and afternoon conditions at the study intersections using the HCM 2010 methodology are summarized in Table 4A. As shown, 73 of the 79 existing study intersections operate at acceptable LOS (LOS D or better) during the AM and PM analyzed peak hours. The six study intersections that currently operate at poor conditions during at least one of the analyzed peak hours under the existing conditions scenario are:

7. Lincoln Boulevard & Olympic Boulevard/I-10 Westbound Off-Ramp (LOS E during the AM and PM peak hour)
8. Lincoln Boulevard & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
33. 20th Street & Pico Boulevard (LOS E during the PM peak hour)
50. Cloverfield Boulevard & Olympic Boulevard (LOS E during the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS E during the AM peak hour)
80. Bundy Drive & Ocean Park Boulevard (LOS F in the AM and PM peak hour)

TABLE 3A
CITY OF SANTA MONICA
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
HCM 2010 METHODOLOGY

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: *Highway Capacity Manual,* Transportation Research Board, 2010.

TABLE 3B
CITY OF LOS ANGELES
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
CMA METHODOLOGY

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

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 3C
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2010.

TABLE 4A
EXISTING (2016) INTERSECTION LEVEL OF SERVICE
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CITY	CLASS	CONTROL TYPE	PEAK HOUR	V/C	DELAY*	LOS
1	Ocean Avenue & California Avenue	SM	A	Signalized	AM	0.976	43	D
					PM	1.030	53	D
2	Lincoln Boulevard & Wilshire Boulevard	SM	A	Signalized	AM	0.397	20	B
					PM	0.471	21	C
3	Lincoln Boulevard & Arizona Avenue	SM	A	Signalized	AM	0.358	17	B
					PM	0.422	19	B
4	Lincoln Boulevard & Santa Monica Boulevard	SM	A	Signalized	AM	0.488	23	C
					PM	0.541	29	C
5	Lincoln Boulevard & Broadway	SM	A	Signalized	AM	0.566	29	C
					PM	0.583	35	C
6	Lincoln Boulevard & Colorado Avenue	SM	A	Signalized	AM	0.655	22	C
					PM	0.702	23	C
7	Lincoln Boulevard & Olympic Blvd/I-10 WB Off-Ramp	SM	A	Signalized	AM	0.886	66	E
					PM	0.915	68	E
8	Lincoln Boulevard & I-10 EB On-Ramp	SM	A	Signalized	AM	0.779	31	C
					PM	0.916	69	E
9	Lincoln Boulevard & Ocean Park Boulevard	SM	A	Signalized	AM	0.801	49	D
					PM	0.766	54	D
10	11th Street & Santa Monica Boulevard	SM	A	Signalized	AM	0.434	18	B
					PM	0.485	18	B
11	11th Street & Pico Boulevard	SM	A	Signalized	AM	0.583	21	C
					PM	0.460	19	B
12	14th Street & Montana Avenue	SM	C	Signalized	AM	0.468	16	B
					PM	0.510	16	B
13	14th Street & Wilshire Boulevard	SM	A	Signalized	AM	0.435	16	B
					PM	0.483	16	B
14	14th Street & Arizona Avenue	SM	C	Signalized	AM	0.416	13	B
					PM	0.559	19	B
15	14th Street & Santa Monica Boulevard	SM	A	Signalized	AM	0.428	17	B
					PM	0.476	17	B
16	14th Street & Broadway	SM	C	Signalized	AM	0.466	16	B
					PM	0.503	16	B
17	14th Street & Olympic Boulevard	SM	A	Signalized	AM	0.469	16	B
					PM	0.536	17	B
18	17th Street & Montana Avenue	SM	C	Signalized	AM	0.477	8	A
					PM	0.500	8	A
19	17th Street & Wilshire Boulevard	SM	A	Signalized	AM	0.507	17	B
					PM	0.483	15	B
20	17th Street & Arizona Avenue	SM	C	Signalized	AM	0.407	14	B
					PM	0.636	21	C
21	17th Street & Santa Monica Boulevard	SM	A	Signalized	AM	0.471	17	B
					PM	0.513	17	B
22	17th Street & Broadway	SM	C	Signalized	AM	0.539	17	B
					PM	0.483	17	B
23	20th Street & Montana Avenue (west)	SM	C	Signalized	AM	0.340	6	A
					PM	0.380	6	A
24	20th Street & Montana Avenue (east)	SM	C	Signalized	AM	0.398	7	A
					PM	0.405	7	A
25	20th Street & Wilshire Boulevard	SM	A	Signalized	AM	0.604	20	B
					PM	0.509	18	B
26	20th Street & Arizona Avenue	SM	C	Signalized	AM	0.677	20	B
					PM	0.567	27	C

TABLE 4A
EXISTING (2016) INTERSECTION LEVEL OF SERVICE
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CITY	CLASS	CONTROL TYPE	PEAK HOUR	V/C	DELAY*	LOS
27	20th Street & Santa Monica Boulevard	SM	A	Signalized	AM	0.603	33	C
					PM	0.555	30	C
28	20th Street & Broadway	SM	C	Signalized	AM	0.472	16	B
					PM	0.488	17	B
29	20th Street & Colorado Avenue	SM	A	Signalized	AM	0.520	18	B
					PM	0.387	16	B
30	20th Street & Olympic Boulevard	SM	A	Signalized	AM	0.635	32	C
					PM	0.504	33	C
31	20th Street & I-10 EB Off-Ramp	SM	A	Signalized	AM	0.478	36	D
					PM	0.511	31	C
32	20th Street & Delaware Avenue	SM	C	Signalized	AM	0.283	10	A
					PM	0.465	11	B
33	20th Street & Pico Boulevard	SM	A	Signalized	AM	0.618	30	C
					PM	0.657	72	E
34	20th Place & Santa Monica Boulevard	SM	Future Intersection					
35	20th Place & Broadway	SM	Future Intersection					
36	21st Street & Arizona Avenue	SM	C	All-way stop	AM	0.384	10	A
					PM	0.759	17	C
37	21st Street & Broadway	SM	C	Two-way stop	AM	0.217	29	D
					PM	0.720	20	C
38	22nd Street & Arizona Avenue	SM	C	All-way stop	AM	0.415	10	A
					PM	0.629	13	B
39	22nd Street & Santa Monica Boulevard	SM	Future Intersection					
40	22nd Street & Broadway	SM	Future Intersection					
41	23rd Street & Wilshire Boulevard	SM	A	Signalized	AM	0.512	12	B
					PM	0.494	12	B
42	23rd Street & Arizona Avenue	SM	C	All-way stop	AM	0.514	14	B
					PM	0.826	22	C
43	23rd Street & Santa Monica Boulevard	SM	A	Signalized	AM	0.570	14	B
					PM	0.527	9	A
44	23rd Street & Broadway	SM	C	Two-way stop	AM	0.165	27	D
					PM	0.129	28	D
45	23rd Street & Pico Boulevard	SM	A	Signalized	AM	0.500	21	C
					PM	0.598	21	C
46	23rd Street & Ocean Park Boulevard	SM	A	Signalized	AM	0.809	44	D
					PM	0.676	24	C
47	Cloverfield Boulevard & Santa Monica Boulevard	SM	A	Signalized	AM	0.586	24	C
					PM	0.593	24	C
48	Cloverfield Boulevard & Broadway	SM	A	Signalized	AM	0.448	17	B
					PM	0.498	17	B
49	Cloverfield Boulevard & Colorado Avenue	SM	A	Signalized	AM	0.570	30	C
					PM	0.662	32	C
50	Cloverfield Boulevard & Olympic Boulevard	SM	A	Signalized	AM	0.591	42	D
					PM	0.817	55	E
51	Cloverfield Boulevard & Michigan Avenue	SM	A	Signalized	AM	0.547	23	C
					PM	0.717	21	C
52	Cloverfield Boulevard & I-10 WB Off-Ramp	SM	A	Signalized	AM	0.528	40	D
					PM	0.825	25	C
53	Cloverfield Boulevard & I-10 EB On-Ramp	SM	A	Signalized	AM	0.621	24	C
					PM	0.932	29	C
54	Cloverfield Boulevard & Virginia Avenue	SM	A	Signalized	AM	0.485	17	B
					PM	0.535	11	B
55	Cloverfield Boulevard & Pico Boulevard	SM	A	Signalized	AM	0.651	42	D
					PM	0.698	32	C

TABLE 4A
EXISTING (2016) INTERSECTION LEVEL OF SERVICE
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CITY	CLASS	CONTROL TYPE	PEAK HOUR	V/C	DELAY*	LOS
56	Cloverfield Boulevard &	SM	A	Signalized	AM	0.534	11	B
	Ocean Park Boulevard				PM	0.559	14	B
57	24th Street &	SM	C	Signalized	AM	0.344	10	B
	Montana Avenue				PM	0.336	5	A
58	26th Street &	SM, LA	A	Signalized	AM	0.591	44	D
	San Vicente Boulevard				PM	0.628	41	D
59	26th Street &	SM	C	Signalized	AM	0.547	16	B
	Montana Avenue				PM	0.619	18	B
60	26th Street &	SM	A	Signalized	AM	0.634	35	C
	Wilshire Boulevard				PM	0.649	36	D
61	26th Street &	SM	A	Signalized	AM	0.519	21	C
	Arizona Avenue				PM	0.529	21	C
62	26th Street &	SM	A	Signalized	AM	0.593	31	C
	Santa Monica Boulevard				PM	0.618	33	C
63	26th Street &	SM	A	Signalized	AM	0.580	17	B
	Broadway				PM	0.585	18	B
64	26th Street &	SM	A	Signalized	AM	0.423	24	C
	Colorado Avenue				PM	0.609	29	C
65	26th Street &	SM	A	Signalized	AM	0.504	29	C
	Olympic Boulevard				PM	0.498	31	C
66	Yale Street &	SM	A	Signalized	AM	0.497	10	A
	Wilshire Boulevard				PM	0.470	11	B
67	Yale Street &	SM	A	Signalized	AM	0.583	14	B
	Santa Monica Boulevard				PM	0.508	12	B
68	Berkeley Street &	SM, LA	A	Signalized	AM	0.617	16	B
	Wilshire Boulevard				PM	0.530	14	B
69	Centinela Avenue &	SM, LA	A	Signalized	AM	0.534	8	A
	Wilshire Boulevard				PM	0.556	11	B
70	Centinela Avenue &	SM, LA	A	Signalized	AM	0.716	18	B
	Santa Monica Boulevard				PM	0.595	16	B
71	Centinela Avenue &	SM, LA	A	Signalized	AM	0.526	14	B
	Broadway				PM	0.759	22	C
72	Centinela Avenue &	SM, LA	A	Signalized	AM	0.664	15	B
	Olympic Boulevard (west int)				PM	0.640	16	B
73	Centinela Avenue &	SM, LA	A	Signalized	AM	0.550	22	C
	Olympic Boulevard (east int)				PM	0.521	20	B
74	Centinela Avenue &	LA	A	Signalized	AM	0.734	69	E
	I-10 WB On-Off Ramps				PM	0.811	50	D
75	Bundy Drive &	LA	A	Signalized	AM	0.531	13	B
	Texas Avenue				PM	0.713	20	C
76	Bundy Drive &	LA	A	Signalized	AM	0.658	29	C
	Wilshire Boulevard				PM	0.723	35	C
77	Bundy Drive &	LA	A	Signalized	AM	0.520	21	C
	Santa Monica Boulevard				PM	0.571	21	C
78	Bundy Drive &	LA	A	Signalized	AM	0.498	16	B
	Ohio Avenue				PM	0.537	18	B
79	Bundy Drive &	LA	A	Signalized	AM	0.745	53	D
	Olympic Boulevard				PM	0.784	48	D
80	Bundy Drive &	LA	A	Signalized	AM	0.823	81	F
	Ocean Park Boulevard				PM	0.667	**	F
81	Bundy Drive &	LA	A	Signalized	AM	0.733	16	B
	I-10 EB On-Ramp				PM	0.710	33	C
82	Barrington Avenue &	LA	A	Signalized	AM	0.661	33	C
	Wilshire Boulevard				PM	0.545	21	C
83	Barrington Avenue &	LA	A	Signalized	AM	0.658	28	C
	Santa Monica Boulevard				PM	0.501	21	C

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

TWSC Two-Way Stop Control

AWSC All Way Stop Control

A Arterial intersection

C Collector intersection

TABLE 4B
EXISTING (2016) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS
CITY OF LOS ANGELES ANALYSIS METHODOLOGY - CMA

NO.	INTERSECTION	CITY	PEAK HOUR	EXISTING	
				V/C	LOS
58	26th St & San Vicente Blvd	SM/LA	AM	0.608	B
			PM	0.704	C
68	Berkeley St & Wilshire Blvd	SM/LA	AM	0.597	A
			PM	0.554	A
69	Centinela Ave & Wilshire Blvd	SM/LA	AM	0.513	A
			PM	0.488	A
70	Centinela Ave & Santa Monica Blvd	SM/LA	AM	0.721	C
			PM	0.587	A
71	Centinela Ave & Broadway	SM/LA	AM	0.434	A
			PM	0.809	D
72	Centinela Ave & Olympic Blvd (west)	SM/LA	AM	0.673	B
			PM	0.637	B
73	Centinela Ave & Olympic Blvd (east)	SM/LA	AM	0.534	A
			PM	0.504	A
74	Centinela Ave & I-10 WB Ramps	LA	AM	0.777	C
			PM	0.907	E
75	Bundy Dr & Texas Ave	LA	AM	0.433	A
			PM	0.559	A
76	Bundy Dr & Wilshire Blvd	LA	AM	0.771	C
			PM	0.769	C
77	Bundy Dr & Santa Monica Blvd	LA	AM	0.587	A
			PM	0.561	A
78	Bundy Dr & Ohio Ave	LA	AM	0.509	A
			PM	0.624	B
79	Bundy Dr & Olympic Blvd	LA	AM	0.802	D
			PM	0.806	D
80	Bundy Dr & Ocean Park Blvd	LA	AM	0.835	D
			PM	1.083	F
81	Bundy Dr & I-10 EB On-Ramp	LA	AM	0.595	A
			PM	0.565	A
82	Barrington Ave & Wilshire Blvd	LA	AM	0.645	B
			PM	0.546	A
83	Barrington Ave & Santa Monica Blvd	LA	AM	0.680	B
			PM	0.483	A

Existing Levels of Service – City of Los Angeles, CMA Methodology

The results of the analysis of existing weekday morning and evening peak hour conditions at the study intersections using the CMA methodology are summarized in Table 4B. As shown, 15 of the 17 signalized intersections located in or shared with the City of Los Angeles operate at acceptable LOS (LOS D or better) during all analyzed peak hours. The two study intersections that currently operate at poor conditions during at least one of the analyzed peak hours under the existing conditions scenario are:

74. Centinela Avenue & I-10 Westbound Ramps (LOS E during the PM peak hour)
80. Bundy Drive & Ocean Park Boulevard (LOS F during the PM peak hour)

FUTURE TRAFFIC

Travel Demand Forecasting Model (TDFM) Projections

The Santa Monica LUCE (adopted in July 2010 and revised in July 2015) provides a framework for integrating land use and transportation to reduce vehicle trips; encourage walking, bicycling and transit use; and create active, pedestrian-oriented neighborhoods. The LUCE establishes the goal of achieving no net new PM peak period vehicle trips generated within Santa Monica. There are three ways that trip generation rates are reduced in response to future conditions: the D's (i.e., density, diversity, destination, etc.),[1] the Expo LRT, and LUCE TDM strategies.

As part of the City's LUCE update, the City developed its first comprehensive, citywide TDFM. The TDFM was recently calibrated to a base year of 2013, based on 2013 land use data and 2013 traffic counts. The City of Santa Monica's land use data is supplemented by Southern California Association of Governments (SCAG) traffic analysis zone (TAZ)-based data for areas in the City of Los Angeles bordering the City of Santa Monica. The TDFM forecasts future conditions for the City's transportation network in the form of traffic volumes for daily, as well as AM and PM peak hours. The model contains the major roadways in the City and considers the trip reduction effects of walking, bicycling, parking, and transit, including the Expo Light Rail Transit (Expo) line. The model also includes all identified development projects and street network changes.

The TDFM contains a number of enhancements that allow it to capture the effects of land use and circulation element policy initiatives on traffic congestion. These enhancements include the effects of sustainable development patterns (e.g., mixed-use and transit-oriented development), urban streetscape design factors, alternative transportation networks, parking pricing and management, and TDM programs.

The TDFM outputs traffic volumes for intersections in the City. These traffic volumes are loaded into the City of Santa Monica's VISTRO database for intersection LOS analysis. VISTRO is a software tool that evaluates intersection delay based on traffic turning volumes at intersections.

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[1]The D's are a simple means of quantifying the transportation benefits of smart growth. They predict reductions in per-capita vehicle trips and miles in response to increases in development density, diversity, design and destination and other patterns within a region.[2] *Parking Management Plan Update for Providence St. John's Health Center* (Walker Parking Consultants, 2017).

Future Transportation Improvements

There are no roadway improvements or new transit projects assumed in the Approval (2019), Interim (2031), or Future (2042) analysis years. However, several bike improvement projects are considered in the TDFM:

Bike Improvement Projects

The *City of Santa Monica Bicycle Action Plan* (City of Santa Monica, October 2011) includes recommended bicycle projects for 5-year implementation and 20-year vision plans. As of 2018, the majority of the 5-year implementation projects have been completed, including those nearest the project site. The 20-year vision includes the following improvements in the vicinity of the project:

20th Street Bikeway

- Install and stripe buffered bike lanes between Montana Avenue and Ocean Park Boulevard.

Arizona Avenue Bikeway

- Reduce lane width and parking lanes to convert existing bike lanes to buffered bike lanes between Ocean Avenue and 26th Street; construct traffic circles at the intersections with Stanford Street, Berkeley Street, and Franklin Street.

Broadway Bikeway

- Reduce lane widths and parking lanes to convert existing bike lanes to green buffered bike lanes between 6th Street and Centinela Avenue.

24th Street Neighborhood Greenway

- Redesign geometry of 24th Street and La Mesa Drive intersection; install neighborhood greenway branding and wayfinding signs; construct a bicycle and pedestrian only crossing at the intersection with San Vicente Boulevard; install intersection treatments that facilitate bicycle and pedestrian crossings at Montana Avenue, Wilshire Boulevard, and Santa Monica Boulevard.

San Vicente Boulevard Multi-Use Trail

- Construct one bicycle path and one pedestrian path in the median from Ocean Avenue to 24th Street; intersections will be reconfigured to include small corner radii and/or a median refuge.

Approval Year, Interim Year, and Future Year Traffic Conditions

To evaluate the potential impacts of the proposed project on the surrounding street system, it was necessary to develop estimates of Approval Year (2019), Interim Year (2031), and Future (2042) traffic forecasts in the area both without and with project traffic.

Approval Year (2019)

- The anticipated approval year for the project is 2019. An approval year analysis was conducted to determine the project's impacts on intersections for the project approval year of 2019. This analysis conservatively applies vehicle trips generated by full buildout of the project to the intersection operating conditions in 2019. However, it should be noted that project development would be phased over a 20 year period and full buildout of the project would not occur in 2019. Nonetheless this scenario was analyzed in fulfillment of CEQA's requirement that the project's impacts on the "existing" environment be disclosed.

  To develop the baseline Approval Year scenario without the project, the land use file in the TDFM was updated to include the development projects that were completed between the time of the baseline traffic counts (2016) and Approval Year (2019). These projected traffic volumes, referred to as Approval Year No Project projections, represent the conditions expected during the project's Approval Year and provide the baseline for the Approval Year plus Project traffic impact analysis. Appendix D1 lists the development projects included in the Approval Year land use forecasts.

Interim Year (2031)

- Since the project would be completed over the course of 20 years, an interim year analysis was conducted to determine impacts on intersections when the project is partially completed. An analysis of the project's impacts on intersections was conducted for the interim year of 2031. This year reflects the completion of Stages A1-A3 for Phasing Plan A and Stages B1-B3 for Phasing Plan B of the project.

  To develop the baseline Interim Year (2031) forecasts without development of the proposed project, traffic forecasts were first made for Year 2025 and Future Year 2040, assuming full buildout of projects on the City's list of approved and pending development projects. Traffic volumes for Year 2031 were estimated by interpolating between 2025 and 2040.

Future Year (2042)

- The project is anticipated to be built out in 2042. To develop the Future Year (2042) forecasts, the traffic forecasts for Year 2040 were utilized from the City's TDFM. The 2040 forecasts are based on the long-term socio-economic and land use data from the LUCE and, for areas outside of the City, the SCAG land use data. Traffic volumes for year 2042 were estimated by increasing the 2040 volumes by 0.5% per year, based on SCAG's long-term estimates of growth in population and employment for this area

Once the above traffic projections were developed, analyses were conducted to determine the effect of the proposed project. The project traffic as described below was added to the Approval Year No Project scenario, Interim Year (2031), and Future Year (2042) No Project projections to form the Approval Year plus Project and Future Years plus Project traffic projection scenarios respectively. The difference between no project and plus project scenarios represents the incremental changes in traffic attributable to the project itself.

PROJECT TRAFFIC

Santa Monica Trip Generation Rates

Santa Monica is generally characterized by compact urban development, high levels of public transit service, walkable and bike-friendly streets, and employer-sponsored Travel Demand Management (TDM) programs. The unique local characteristics of Santa Monica (such as higher density, proximity to destinations, design of buildings, uses, availability of transit, diversity of land uses) require the development of specific trip generation rates to estimate trips associated with land uses in Santa Monica. These Santa Monica-specific trip rates are more appropriate for estimating trip generation rather than standard ITE rates which are more reflective of suburban locations.

As part of the Santa Monica TDFM development, local trip generation rates were developed and calibrated for existing conditions for a variety of land use types. As part of the model development, these "existing" trip generation rates were initially based on residential trip generation surveys, the SCAG regional model, the San Diego Association of Governments' (SANDAG) trip generation survey, models in similar areas, and *Trip Generation, 8th Edition* (ITE, 2008). The rates were then modified to account for local conditions based on counts, production-to-attraction balancing, and the difference between ITE and model land use definitions.

The existing Santa Monica trip generation rates are unique to the Santa Monica model, and they are ultimately based on the results of model calibration and validation. Two sets of rates were developed reflecting the different levels of trip reduction effectiveness for different areas of the City. The first set applies to the denser areas of the City such as downtown and the Special Office District, which are determined to have lower trip generation rates. The other set applies to the remaining areas of the City, including where the proposed project is located. As part of the development of the TDFM, existing calibrated Santa Monica trip generation rates were modified to reflect the effectiveness of the TDM/trip reduction strategies required by the City (through its TDM ordinance) and consistent with what was envisioned in the LUCE. Different levels of trip reduction effectiveness were estimated for different areas of the City.

Since the City of Santa Monica trip generation rates assume a robust TDM program, the project applicant will be required to prepare and implement a TDM plan that achieves the targeted levels of trip reductions as set forth in the development agreement. Specifically, the project applicant would be required to prepare a TDM plan for addressing traffic reductions including information and incentives, and enhancements that support walking, biking, and transit. Under the TDM Ordinance, employers are required to achieve the City's target average vehicle ridership (AVR) ranging from 1.75 to 2.2, depending upon location. The rate for the Health Care Mixed Use District for which the site is in, is 2.0.

Project Trip Generation

Trip generation rates for most of the proposed project's land uses are derived from the *Santa Monica Travel Demand Forecasting Model Trip Generation Rates*. This includes the hospital, day care, residential, restaurant, medical office, retail, and office uses. The inbound-outbound split of trips in each peak hour are based on data in *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012). The directional splits for the hospital are from #610 hospital, for the residential and hotel uses are from #220 Apartments, for the restaurant are from #932 high-turnover restaurant, for the medical office are from #720 medical office, for the retail space are from #820 shopping center, and for the office are from #710 general office building.

Trip generation rates and directional splits for the Day Care Center land use were derived from the *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012), land use #565 Day Care Center.

An internal capture reduction of 50% was applied to the gross trip generation estimates for the restaurant and retail uses, as well as the visitor housing and day care. These uses are ancillary to the main medical care functions on the site and are primarily intended to serve Project employees and visitors. The internal capture rate accounts for the non-auto trips to/from the hospital as well as other surrounding land uses.

The project would remove/redevelop the existing uses on the site, including the Child & Family Development Center (CFDC) and Daycare Care, MRI buildings, and the John Wayne Cancer Institute. Therefore, trips from these existing uses are subtracted (i.e., credited) from the total project trip generation estimates.

As described in Chapter 1, there are two phasing plans for the proposed project: Phasing Plan A and Phasing Plan B. Total project trip generation would be the same for both phasing plans within each of the analyzed scenarios: Interim Year (2031) and Future Year (2042).

Transportation Demand Management (TDM) Program

A TDM plan would be required as a condition of approval for the proposed project, and the applicant would be required to conduct yearly monitoring and reporting. The specific TDM strategies to be implemented by the developer would be finalized as part of the Development Agreement process; however, based on the City's TDM ordinance, it is anticipated that the following TDM strategies would be implemented and/or maintained:

TDM Coordinator – A single transportation coordinator would design, manage and update the project's TDM program. Duties would include:

- Participate in a Transportation Management Association (TMA)
- Administer TDM programs
- Maintaining a Transportation Information Center (TIC)
- Facilitating ride-matching online and through data collection and info boards
- Publishing alerts, resolving emergency issues, evaluating programs, and recommending improvements
- Acting as mechanism to distribute commuter incentives
- Producing promotional and survey materials
- Evaluating TDM program effectiveness
- Advocating for improved transit service
- Developing parking management plans
- Facilitating financial support for formation of vanpools and carpools
- Providing discounted transit fares or passes
- Developing bike-to-work and walk-to-work promotions
- Coordinating emergency rides home
- Managing preferential parking for high occupancy vehicles (HOVs)

This is a common position for programs that serve a large number of employees and/or residents. The position would require, at a minimum, a part-time coordinator.

Transportation Management Association – Developer shall be required to participate in the establishment of a Transportation Demand Management Association (TMA) that may be defined by the City. TMAs provide employees, businesses and visitors of an area with resources to increase the amount of trips taken by transit, walking, bicycling, and ridesharing. If the City adopts a requirement that a TMA be formed for this geographic area, the Developer shall attend organizational meetings and provide traffic demand data to the TMA. This element would also require the project to provide the TMA with data related to traffic demand, which could help the City to better understand travel behavior at the site.

Transit Pass Subsidy – A transit pass subsidy has the potential to be an effective TDM strategy for the project's employees. Santa Monica's Big Blue Bus and Metro provide frequent local bus and regional rail transit service near the project site. For project employees, the most efficient way to incentivize the use of transit is to subsidize monthly transit passes. To do this, employers participate in an employer pass program and subsidize a portion of the cost of a monthly transit pass. The project Applicant would be required to provide subsidized transit passes to employees.

Ridesharing (Carpool and Vanpools) – Ridesharing is typically a primary focus of employee TDM strategies. By providing preferential parking for carpools, the TDM program should actively encourage carpooling among employees at the site. Most importantly, the TDM program should implement a ridesharing matching service that coordinates potential carpool opportunities. Metro's CommuteSmart.info website can easily facilitate this service. Offering incentives to carpools is another means of increasing carpool participation.

Parking Pricing – Pricing parking would help to decrease trips. Since free parking acts as a subsidy for trip making by car, allowing parking to be priced according to market rates would encourage the replacement of auto trips by transit, bicycle, and pedestrian trips when possible.

Parking cash out is another price-based tool for making walking, bicycling, and transit more attractive travel options compared to driving. In a parking cash out program, employers offer commuters who forgo their parking spaces the monthly value of those parking spaces. Although the proposed project may not be mandated to comply with existing parking cash out legislation, the proposed project could still choose to implement a parking cash out program as part of the TDM plan.

Guaranteed Ride Home (GRH) – GRH is a commute trip reduction service that provides emergency rides to participating employees who do not have a private automobile available at the office for use. This may alleviate some of the worries employees may have when considering not having their own automobile available for use at the office.

Bicycle Facilities – Commuter bicycle facilities such as secure bicycle parking (short-term and long-term bike racks and lockers), and shower and personal locker facilities help reduce peak period and daily automobile trips to and from project sites. In light of providing bicycle facilities as a TDM strategy, the proposed project would be subject to the most current zoning code for bike parking requirements which includes short term for visitors, on site bike share for employees, and secure bike parking for employees.

Carshare Service – Make a car sharing service available within the project, if such a service is commercially available from a third-party provider on commercially reasonable and feasible terms.

Bicycle Sharing Area – Provide a reasonable amount of publicly-accessible space for a bicycle sharing program station in conjunction with any bicycle sharing program instituted by the City or other operator.

Transportation Information Center and TDM Web Site Information – A TIC is a centrally-located commuter information center where project employees could obtain information regarding commute programs and obtain real-time information for planning travel without using an automobile. A TIC typically provides information about transit schedules, commute planning, ridesharing, telecommuting, bicycle and pedestrian routes and facilities, on-site services, and local-serving businesses.

Pedestrian Wayfinding Signage – Wayfinding signage is visible, useful signage strategically placed in and around a project site that conveniently directs pedestrians to project elements and major external destinations (such as transit stations, etc.) and provides information for transportation options (taxi, transit maps, bike sharing, etc.). Typically, pedestrian-oriented signage is posted at major entrance/exit points to the project and at key internal locations.

Commuter Club – This is a workplace organization that provides incentives for employees to choose alternative modes of transportation to-and-from work. In order to become a member, employees agree to use alternative modes of travel (including walk, bike, transit, carpool or vanpool) to travel to work for a minimum number of days per week (e.g., three days per week). As a member, employees are entitled to various discounts at local businesses, special offers and monthly raffle prizes. These benefits must be determined and negotiated by the project applicant.

The Transit Cooperative Research Program (TCRP) Chapter 19 reports that TDM programs are most effective when people have alternatives to auto travel, such as public transit. The success of the TDM program will depend on how well it supports those who want to make trips by a means other than driving alone. The proposed project's TDM strategies will be most effective at reducing peak hour trips when worker shifts begin or end during peak hours. Converting these auto trips into transit, bicycle, or pedestrian trips would directly remove cars from the street during the AM and PM peak periods. In this way, the TDM program can reduce trips for all employees on the site.

Monitoring, Reporting and Enforcement

In compliance with the LUCE, the applicant would be required to implement TDM measures so as to not exceed the trip generation estimates calculated for the Interim Year (2031) and Future Years (2042) as provided in Tables 5A and 5B. In order to ensure that the trip generation estimated in this traffic study would not be exceeded, a period of annual monitoring and reporting would be required as a condition of approval for the project and would be incorporated into the Development Agreement. The applicant would be required to summarize the results of the trip monitoring program, determine whether trip reduction goals and/or Average Vehicle Ridership (AVR) targets are being achieved, and describe the TDM efforts in place to reduce vehicular trip making in an annual report delivered to the City.

The City, at its discretion, would determine the type of enforcement and may require implementation of additional TDM strategies and possible monetary (or other) penalties if annual monitoring determined that the trip generation estimates are being exceeded and/or AVR targets were not being met.

Project Trip Generation

The estimated proposed project trip generation is shown in Tables 5A and 5B. At the end of Phases A1, A2, and A3, planned to occur by 2031, the proposed project is expected to generate a net increase of approximately 353 weekday AM peak hour trips (240 inbound and 113 outbound), 410 weekday PM peak hour trips (147 inbound and 263 outbound), as shown in Table 5A. Alternatively, Phases B1, B2, and B3 would generate the same number of project trips by 2031, as shown in Table 5B. Upon full buildout of Phase II of the Master Plan, when Phases A4 and A5, or B4 and B5, are completed in 2042, total net new trip generation is estimated to be approximately 641 trips in the AM peak hour (421 inbound and 220 outbound) and 754 trips in the PM peak hour (282 inbound and 472 outbound), as shown in Tables 5A and 5B, respectively.

TABLE 5A
PROVIDENCE ST. JOHNS HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - PHASING PLAN A

Building	Land Use [a]	Trip Generation Land Use	Size	Unit	Daily Rate	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Phase A1																		
S1	Child and Family Development	Hospital	25.500	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**416**	**17**	**10**	**27**	**12**	**20**	**32**
	Day Care [b]	Day Care (from ITE 565)	73	students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
	Internal Capture [c]				*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
	New Trips											**149**	**15**	**13**	**28**	**13**	**16**	**29**
S2	Multifamily Housing	Multifamily Two or more cars	10	units	6.44	0.42	20%	80%	0.46	65%	35%	**64**	**1**	**3**	**4**	**3**	**2**	**5**
	Internal Capture [d]				50%	50%			50%			(32)	0	(2)	(2)	(2)	(1)	(3)
	New Trips											**32**	**1**	**1**	**2**	**1**	**1**	**2**
	Neighborhood Commercial	Restaurant	0.8	ksf	81.24	3.64	55%	45%	5.53	60%	40%	65	2	1	3	2	2	4
	Internal Capture [e]				50%	50%			50%			(33)	(1)	(1)	(2)	(1)	(1)	(2)
	New Trips											**32**	**1**	**0**	**1**	**1**	**1**	**2**
S3	Hospital/Health Care and Medical Research	Hospital	118	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**1,927**	**79**	**47**	**126**	**55**	**91**	**146**
	Neighborhood Commercial/Restaurant	Restaurant	5	ksf	81.24	3.64	55%	45%	5.53	60%	40%	406	10	8	18	17	11	28
	Internal Capture [e]				*50%*	*50%*			*50%*			*(203)*	*(5)*	*(4)*	*(9)*	*(8)*	*(6)*	*(14)*
	New Trips											**203**	**5**	**4**	**9**	**9**	**5**	**14**
		Phase A1 Gross New										**2,759**	**118**	**75**	**193**	**91**	**134**	**225**
	Existing to be Removed																	
S1/S3	*MRI Buildings*	*Hospital to be removed*	*(2.675)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	***(44)***	***(2)***	***(1)***	***(3)***	***(1)***	***(2)***	***(3)***
2I	*Existing Day Care [b]*	*Day Care (from ITE 565)*	*(61)*	*students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	(249)	(25)	(23)	(48)	(23)	(25)	(48)
	Internal Capture [c]				*50%*	*50%*			*50%*			*125*	*13*	*11*	*24*	*11*	*13*	*24*
	New Trips											**(124)**	**(12)**	**(12)**	**(24)**	**(12)**	**(12)**	**(24)**
		Phase A1 Existing to be Removed										**(168)**	**(14)**	**(13)**	**(27)**	**(13)**	**(14)**	**(27)**
		Phase A1 Net New										**2,591**	**104**	**62**	**166**	**78**	**120**	**198**
Phase A2																		
2I	Medical Office	Medical Office	50	ksf	29.7	2.26	79%	21%	2.45	28%	72%	**1,485**	**89**	**24**	**113**	**34**	**89**	**123**
	Neighborhood Commercial or Health Related Services [g]	Retail	4.5	ksf	40.64	1.81	62%	38%	2.8	48%	52%	183	5	3	8	6	7	13
	Internal Capture				*50%*	*50%*			*50%*			*(92)*	*(2)*	*(2)*	*(4)*	*(3)*	*(4)*	*(7)*
	New Trips											**91**	**3**	**1**	**4**	**3**	**3**	**6**
		Phase A2 Gross New										**1,576**	**92**	**25**	**117**	**37**	**92**	**129**
	Existing to be Removed																	
S4	*John Wayne Cancer Institute*	*Hospital to be removed*	*(51.055)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	***(834)***	***(35)***	***(20)***	***(55)***	***(24)***	***(39)***	***(63)***
		Phase A2 Net New										**742**	**57**	**5**	**62**	**13**	**53**	**66**
Phase A3																		
2C	Hospital/Health Care	Hospital	112	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**1,829**	**76**	**44**	**120**	**53**	**86**	**139**
	Neighborhood Commercial	Retail	5.5	ksf	40.64	1.81	62%	38%	2.8	48%	52%	224	6	4	10	7	8	15
	Internal Capture [c]				*50%*	*50%*			*50%*			*(112)*	*(3)*	*(2)*	*(5)*	*(4)*	*(4)*	*(8)*
	New Trips											**112**	**3**	**2**	**5**	**3**	**4**	**7**
		Phase A3 Net New										**1,941**	**79**	**46**	**125**	**56**	**90**	**146**
		2031 Interim Gross New										6,276	289	146	435	184	316	500
		2031 Interim Year Total to be Removed										*(1,002)*	*(49)*	*(33)*	*(82)*	*(37)*	*(53)*	*(90)*
		2031 Net New										5,274	240	113	353	147	263	410

Notes:

[a] Allowable land uses are defined in the Development Agreement.
[b] Proposed day care is 9,000 square feet. Existing day care is 6,362 square feet.
[c] The internal capture rate accounts for the approximately 50% of day care users expected to be internal to the hospital (i.e., children of PSJHC employees).
[d] The housing provided by the Project is intended to serve visitors to the hospital. It is estimated that half of the resident/temporary resident trips are non-auto trips to/from the hospital
[e] The retail and restaurant services provided by the Project are primarily intended to serve Project employees and visitors. The internal capture rate accounts for the non-auto trips to/from the hospital as well as other surrounding land uses
[f] The restaurant rate is used to be conservative.
[g] The retail rate is used to be conservative.

TABLE 5A
PROVIDENCE ST. JOHNS HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - PHASING PLAN A

Building	Land Use [a]	Trip Generation Land Use	Size	Unit	Daily Rate	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Phase A4																		
S4	Education & Conference Center	Office [h]	8.65	ksf	10.15	0.8	88%	12%	0.89	17%	83%	88	6	1	7	1	7	8
	Hospital/Health Care, Health & Wellness Center, Medical Research	Hospital	180.35	ksf	16.33	1.07	63%	37%	1.24	38%	62%	2,945	122	71	193	85	139	224
	Neighborhood Commercial	Retail	8.2	ksf	40.64	1.81	62%	38%	2.8	48%	52%	333	9	6	15	11	12	23
	Internal Capture [e]				*50%*	*50%*			*50%*			*(167)*	*(5)*	*(3)*	*(8)*	*(6)*	*(6)*	*(12)*
	New Trips											**166**	**4**	**3**	**7**	**5**	**6**	**11**
	Neighborhood Commercial or Restaurant	Restaurant	1.8	ksf	81.24	3.64	55%	45%	5.53	60%	40%	146	4	3	7	6	4	10
	Internal Capture [e]				*50%*	*50%*			*50%*			*(73)*	*(2)*	*(2)*	*(4)*	*(3)*	*(2)*	*(5)*
	New Trips											**73**	**2**	**1**	**3**	**3**	**2**	**5**
	Saint John's Café	Restaurant	0.9	ksf	81.24	3.64	55%	45%	5.53	60%	40%	73	2	1	3	3	2	5
	Internal Capture [e]				*50%*	*50%*			*50%*			*(37)*	*(1)*	*(1)*	*(2)*	*(2)*	*(1)*	*(3)*
	New Trips											**36**	**1**	**0**	**1**	**1**	**1**	**2**
S5	Visitor Housing	Multifamily One Car	34	units	3.82	0.25	20%	80%	0.28	65%	35%	130	2	7	9	7	3	10
	Internal Capture [d]				*50%*	*50%*			*50%*			*(65)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
	New Trips											**65**	**1**	**3**	**4**	**4**	**1**	**5**
		Phase A4 Net New										**3,373**	**136**	**79**	**215**	**99**	**156**	**255**
Phase A5																		
2D/E	Hospital/Health Care	Hospital	75.5	ksf	16.33	1.07	63%	37%	1.24	38%	62%	1,233	51	30	81	36	58	94
	Neighborhood Commercial	Retail	3	ksf	40.64	1.81	62%	38%	2.8	48%	52%	122	3	2	5	4	4	8
	Internal Capture				*50%*	*50%*			*50%*			*(61)*	*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
	New Trips											**61**	**1**	**1**	**2**	**2**	**2**	**4**
	Mullin Plaza	Restaurant	1.5	ksf	81.24	3.64	55%	45%	5.53	60%	40%	122	3	2	5	5	3	8
	Internal Capture				*50%*	*50%*			*50%*			*(61)*	*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
	New Trips											**61**	**1**	**1**	**2**	**3**	**1**	**4**
		Phase A5 Gross New										**1,355**	**53**	**32**	**85**	**41**	**61**	**102**
	Existing to be Removed																	
2D/E	*Foundation - Hospital/Health Care and Medical Research*	*Hospital to be removed*	*(10.800)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(176)*	*(8)*	*(4)*	*(12)*	*(5)*	*(8)*	*(13)*
		Phase A5 Net New										**1,179**	**45**	**28**	**73**	**36**	**53**	**89**
		Total Project (2042) Gross New										11,004	478	257	735	324	533	857
		Total Project (2042) Existing to be Removed										*(1,178)*	*(57)*	*(37)*	*(94)*	*(42)*	*(61)*	*(103)*
		Total Project (2042) Net New										9,826	421	220	641	282	472	754

Notes:

[a] Allowable land uses are defined in the Development Agreement.

[d] The housing provided by the Project is intended to serve visitors to the hospital. It is estimated that half of the residents/temporary residents trips are non-auto trips to/from the hospital

[e] The retail and restaurant services provided by the Project are primarily intended to serve Project employees and visitors. The internal capture rate accounts for the non-auto trips to/from the hospital as well as other surrounding land uses

[h] The use of the office rate is conservative for the education and conference center, which would provide auditorium/meeting space for health care-related conferences, meetings, seminars, workshops, etc. The center would not be used for trade and consumer shows or industry meetings not related to health care.

TABLE 5B
PROVIDENCE ST. JOHNS HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - PHASING PLAN B

Building	Land Use [a]	Trip Generation Land Use	Size	Unit	Daily Rate	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Phase B1																		
S2	Multifamily Housing	Multifamily Two or more cars	10	units	6.44	0.42	20%	80%	0.46	65%	35%	**64**	**1**	**3**	**4**	**3**	**2**	**5**
	Internal Capture [d]				50%	50%			50%			(32)	0	(2)	(2)	(2)	(1)	(3)
	New Trips											**32**	**1**	**1**	**2**	**1**	**1**	**2**
	Neighborhood Commercial	Restaurant	0.8	ksf	81.24	3.64	55%	45%	5.53	60%	40%	65	2	1	3	2	2	4
	Internal Capture [e]				50%	50%			50%			(33)	(1)	(1)	(2)	(1)	(1)	(2)
	New Trips											**32**	**1**	**0**	**1**	**1**	**1**	**2**
2C	Hospital/Health Care	Hospital	112	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**1,829**	**76**	**44**	**120**	**53**	**86**	**139**
	Neighborhood Commercial	Retail	5.5	ksf	40.64	1.81	62%	38%	2.8	48%	52%	224	6	4	10	7	8	15
	Internal Capture [c]				*50%*	*50%*			*50%*			*(112)*	*(3)*	*(2)*	*(5)*	*(4)*	*(4)*	*(8)*
	New Trips											**112**	**3**	**2**	**5**	**3**	**4**	**7**
		Phase B1 Net New										**2,005**	**81**	**47**	**128**	**58**	**92**	**150**
Phase B2																		
S1	Child and Family Development	Hospital	25.500	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**416**	**17**	**10**	**27**	**12**	**20**	**32**
	Day Care [b]	Day Care (from ITE 565)	73	students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
	Internal Capture [c]				*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
	New Trips											**149**	**15**	**13**	**28**	**13**	**16**	**29**
S3	Hospital/Health Care and Medical Research	Hospital	118	ksf	16.33	1.07	63%	37%	1.24	38%	62%	**1,927**	**79**	**47**	**126**	**55**	**91**	**146**
	Neighborhood Commercial/Restaurant	Restaurant	5	ksf	81.24	3.64	55%	45%	5.53	60%	40%	406	10	8	18	17	11	28
	Internal Capture [e]				*50%*	*50%*			*50%*			*(203)*	*(5)*	*(4)*	*(9)*	*(8)*	*(6)*	*(14)*
	New Trips											**203**	**5**	**4**	**9**	**9**	**5**	**14**
		Phase B2 Gross New										**2,695**	**116**	**74**	**190**	**89**	**132**	**221**
	Existing to be Removed																	
S4	*John Wayne Cancer Institute*	*Hospital to be removed*	*(51.055)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	***(834)***	***(35)***	***(20)***	***(55)***	***(24)***	***(39)***	***(63)***
S1/S3	*MRI Buildings*	*Hospital to be removed*	*(2.675)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	***(44)***	***(2)***	***(1)***	***(3)***	***(1)***	***(2)***	***(3)***
		Phase B2 Existing to be Removed										**(878)**	**(37)**	**(21)**	**(58)**	**(25)**	**(41)**	**(66)**
		Phase B2 Net New										**1,817**	**79**	**53**	**132**	**64**	**91**	**155**
Phase B3																		
2I	Medical Office	Medical Office	50	ksf	29.7	2.26	79%	21%	2.45	28%	72%	**1,485**	**89**	**24**	**113**	**34**	**89**	**123**
	Neighborhood Commercial or Health Related Services [g]	Retail	4.5	ksf	40.64	1.81	62%	38%	2.8	48%	52%	183	5	3	8	6	7	13
	Internal Capture				*50%*	*50%*			*50%*			*(92)*	*(2)*	*(2)*	*(4)*	*(3)*	*(4)*	*(7)*
	New Trips											**91**	**3**	**1**	**4**	**3**	**3**	**6**
		Phase B3 Gross New										**1,576**	**92**	**25**	**117**	**37**	**92**	**129**
	Existing to be Removed																	
2I	*Existing Day Care [b]*	*Day Care (from ITE 565)*	*(61)*	*students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	(249)	(25)	(23)	(48)	(23)	(25)	(48)
	Internal Capture [c]				*50%*	*50%*			*50%*			*125*	*13*	*11*	*24*	*11*	*13*	*24*
	New Trips											**(124)**	**(12)**	**(12)**	**(24)**	**(12)**	**(12)**	**(24)**
		Phase B3 Net New										**1,452**	**80**	**13**	**93**	**25**	**80**	**105**
		2031 Interim Gross New										6,276	289	146	435	184	316	500
		2031 Interim Year Total to be Removed										*(1,002)*	*(49)*	*(33)*	*(82)*	*(37)*	*(53)*	*(90)*
		2031 Net New										5,274	240	113	353	147	263	410

Notes:

[a] Allowable land uses are defined in the Development Agreement.
[b] Proposed day care is 9,000 square feet. Existing day care is 6,362 square feet.
[c] The internal capture rate accounts for the approximately 50% of day care users expected to be internal to the hospital (i.e., children of PSJHC employees).
[d] The housing provided by the Project is intended to serve visitors to the hospital. It is estimated that half of the resident/temporary resident trips are non-auto trips to/from the hospital
[e] The retail and restaurant services provided by the Project are primarily intended to serve Project employees and visitors. The internal capture rate accounts for the non-auto trips to/from the hospital as well as other surrounding land uses
[f] The restaurant rate is used to be conservative.
[g] The retail rate is used to be conservative.

TABLE 5B
PROVIDENCE ST. JOHNS HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - PHASING PLAN B

Building	Land Use [a]	Trip Generation Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour			Weekday	AM Peak Hour Trips			PM Peak Hour Trips		
					Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
Phase B4																		
S4	Education & Conference Center	Office [h]	8.65	ksf	10.15	0.8	88%	12%	0.89	17%	83%	88	6	1	7	1	7	8
	Hospital/Health Care, Health & Wellness Center, Medical Research	Hospital	180.35	ksf	16.33	1.07	63%	37%	1.24	38%	62%	2,945	122	71	193	85	139	224
	Neighborhood Commercial	Retail	8.2	ksf	40.64	1.81	62%	38%	2.8	48%	52%	333	9	6	15	11	12	23
	Internal Capture [e]				*50%*	*50%*			*50%*			*(167)*	*(5)*	*(3)*	*(8)*	*(6)*	*(6)*	*(12)*
	New Trips											**166**	**4**	**3**	**7**	**5**	**6**	**11**
	Neighborhood Commercial or Restaurant	Restaurant	1.8	ksf	81.24	3.64	55%	45%	5.53	60%	40%	146	4	3	7	6	4	10
	Internal Capture [e]				*50%*	*50%*			*50%*			*(73)*	*(2)*	*(2)*	*(4)*	*(3)*	*(2)*	*(5)*
	New Trips											**73**	**2**	**1**	**3**	**3**	**2**	**5**
	Saint John's Café	Restaurant	0.9	ksf	81.24	3.64	55%	45%	5.53	60%	40%	73	2	1	3	3	2	5
	Internal Capture [e]				*50%*	*50%*			*50%*			*(37)*	*(1)*	*(1)*	*(2)*	*(2)*	*(1)*	*(3)*
	New Trips											**36**	**1**	**0**	**1**	**1**	**1**	**2**
S5	Visitor Housing	Multifamily One Car	34	units	3.82	0.25	20%	80%	0.28	65%	35%	130	2	7	9	7	3	10
	Internal Capture [d]				*50%*	*50%*			*50%*			*(65)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
	New Trips											**65**	**1**	**3**	**4**	**4**	**1**	**5**
		Phase B4 Net New										**3,373**	**136**	**79**	**215**	**99**	**156**	**255**
Phase B5																		
2D/E	Hospital/Health Care	Hospital	75.5	ksf	16.33	1.07	63%	37%	1.24	38%	62%	1,233	51	30	81	36	58	94
	Neighborhood Commercial	Retail	3	ksf	40.64	1.81	62%	38%	2.8	48%	52%	122	3	2	5	4	4	8
	Internal Capture				*50%*	*50%*			*50%*			*(61)*	*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
	New Trips											**61**	**1**	**1**	**2**	**2**	**2**	**4**
	Mullin Plaza	Restaurant	1.5	ksf	81.24	3.64	55%	45%	5.53	60%	40%	122	3	2	5	5	3	8
	Internal Capture				*50%*	*50%*			*50%*			*(61)*	*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
	New Trips											**61**	**1**	**1**	**2**	**3**	**1**	**4**
		Phase B5 Gross New										**1,355**	**53**	**32**	**85**	**41**	**61**	**102**
	Existing to be Removed																	
2D/E	*Foundation - Hospital/Health Care and Medical Research*	*Hospital to be removed*	*(10.800)*	*ksf*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(176)*	*(8)*	*(4)*	*(12)*	*(5)*	*(8)*	*(13)*
		Phase B5 Net New										**1,179**	**45**	**28**	**73**	**36**	**53**	**89**
		Total Project (2042) Gross New										11,004	478	257	735	324	533	857
		Total Project (2042) Existing to be Removed										*(1,178)*	*(57)*	*(37)*	*(94)*	*(42)*	*(61)*	*(103)*
		Total Project (2042) Net New										9,826	421	220	641	282	472	754

Notes:

[a] Allowable land uses are defined in the Development Agreement.

[d] The housing provided by the Project is intended to serve visitors to the hospital. It is estimated that half of the residents/temporary residents trips are non-auto trips to/from the hospital

[e] The retail and restaurant services provided by the Project are primarily intended to serve Project employees and visitors. The internal capture rate accounts for the non-auto trips to/from the hospital as well as other surrounding land uses

[h] The use of the office rate is conservative for the education and conference center, which would provide auditorium/meeting space for health care-related conferences, meetings, seminars, workshops, etc. The center would not be used for trade and consumer shows or industry meetings not related to health care.

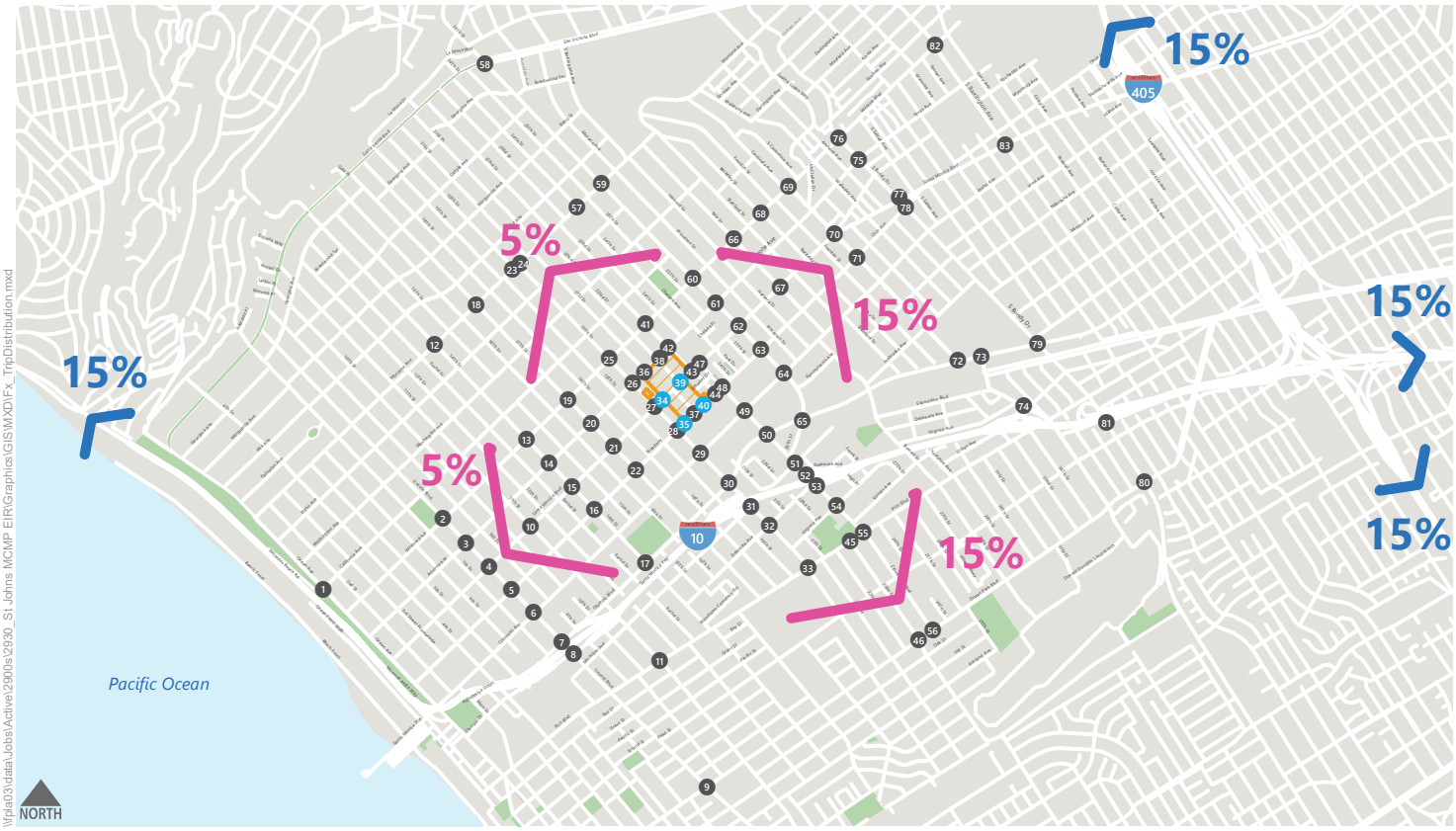
Project Traffic Distribution and Trip Assignment

The geographic distribution of trips generated by the proposed project is dependent on characteristics of the street system serving the project site, the level of accessibility of routes to and from the proposed project site, and the locations of residential areas from which employees and patients would be drawn. Traffic generated by the proposed project was estimated and assigned with consideration of the planned changes in site access and parking, the location of the site in the context of the surrounding street system, and ZIP code data provided by the applicant on the distribution of employees and patients. For this study, aggregated data on existing PSJHC staff home zip codes and patient home zip codes was used to determine existing origins for trips coming to and leaving from the project. The overall distribution pattern for this study was developed in consultation with City staff and is illustrated in Figure 5.

- 15% to and from the east via local streets
- 15% to and from the south via local streets
- 10% to and from the west and northwest via local streets
- 15% to and from the east via I-10
- 15% to and from the south via I-405
- 15% to and from the north via I-405
- 15% to and from the west via SR-1

On-site parking for the PSJHC is currently provided in several parking lots spread across the campus. The PSJHC also relies, in part, on leased off-site parking supplies to supplement the on-site parking supply. Off-site parking is located in the Held Parking Structure and Koll Garage located west of the medical center, at Saint Anne's Church, located southwest of the Health Campus and at the Colorado Center, located to the east.[2] Upon build-out of the Master Plan project, the on-site parking supply is planned to be sufficient to accommodate its needs, resulting in redistribution of existing trips as well as accommodating the projected increase in trips. The existing baseline traffic counts were reviewed together with information on the distribution and use of the current parking supply to determine where the location of existing trips that would be shifted to the on-site parking in the future. Project traffic was assigned based on the vehicle access and circulation diagram from the Master Plan, as seen in Figure 5. The information described above was used to assign the project-generated traffic to the study intersections, as shown in Appendix B2.

[2] *Parking Management Plan Update for Providence St. John's Health Center* (Walker Parking Consultants, 2017).



Study Intersection
Future Intersection
Project Site

Trip Distribution

40% Local

60% Regional

Figure 5

Project Trip Distribution
Providence St. John's Health Center Phase II Project

4. TRAFFIC IMPACT ANALYSIS – INTERSECTIONS

To analyze the project's potential traffic impacts on intersections, the following traffic volume forecasts were developed:

- Approval Year (2019) No Project and Approval Year (2019) Plus Project,
- Interim Year (2031) No Project and Interim Year (2031) Plus Project,
- Future (2042) No Project and Future (2042) Plus Project.

These forecasts were analyzed to determine the potential traffic impacts of the project on surrounding intersections in the Approval Year, Interim Year, and Future Year. This chapter provides a discussion of the City's impact criteria and methodology used and summarizes the results of the analysis.

CITY OF SANTA MONICA SIGNIFICANCE THRESHOLDS FOR INTERSECTIONS

In 1991, the City of Santa Monica established criteria for assessing whether project-related traffic would result in significant impacts on intersection operating conditions using the measure of automobile delay. The thresholds of significance, summarized in Table 6, depends on the 1985 LUCE classification of the streets at the intersection (e.g., arterial, collector, or local street) and the operating conditions of the intersection under cumulative plus project traffic conditions. Although street classifications were updated in the 2010 LUCE, for purposes of this report, streets are classified as arterials, collectors and local streets because these are the categories used in the City's adopted intersection thresholds of significance. The potential significance of a project's impact is measured by either the change in average vehicle delay (measured in seconds) or by a change in the intersection operating conditions to unacceptable conditions. If the projected LOS is F, however, significance is defined in terms of a change in vehicle to capacity (V/C) ratio (as calculated by the HCM operational method), since the average vehicular delay cannot be calculated using the Highway Capacity Manual operational method if the intersection exhibits oversaturated traffic conditions.

Using the City of Santa Monica significance criteria summarized in Table 6, a project would not be considered to have a significant impact at an intersection if, for example, it is on an arterial street operating at LOS D with the addition of project traffic and the incremental change in the average vehicle delay is less than 15 seconds. If the intersection is operating at LOS E after the addition of project traffic and the average vehicle delay increases by any amount, however, this would be considered a significant project impact. All impacts on intersections projected to operate at LOS F are based on the V/C ratio, with project-related increases of 0.005 or greater considered significant.

TABLE 6
SIGNIFICANT IMPACT CRITERIA - CITY OF SANTA MONICA
ARTERIAL AND COLLECTOR INTERSECTIONS*

CITY OF SANTA MONICA	
BASE SCENARIO	**PLUS PROJECT SCENARIO**
IF LOS = A, B, OR C	**SIGNIFICANT IMPACT IF:**
==> and is a collector street intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes D, E, or F
==> and is an arterial intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes E or F
IF LOS = D	**SIGNIFICANT IMPACT IF:**
==> and is a collector street intersection	Any net increase in average seconds of delay per vehicle
==> and is an arterial intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes E or F
IF LOS = E	**SIGNIFICANT IMPACT IF:**
==> and is a collector or arterial intersection	Any net increase in average seconds of delay per vehicle
IF LOS = F	**SIGNIFICANT IMPACT IF:**
==> and is a collector or arterial intersection	HCM V/C ratio net increase is $\geq$ 0.005

Notes:

* Functional street classifications for Santa Monica Intersections in this table are from the City's previous Circulation Element. The 2010 Land Use and Circulation Element (LUCE) has adopted a different typology for streets within the City but the significance criteria have not yet been revised.

It should be noted that a key provision of SB 743, passed in September 2013, is the elimination of vehicle delay and LOS as a CEQA significance criterion in urban areas. The basic reason for this change at the State level is the recognition that there can be conflicts between improvements that benefit automobiles versus those that benefit other modes of transportation in urban areas (e.g., widening streets to improve automobile LOS can often be to the detriment of pedestrians), that continued reliance on automobiles is at odds with State objectives to reduce greenhouse gas emissions (through reductions in vehicle miles of travel), and that mitigation for increased vehicle delay often involves measures which may increase auto use and discourage alternative forms of transportation. When employed in isolation, LOS can lead to *ad hoc* roadway expansions that deteriorate conditions on the network as a whole, or discourage transportation improvements that improve street function overall, by providing better service for transit pedestrians or bicycles, but decreasing level of service for vehicles. Among the issues with vehicle LOS identified by the Governor's Office of Planning and Research (OPR) are the following:

- LOS is biased against "last in" development – Typical traffic analyses under CEQA compare future traffic volumes against LOS thresholds. A project that pushes LOS across the threshold triggers a significant impact. In already developed areas, existing traffic has already lowered LOS closer to the threshold. Because the LOS rating used to determine significance of the project's impact is determined by total traffic (existing traffic plus traffic added by the project), infill projects disproportionally trigger LOS thresholds compared to projects in less developed areas.

- LOS scale of analysis is too small – LOS is calculated for individual intersections and roadway segments. As traffic generated by a project fans out from the project, it substantially affects a few nearby intersections and roadway segments, then affects more distant intersections and roadway segments by a smaller amount. LOS impacts are typically triggered only at the nearby intersections and roadway segments where the change is greatest. Projects in newly developed areas typically generate substantially more vehicle travel than infill projects, but that traffic is more dispersed by the time it reaches congested areas with intersections and roadway segments operating near the thresholds. As a result, while outlying development may contribute a greater amount of total vehicle travel and cause widespread but small increases in congestion across the roadway network, it may not trigger LOS thresholds. Further, piecemeal efforts to optimize LOS at individual intersections and roadway segments may not optimize the roadway network as a whole. Focusing on increasing vehicle flow intersection-by-intersection or segment-by-segment frequently results in congested downstream bottlenecks, in some cases even worsening overall network congestion.

- LOS mitigation is problematic – Mitigation for LOS impacts typically involves reducing project size or adding motor vehicle capacity. Without affecting project demand, reducing the size of a project simply transfers development, and its associated traffic, elsewhere. When infill projects are reduced in size, development may be pushed to less transportation-efficient locations, which results in greater total travel. Meanwhile, adding motor vehicle capacity may induce additional vehicle travel, which negatively impacts the environment and human health. It also negatively impacts other modes of transportation, lengthening pedestrian crossing distances, adding delay and risk to pedestrian travel, displacing bicycle and dedicated transit facilities, and adding delay and risk to those modes of travel.

- LOS mischaracterizes transit, bicycle and pedestrian improvements as detrimental to transportation – Tradeoffs frequently must be made between automobile convenience and the

provision of safe and efficient facilities for users of transit and active modes. Since LOS measures the delay of motor vehicles, any improvement for other modes that might inconvenience motorists is characterized as an impediment to transportation.

- Use of LOS thresholds implies false precision – Calculating LOS involves a sequence of estimates, with each step using the output of the previous step. Imprecision in an early step can be amplified throughout the sequence. While it is difficult to estimate the distribution of future trips across the network with a high level of precision, the calculation of congestion levels is highly sensitive to that estimate. Further, LOS is typically reported in environmental analyses without acknowledging potential uncertainty or error; and

- As a measurement of delay, LOS measures motorist convenience, but not a physical impact to the environment.

According to the legislative intent contained in SB 743, changes to the current practice of using LOS are necessary to, "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." Pursuant to SB 743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT).

According to the legislative intent contained in SB 743, changes to the current practice of using LOS are necessary to, "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." Pursuant to SB 743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). In December 2018 the CEQA Guidelines were amended to include alternative criteria and OPR released technical guidance on VMT analysis. While the final guidelines were released in December 2018 and the new rules are now effect, lead agencies have until July 1, 2020 to develop and adopt new analytical procedures and threshold criteria, at which time auto delay will no longer be considered a significant impact under CEQA. These changes have not yet been fully implemented by the City of Santa Monica, and its adopted significance criteria still remain relevant to the proposed project.

CITY OF LOS ANGELES SIGNIFICANCE THRESHOLDS FOR INTERSECTIONS

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

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

APPROVAL YEAR (2019) ANALYSIS

An analysis of the project's impacts on intersections was conducted for the anticipated approval year of 2019. The Approval Year (2019) analysis conservatively adds vehicle trips generated by full buildout of the project to the roadway network in 2019 and determines the resulting LOS for the study intersections.

Approval Year (2019) No Project Conditions

The Approval Year (2019) No Project peak hour traffic forecasts described in Chapter 3 and shown in Appendix B2 were analyzed to project LOS at the study intersections during the analyzed AM and PM peak hours. Tables 7A and 7B provide a summary of the Approval Year (2019) intersection LOS, according to the City of Santa Monica's HCM Analysis Methodology and the City of Los Angeles's CMA Analysis Methodology, respectively. Detailed Vistro and CMA LOS calculation worksheets are provided in Appendix C.

TABLE 7A
APPROVAL YEAR (2019) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	APPROVAL NO PROJECT			APPROVAL WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
1	Ocean Avenue &	A	Signalized	AM	0.808	35	C	0.812	35	C	0	No
	California Avenue			PM	1.137	61	E	1.110	60	E	-1	No
2	Lincoln Boulevard &	A	Signalized	AM	0.439	21	C	0.442	21	C	0	No
	Wilshire Boulevard			PM	0.532	23	C	0.534	24	C	1	No
3	Lincoln Boulevard &	A	Signalized	AM	0.345	16	B	0.350	16	B	0	No
	Arizona Avenue			PM	0.412	19	B	0.424	20	B	1	No
4	Lincoln Boulevard &	A	Signalized	AM	0.478	23	C	0.482	23	C	0	No
	Santa Monica Boulevard			PM	0.567	30	C	0.571	30	C	0	No
5	Lincoln Boulevard &	A	Signalized	AM	0.548	25	C	0.549	25	C	0	No
	Broadway			PM	0.651	34	C	0.652	34	C	0	No
6	Lincoln Boulevard &	A	Signalized	AM	0.713	24	C	0.714	24	C	0	No
	Colorado Avenue			PM	0.827	38	D	0.830	38	D	0	No
7	Lincoln Boulevard &	A	Signalized	AM	0.872	74	E	0.872	74	E	0	No
	Olympic Blvd/I-10 WB Off-Ramp			PM	0.952	79	E	0.954	79	E	0	No
8	Lincoln Boulevard &	A	Signalized	AM	0.725	27	C	0.726	27	C	0	No
	I-10 EB On-Ramp			PM	1.048	**	F	1.050	**	F	0.002	No
9	Lincoln Boulevard &	A	Signalized	AM	0.760	45	D	0.761	45	D	0	No
	Ocean Park Boulevard			PM	0.731	43	D	0.733	43	D	0	No
10	11th Street &	A	Signalized	AM	0.413	18	B	0.417	18	B	0	No
	Santa Monica Boulevard			PM	0.430	17	B	0.433	17	B	0	No
11	11th Street &	A	Signalized	AM	0.494	20	B	0.501	20	B	0	No
	Pico Boulevard			PM	0.465	19	B	0.472	20	B	1	No
12	14th Street &	C	Signalized	AM	0.516	16	B	0.524	16	B	0	No
	Montana Avenue			PM	0.477	15	B	0.487	15	B	0	No
13	14th Street &	A	Signalized	AM	0.466	16	B	0.479	16	B	0	No
	Wilshire Boulevard			PM	0.518	18	B	0.532	18	B	0	No
14	14th Street &	C	Signalized	AM	0.381	13	B	0.405	13	B	0	No
	Arizona Avenue			PM	0.696	25	C	0.715	27	C	2	No
15	14th Street &	A	Signalized	AM	0.414	17	B	0.418	17	B	0	No
	Santa Monica Boulevard			PM	0.453	17	B	0.456	17	B	0	No
16	14th Street &	C	Signalized	AM	0.492	16	B	0.497	16	B	0	No
	Broadway			PM	0.466	16	B	0.469	16	B	0	No
17	14th Street &	A	Signalized	AM	0.421	16	B	0.431	16	B	0	No
	Olympic Boulevard			PM	0.514	16	B	0.524	16	B	0	No
18	17th Street &	C	Signalized	AM	0.478	8	A	0.481	8	A	0	No
	Montana Avenue			PM	0.470	8	A	0.471	8	A	0	No
19	17th Street &	A	Signalized	AM	0.468	16	B	0.468	16	B	0	No
	Wilshire Boulevard			PM	0.518	15	B	0.519	15	B	0	No
20	17th Street &	C	Signalized	AM	0.635	18	B	0.637	19	B	1	No
	Arizona Avenue			PM	0.511	21	C	0.519	21	C	0	No
21	17th Street &	A	Signalized	AM	0.451	17	B	0.457	17	B	0	No
	Santa Monica Boulevard			PM	0.515	17	B	0.528	18	B	1	No
22	17th Street &	C	Signalized	AM	0.480	16	B	0.490	16	B	0	No
	Broadway			PM	0.493	16	B	0.504	16	B	0	No
23	20th Street &	C	Signalized	AM	0.364	6	A	0.377	6	A	0	No
	Montana Avenue (west)			PM	0.403	6	A	0.417	6	A	0	No
24	20th Street &	C	Signalized	AM	0.430	7	A	0.442	7	A	0	No
	Montana Avenue (east)			PM	0.410	7	A	0.428	7	A	0	No
25	20th Street &	A	Signalized	AM	0.562	17	B	0.573	18	B	1	No
	Wilshire Boulevard			PM	0.539	20	B	0.549	20	C	0	No
26	20th Street &	C	Signalized	AM	0.672	19	B	0.703	20	B	1	No
	Arizona Avenue			PM	0.631	32	C	0.675	38	D	6	Yes
27	20th Street &	A	Signalized	AM	0.629	32	C	0.683	34	C	2	No
	Santa Monica Boulevard			PM	0.559	30	C	0.611	32	C	2	No
28	20th Street &	C	Signalized	AM	0.512	17	B	0.536	17	B	0	No
	Broadway			PM	0.540	17	B	0.572	17	B	0	No
29	20th Street &	A	Signalized	AM	0.588	19	B	0.608	20	C	1	No
	Colorado Avenue			PM	0.460	16	B	0.476	16	B	0	No
30	20th Street &	A	Signalized	AM	0.760	46	D	0.778	49	D	3	No
	Olympic Boulevard			PM	0.579	36	D	0.597	37	D	1	No

TABLE 7A
APPROVAL YEAR (2019) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	APPROVAL NO PROJECT			APPROVAL WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
31	20th Street &	A	Signalized	AM	0.523	26	C	0.539	28	C	2	No
	I-10 EB Off-Ramp			PM	0.534	24	C	0.541	24	C	0	No
32	20th Street &	C	Signalized	AM	0.369	9	A	0.375	9	A	0	No
	Delaware Avenue			PM	0.563	12	B	0.570	12	B	0	No
33	20th Street &	A	Signalized	AM	0.611	28	C	0.616	29	C	1	No
	Pico Boulevard			PM	0.654	84	F	0.658	99	F	0.004	No
34	20th Place &	A	Signalized	AM				0.435	10	A		
	Santa Monica Boulevard			PM				0.454	13	B		
35	20th Place &	C	Two-way stop	AM				0.148	32	D		
	Broadway			PM				0.178	34	D		
36	21st Street &	C	All-way stop	AM	0.403	10	A	0.450	10	B	0	No
	Arizona Avenue			PM	0.748	16	C	0.818	19	C	3	No
37	21st Street &	C	Two-way stop	AM	0.197	28	D	0.008	9	A	-19	No
	Broadway			PM	0.690	18	C	0.010	9	A	-9	No
38	22nd Street &	C	All-way stop	AM	0.440	11	B	0.496	11	B	0	No
	Arizona Avenue			PM	0.630	13	B	0.694	15	B	2	No
39	22nd Street &	A	Signalized	AM				0.502	12	B		
	Santa Monica Boulevard			PM				0.585	18	B		
40	22nd Street &	C	Two-way stop	AM				0.015	23	C		
	Broadway			PM				0.022	21	C		
41	23rd Street &	A	Signalized	AM	0.528	12	B	0.544	13	B	1	No
	Wilshire Boulevard			PM	0.540	13	B	0.574	14	B	1	No
42	23rd Street &	C	All-way stop	AM	0.547	15	B	0.666	19	C	4	No
	Arizona Avenue			PM	0.771	19	C	0.962	35	D	16	Yes
43	23rd Street &	A	Signalized	AM	0.581	17	B	0.692	20	C	3	No
	Santa Monica Boulevard			PM	0.474	9	A	0.541	10	B	1	No
44	23rd Street &	C	Two-way stop	AM	0.116	26	D	0.091	25	D	-1	No
	Broadway			PM	0.148	27	D	0.166	27	D	0	No
45	23rd Street &	A	Signalized	AM	0.513	23	C	0.516	23	C	0	No
	Pico Boulevard			PM	0.524	17	B	0.525	18	B	1	No
46	23rd Street &	A	Signalized	AM	0.792	45	D	0.802	48	D	3	No
	Ocean Park Boulevard			PM	0.667	25	C	0.677	25	C	0	No
47	Cloverfield Boulevard &	A	Signalized	AM	0.609	24	C	0.712	27	C	3	No
	Santa Monica Boulevard			PM	0.578	21	C	0.722	24	C	3	No
48	Cloverfield Boulevard &	A	Signalized	AM	0.468	17	B	0.496	18	B	1	No
	Broadway			PM	0.471	17	B	0.517	18	B	1	No
49	Cloverfield Boulevard &	A	Signalized	AM	0.629	32	C	0.641	32	C	0	No
	Colorado Avenue			PM	0.556	34	C	0.581	34	C	0	No
50	Cloverfield Boulevard &	A	Signalized	AM	0.622	41	D	0.637	41	D	0	No
	Olympic Boulevard			PM	0.818	56	E	0.841	61	E	5	Yes
51	Cloverfield Boulevard &	A	Signalized	AM	0.576	26	C	0.580	26	C	0	No
	Michigan Avenue			PM	0.795	26	C	0.819	28	C	2	No
52	Cloverfield Boulevard &	A	Signalized	AM	0.467	32	C	0.501	37	D	5	No
	I-10 WB Off-Ramp			PM	0.916	36	D	0.942	44	D	8	No
53	Cloverfield Boulevard &	A	Signalized	AM	0.604	20	C	0.605	20	C	0	No
	I-10 EB On-Ramp			PM	1.018	42	D	1.047	47	D	5	No
54	Cloverfield Boulevard &	A	Signalized	AM	0.371	11	B	0.376	11	B	0	No
	Virginia Avenue			PM	0.511	10	B	0.520	10	B	0	No
55	Cloverfield Boulevard &	A	Signalized	AM	0.627	42	D	0.639	44	D	2	No
	Pico Boulevard			PM	0.697	33	C	0.707	33	C	0	No
56	Cloverfield Boulevard &	A	Signalized	AM	0.462	9	A	0.464	9	A	0	No
	Ocean Park Boulevard			PM	0.465	15	B	0.474	15	B	0	No
57	24th Street &	C	Signalized	AM	0.380	11	B	0.384	11	B	0	No
	Montana Avenue			PM	0.365	6	A	0.368	5	A	-1	No
58	26th Street &	A	Signalized	AM	0.626	45	D	0.632	45	D	0	No
	San Vicente Boulevard			PM	0.635	41	D	0.638	41	D	0	No
59	26th Street &	C	Signalized	AM	0.558	16	B	0.571	16	B	0	No
	Montana Avenue			PM	0.589	17	B	0.602	17	B	0	No
60	26th Street &	A	Signalized	AM	0.702	39	D	0.720	41	D	2	No
	Wilshire Boulevard			PM	0.682	35	D	0.700	37	D	2	No
61	26th Street &	A	Signalized	AM	0.596	23	C	0.603	23	C	0	No
	Arizona Avenue			PM	0.502	19	B	0.520	20	B	1	No
62	26th Street &	A	Signalized	AM	0.630	35	D	0.669	36	D	1	No
	Santa Monica Boulevard			PM	0.625	35	D	0.658	36	D	1	No
63	26th Street &	A	Signalized	AM	0.643	19	B	0.643	19	B	0	No
	Broadway			PM	0.632	19	B	0.642	19	B	0	No
64	26th Street &	A	Signalized	AM	0.470	24	C	0.473	24	C	0	No
	Colorado Avenue			PM	0.618	34	C	0.625	34	C	0	No
65	26th Street &	A	Signalized	AM	0.728	43	D	0.732	44	D	1	No
	Olympic Boulevard			PM	0.719	40	D	0.722	40	D	0	No

TABLE 7A
APPROVAL YEAR (2019) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	APPROVAL NO PROJECT			APPROVAL WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
66	Yale Street &	A	Signalized	AM	0.499	11	B	0.505	11	B	0	No
	Wilshire Boulevard			PM	0.483	10	B	0.486	11	B	1	No
67	Yale Street &	A	Signalized	AM	0.558	14	B	0.593	14	B	0	No
	Santa Monica Boulevard			PM	0.437	11	B	0.468	11	B	0	No
68	Berkeley Street &	A	Signalized	AM	0.657	16	B	0.664	16	B	0	No
	Wilshire Boulevard			PM	0.580	14	B	0.588	14	B	0	No
69	Centinela Avenue &	A	Signalized	AM	0.525	8	A	0.532	8	A	0	No
	Wilshire Boulevard			PM	0.594	11	B	0.603	12	B	1	No
70	Centinela Avenue &	A	Signalized	AM	0.763	22	C	0.827	34	C	12	No
	Santa Monica Boulevard			PM	0.721	21	C	0.783	25	C	4	No
71	Centinela Avenue &	A	Signalized	AM	0.564	14	B	0.588	15	B	1	No
	Broadway			PM	0.630	16	B	0.653	16	B	0	No
72	Centinela Avenue &	A	Signalized	AM	0.638	14	B	0.638	14	B	0	No
	Olympic Boulevard (west int)			PM	0.654	16	B	0.654	16	B	0	No
73	Centinela Avenue &	A	Signalized	AM	0.588	23	C	0.598	23	C	0	No
	Olympic Boulevard			PM	0.516	17	B	0.528	17	B	0	No
74	Centinela Avenue &	A	Signalized	AM	0.812	92	F	0.823	94	F	0.011	Yes
	I-10 WB On-Off Ramps			PM	0.763	46	D	0.775	46	D	0	No
75	Bundy Drive &	A	Signalized	AM	0.556	14	B	0.563	14	B	0	No
	Texas Avenue			PM	0.778	24	C	0.804	26	C	2	No
76	Bundy Drive &	A	Signalized	AM	0.630	30	C	0.637	31	C	1	No
	Wilshire Boulevard			PM	0.631	32	C	0.644	32	C	0	No
77	Bundy Drive &	A	Signalized	AM	0.502	20	B	0.521	20	C	0	No
	Santa Monica Boulevard			PM	0.674	24	C	0.709	25	C	1	No
78	Bundy Drive &	A	Signalized	AM	0.493	16	B	0.503	16	B	0	No
	Ohio Avenue			PM	0.476	17	B	0.494	17	B	0	No
79	Bundy Drive &	A	Signalized	AM	0.753	55	D	0.760	55	D	0	No
	Olympic Boulevard			PM	0.789	49	D	0.808	50	D	1	No
80	Bundy Drive &	A	Signalized	AM	0.872	**	F	0.876	**	F	0.004	No
	Ocean Park Boulevard			PM	0.845	**	F	0.851	**	F	0.006	Yes
81	Bundy Drive &	A	Signalized	AM	0.752	17	B	0.764	18	B	1	No
	I-10 EB On-Ramp			PM	0.725	35	C	0.751	43	D	8	No
82	Barrington Avenue &	A	Signalized	AM	0.810	45	D	0.827	50	D	5	No
	Wilshire Boulevard			PM	0.661	34	C	0.721	40	D	6	No
83	Barrington Avenue &	A	Signalized	AM	0.617	27	C	0.651	28	C	1	No
	Santa Monica Boulevard			PM	0.711	28	C	0.839	31	C	3	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

TWSC Two-Way Stop Control

AWSC All Way Stop Control

A Arterial intersection

C Collector intersection

TABLE 7B
APPROVAL YEAR (2018) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS
CITY OF LOS ANGELES ANALYSIS METHODOLOGY - CMA

NO.	INTERSECTION	CITY	PEAK HOUR	APPROVAL YEAR		APPROVAL + PROJECT		V/C RATIO	SIGNIFICANT IMPACT?
				V/C	LOS	V/C	LOS	CHANGE	
58	26th St & San Vicente Blvd	SM/LA	AM	0.653	B	0.660	B	0.007	No
			PM	0.715	C	0.718	C	0.004	No
68	Berkeley St & Wilshire Blvd	SM/LA	AM	0.607	B	0.615	B	0.008	No
			PM	0.550	A	0.555	A	0.005	No
69	Centinela Ave & Wilshire Blvd	SM/LA	AM	0.497	A	0.500	A	0.003	No
			PM	0.550	A	0.559	A	0.009	No
70	Centinela Ave & Santa Monica Blvd	SM/LA	AM	0.713	C	0.765	C	0.051	Yes
			PM	0.683	B	0.743	C	0.059	Yes
71	Centinela Ave & Broadway	SM/LA	AM	0.473	A	0.499	A	0.025	No
			PM	0.647	B	0.672	B	0.025	No
72	Centinela Ave & Olympic Blvd (west)	SM/LA	AM	0.641	B	0.652	B	0.011	No
			PM	0.650	B	0.667	B	0.017	No
73	Centinela Ave & Olympic Blvd (east)	SM/LA	AM	0.569	A	0.581	A	0.012	No
			PM	0.473	A	0.486	A	0.013	No
74	Centinela Ave & I-10 WB Ramps	LA	AM	0.868	D	0.881	D	0.013	No
			PM	0.847	D	0.862	D	0.015	No
75	Bundy Dr & Texas Ave	LA	AM	0.453	A	0.459	A	0.005	No
			PM	0.597	A	0.604	B	0.007	No
76	Bundy Dr & Wilshire Blvd	LA	AM	0.747	C	0.765	C	0.017	No
			PM	0.642	B	0.647	B	0.005	No
77	Bundy Dr & Santa Monica Blvd	LA	AM	0.523	A	0.547	A	0.023	No
			PM	0.597	A	0.637	B	0.040	No
78	Bundy Dr & Ohio Ave	LA	AM	0.520	A	0.528	A	0.008	No
			PM	0.560	A	0.569	A	0.009	No
79	Bundy Dr & Olympic Blvd	LA	AM	0.811	D	0.820	D	0.009	No
			PM	0.808	D	0.819	D	0.011	No
80	Bundy Dr & Ocean Park Blvd	LA	AM	0.904	E	0.906	E	0.002	No
			PM	1.231	F	1.237	F	0.006	No
81	Bundy Dr & I-10 EB On-Ramp	LA	AM	0.613	B	0.625	B	0.011	No
			PM	0.580	A	0.605	B	0.025	No
82	Barrington Ave & Wilshire Blvd	LA	AM	0.837	D	0.868	D	0.031	Yes
			PM	0.651	B	0.687	B	0.036	No
83	Barrington Ave & Santa Monica Blvd	LA	AM	0.655	B	0.681	B	0.026	No
			PM	0.635	B	0.686	B	0.051	No

As shown in Table 7A, 72 of the 79 study intersections are projected to operate at acceptable LOS during all analyzed peak hours, based on the HCM 2010 analysis. The remaining six study intersections are projected to operate at E or F LOS during at least one of the analyzed peak hours:

1. Ocean Avenue & California Avenue (LOS E during the PM peak hour)
7. Lincoln Boulevard & Olympic Boulevard/I-10 Westbound Off-Ramp (LOS E during the AM and PM peak hours)
8. Lincoln Boulevard & I-10 Eastbound On-Ramp (LOS F during the PM peak hour)
33. 20th Street & Pico Boulevard (LOS F during the PM peak hour)
50. Cloverfield Boulevard & Olympic Boulevard (LOS E during the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS F during the PM peak hour)
80. Bundy Drive & Ocean Park Boulevard (LOS F during the AM and PM peak hours)

As shown in Table 7B, 16 of the 17 study intersections located in or shared with the City of Los Angeles are projected to operate at acceptable LOS during all analyzed peak hours, based on the CMA analysis. The remaining one study intersections is projected to operate at E or F LOS during at least one of the analyzed peak hours:

80. Bundy Drive & Ocean Park Boulevard (LOS E or F in the AM and PM peak hours)

Approval Year (2019) Plus Project Traffic Conditions

The Approval Year (2019) Plus Project peak hour traffic volumes shown in Appendix B2, were analyzed to determine the future LOS at the study intersections and to identify traffic impacts resulting from the addition of project-generated traffic. The results of this analysis are summarized in Table 7A and 7B for comparison with the Approval Year (2019) No Project conditions.

As shown in Table 7A, of the 83 analyzed intersections, five study intersections were found to be significantly impacted:

26. 20th Street & Arizona Avenue (LOS C becoming LOS D in the PM peak hour)
42. 23rd Street & Arizona Avenue (LOS C becoming LOS D in the PM peak hour)
50. Cloverfield Boulevard & Colorado Avenue (LOS E in the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS F in the AM peak hour)
80. Bundy Drive & Ocean Park Boulevard (LOS F in the AM and PM peak hours)

As shown in Table 7B, 17 intersections are located in or shared with the City of Los Angeles, and two of these study intersections were found to be significantly impacted by the project under the CMA methodology:

70. Centinela Avenue & Santa Monica Boulevard (LOS C during the AM peak hour and LOS B becoming LOS C during the PM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS D in the AM peak hour)

At some intersections, under each of the analyzed future scenarios, the vehicle delay is shown to decrease slightly even as project trips are added. This is possible under the HCM 2010 analysis methodology due to how additional trips affect the weighted calculation of total intersection delay.

INTERIM YEAR (2031) ANALYSIS

An analysis of the project's impacts on intersections was conducted for the interim year of 2031. This year reflects the completion of Stages A1-A3 for Phasing Plan A and Stages B1-B3 for Phasing Plan B of the project. The Interim Year (2031) analysis adds vehicle trips generated by partial buildout of the project to the roadway network in 2019 and determines the resulting LOS for the study intersections.

Interim Year (2031) No Project Traffic Conditions

The Interim Year (2031) No Project peak hour traffic volumes described in Chapter 3 and shown in Appendix B2 were analyzed to project future LOS at the study intersections during the analyzed AM and PM peak hours. The results of this analysis are summarized in Tables 8A and 8B. Detailed Vistro LOS calculation worksheets are provided in Appendix C.

TABLE 8A
INTERIM YEAR (2031) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	2031 NO PROJECT			2031 WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
1	Ocean Avenue & California Avenue	A	Signalized	AM	0.810	28	C	0.810	28	C	0	No
				PM	1.068	58	E	1.056	58	E	0	No
2	Lincoln Boulevard & Wilshire Boulevard	A	Signalized	AM	0.428	21	C	0.428	21	C	0	No
				PM	0.529	24	C	0.530	24	C	0	No
3	Lincoln Boulevard & Arizona Avenue	A	Signalized	AM	0.316	15	B	0.316	15	B	0	No
				PM	0.388	17	B	0.394	17	B	0	No
4	Lincoln Boulevard & Santa Monica Boulevard	A	Signalized	AM	0.485	23	C	0.485	23	C	0	No
				PM	0.562	32	C	0.569	32	C	0	No
5	Lincoln Boulevard & Broadway	A	Signalized	AM	0.542	25	C	0.542	25	C	0	No
				PM	0.652	35	D	0.653	35	D	0	No
6	Lincoln Boulevard & Colorado Avenue	A	Signalized	AM	0.699	23	C	0.699	23	C	0	No
				PM	0.793	33	C	0.795	33	C	0	No
7	Lincoln Boulevard & Olympic Blvd/I-10 WB Off-Ramp	A	Signalized	AM	0.852	72	E	0.852	72	E	0	No
				PM	0.946	71	E	0.949	71	E	0	No
8	Lincoln Boulevard & I-10 EB On-Ramp	A	Signalized	AM	0.711	27	C	0.711	27	C	0	No
				PM	1.041	**	F	1.044	**	F	0.003	No
9	Lincoln Boulevard & Ocean Park Boulevard	A	Signalized	AM	0.774	48	D	0.774	48	D	0	No
				PM	0.711	40	D	0.713	40	D	0	No
10	11th Street & Santa Monica Boulevard	A	Signalized	AM	0.427	17	B	0.427	17	B	0	No
				PM	0.419	17	B	0.423	17	B	0	No
11	11th Street & Pico Boulevard	A	Signalized	AM	0.485	20	B	0.485	20	B	0	No
				PM	0.471	19	B	0.474	20	B	1	No
12	14th Street & Montana Avenue	C	Signalized	AM	0.516	16	B	0.516	16	B	0	No
				PM	0.478	15	B	0.482	15	B	0	No
13	14th Street & Wilshire Boulevard	A	Signalized	AM	0.484	16	B	0.484	16	B	0	No
				PM	0.506	17	B	0.510	18	B	1	No
14	14th Street & Arizona Avenue	C	Signalized	AM	0.377	13	B	0.377	13	B	0	No
				PM	0.575	18	B	0.583	18	B	0	No
15	14th Street & Santa Monica Boulevard	A	Signalized	AM	0.406	17	B	0.406	17	B	0	No
				PM	0.455	16	B	0.459	16	B	0	No
16	14th Street & Broadway	C	Signalized	AM	0.482	16	B	0.482	16	B	0	No
				PM	0.444	16	B	0.445	16	B	0	No
17	14th Street & Olympic Boulevard	A	Signalized	AM	0.431	16	B	0.431	16	B	0	No
				PM	0.488	16	B	0.492	16	B	0	No
18	17th Street & Montana Avenue	C	Signalized	AM	0.476	8	A	0.476	8	A	0	No
				PM	0.458	8	A	0.460	8	A	0	No
19	17th Street & Wilshire Boulevard	A	Signalized	AM	0.483	16	B	0.483	16	B	0	No
				PM	0.523	15	B	0.526	15	B	0	No
20	17th Street & Arizona Avenue	C	Signalized	AM	1.014	50	D	1.014	50	D	0	No
				PM	0.625	22	C	0.671	23	C	1	No
21	17th Street & Santa Monica Boulevard	A	Signalized	AM	0.478	17	B	0.478	17	B	0	No
				PM	0.497	17	B	0.503	17	B	0	No
22	17th Street & Broadway	C	Signalized	AM	0.495	16	B	0.495	16	B	0	No
				PM	0.482	16	B	0.484	16	B	0	No
23	20th Street & Montana Avenue (west)	C	Signalized	AM	0.371	6	A	0.371	6	A	0	No
				PM	0.408	6	A	0.418	6	A	0	No
24	20th Street & Montana Avenue (east)	C	Signalized	AM	0.436	7	A	0.436	7	A	0	No
				PM	0.421	7	A	0.433	7	A	0	No
25	20th Street & Wilshire Boulevard	A	Signalized	AM	0.576	17	B	0.576	17	B	0	No
				PM	0.554	19	B	0.563	20	C	1	No
26	20th Street & Arizona Avenue	C	Signalized	AM	0.717	21	C	0.717	21	C	0	No
				PM	0.636	21	C	0.652	22	C	1	No
27	20th Street & Santa Monica Boulevard	A	Signalized	AM	0.548	35	C	0.548	35	C	0	No
				PM	0.555	27	C	0.596	29	C	2	No
28	20th Street & Broadway	C	Signalized	AM	0.544	17	B	0.544	17	B	0	No
				PM	0.499	18	B	0.526	18	B	0	No
29	20th Street & Colorado Avenue	A	Signalized	AM	0.617	18	B	0.617	18	B	0	No
				PM	0.514	17	B	0.528	17	B	0	No
30	20th Street & Olympic Boulevard	A	Signalized	AM	0.834	50	D	0.834	50	D	0	No
				PM	0.701	38	D	0.714	39	D	1	No

TABLE 8A
INTERIM YEAR (2031) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	2031 NO PROJECT			2031 WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
31	20th Street &	A	Signalized	AM	0.530	28	C	0.530	28	C	0	No
	I-10 EB Off-Ramp			PM	0.422	17	B	0.432	17	B	0	No
32	20th Street &	C	Signalized	AM	0.367	9	A	0.367	9	A	0	No
	Delaware Avenue			PM	0.539	12	B	0.544	12	B	0	No
33	20th Street &	A	Signalized	AM	0.607	28	C	0.607	28	C	0	No
	Pico Boulevard			PM	0.658	59	E	0.673	67	E	8	Yes
34	20th Place &	A	Signalized	AM				0.381	10	A		
	Santa Monica Boulevard			PM				0.451	14	B		
35	20th Place &	C	Two-way stop	AM				0.138	29	D		
	Broadway			PM				0.190	35	E		
36	21st Street &	C	All-way stop	AM	0.423	10	B	0.423	10	B	0	No
	Arizona Avenue			PM	0.804	19	C	0.874	23	C	4	No
37	21st Street &	C	Two-way stop	AM	0.760	53	F	0.008	9	A	-45	No
	Broadway			PM	0.978	59	F	0.009	9	A	-50	No
38	22nd Street &	C	All-way stop	AM	0.462	11	B	0.462	11	B	0	No
	Arizona Avenue			PM	0.680	14	B	0.740	16	C	2	No
39	22nd Street &	A	Signalized	AM								
	Santa Monica Boulevard			PM								
40	22nd Street &	C	Signalized	AM								
	Broadway			PM								
41	23rd Street &	A	Signalized	AM	0.542	13	B	0.542	13	B	0	No
	Wilshire Boulevard			PM	0.532	12	B	0.559	13	B	1	No
42	23rd Street &	C	All-way stop	AM	0.659	19	C	0.659	19	C	0	No
	Arizona Avenue			PM	0.781	21	C	0.948	35	D	14	Yes
43	23rd Street &	A	Signalized	AM	0.589	15	B	0.589	15	B	0	No
	Santa Monica Boulevard			PM	0.481	8	A	0.527	9	A	1	No
44	23rd Street &	C	Two-way stop	AM	0.516	50	E	0.516	50	E	0	No
	Broadway			PM	0.124	41	E	0.914	**	F	≥ 1	Yes
45	23rd Street &	A	Signalized	AM	0.516	23	C	0.516	23	C	0	No
	Pico Boulevard			PM	0.542	19	B	0.546	19	B	0	No
46	23rd Street &	A	Signalized	AM	0.770	45	D	0.770	45	D	0	No
	Ocean Park Boulevard			PM	0.654	25	C	0.667	25	C	0	No
47	Cloverfield Boulevard &	A	Signalized	AM	0.609	21	C	0.609	21	C	0	No
	Santa Monica Boulevard			PM	0.600	18	B	0.674	20	C	2	No
48	Cloverfield Boulevard &	A	Signalized	AM	0.573	22	C	0.573	22	C	0	No
	Broadway			PM	0.461	17	B	0.489	18	B	1	No
49	Cloverfield Boulevard &	A	Signalized	AM	0.640	33	C	0.640	33	C	0	No
	Colorado Avenue			PM	0.609	41	D	0.624	41	D	0	No
50	Cloverfield Boulevard &	A	Signalized	AM	0.595	37	D	0.595	37	D	0	No
	Olympic Boulevard			PM	0.829	57	E	0.842	60	E	3	Yes
51	Cloverfield Boulevard &	A	Signalized	AM	0.573	26	C	0.573	26	C	0	No
	Michigan Avenue			PM	0.870	40	D	0.885	43	D	3	No
52	Cloverfield Boulevard &	A	Signalized	AM	0.477	33	C	0.477	33	C	0	No
	I-10 WB Off-Ramp			PM	0.913	36	D	0.928	40	D	4	No
53	Cloverfield Boulevard &	A	Signalized	AM	0.581	20	B	0.581	20	B	0	No
	I-10 EB On-Ramp			PM	1.091	59	E	1.099	61	E	2	Yes
54	Cloverfield Boulevard &	A	Signalized	AM	0.391	11	B	0.391	11	B	0	No
	Virginia Avenue			PM	0.485	10	A	0.494	10	A	0	No
55	Cloverfield Boulevard &	A	Signalized	AM	0.634	41	D	0.634	41	D	0	No
	Pico Boulevard			PM	0.683	32	C	0.695	32	C	0	No
56	Cloverfield Boulevard &	A	Signalized	AM	0.467	10	A	0.467	10	A	0	No
	Ocean Park Boulevard			PM	0.436	14	B	0.445	14	B	0	No
57	24th Street &	C	Signalized	AM	0.360	11	B	0.360	11	B	0	No
	Montana Avenue			PM	0.356	5	A	0.357	5	A	0	No
58	26th Street &	A	Signalized	AM	0.621	45	D	0.621	45	D	0	No
	San Vicente Boulevard			PM	0.621	40	D	0.622	40	D	0	No
59	26th Street &	C	Signalized	AM	0.564	16	B	0.564	16	B	0	No
	Montana Avenue			PM	0.580	17	B	0.586	17	B	0	No
60	26th Street &	A	Signalized	AM	0.697	39	D	0.697	39	D	0	No
	Wilshire Boulevard			PM	0.692	35	D	0.705	37	D	2	No
61	26th Street &	A	Signalized	AM	0.632	27	C	0.632	27	C	0	No
	Arizona Avenue			PM	0.553	23	C	0.568	23	C	0	No
62	26th Street &	A	Signalized	AM	0.661	34	C	0.661	34	C	0	No
	Santa Monica Boulevard			PM	0.639	35	D	0.665	36	D	1	No
63	26th Street &	A	Signalized	AM	0.650	19	B	0.650	19	B	0	No
	Broadway			PM	0.678	22	C	0.680	20	B	-2	No
64	26th Street &	A	Signalized	AM	0.483	24	C	0.483	24	C	0	No
	Colorado Avenue			PM	0.617	34	C	0.620	34	C	0	No
65	26th Street &	A	Signalized	AM	0.691	39	D	0.691	39	D	0	No
	Olympic Boulevard			PM	0.736	44	D	0.736	44	D	0	No

TABLE 8A
INTERIM YEAR (2031) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	2031 NO PROJECT			2031 WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
66	Yale Street &	A	Signalized	AM	0.502	11	B	0.502	11	B	0	No
	Wilshire Boulevard			PM	0.532	12	B	0.535	12	B	0	No
67	Yale Street &	A	Signalized	AM	0.596	15	B	0.596	15	B	0	No
	Santa Monica Boulevard			PM	0.460	12	B	0.480	12	B	0	No
68	Berkeley Street &	A	Signalized	AM	0.629	13	B	0.629	13	B	0	No
	Wilshire Boulevard			PM	0.567	14	B	0.574	14	B	0	No
69	Centinela Avenue &	A	Signalized	AM	0.503	8	A	0.503	8	A	0	No
	Wilshire Boulevard			PM	0.650	12	B	0.658	12	B	0	No
70	Centinela Avenue &	A	Signalized	AM	0.744	20	C	0.744	20	C	0	No
	Santa Monica Boulevard			PM	0.673	18	B	0.720	20	B	2	No
71	Centinela Avenue &	A	Signalized	AM	0.562	14	B	0.562	14	B	0	No
	Broadway			PM	0.631	16	B	0.641	16	B	0	No
72	Centinela Avenue &	A	Signalized	AM	0.638	14	B	0.638	14	B	0	No
	Olympic Boulevard (west int)			PM	0.654	16	B	0.654	16	B	0	No
73	Centinela Avenue &	A	Signalized	AM	0.689	24	C	0.689	24	C	0	No
	Olympic Boulevard			PM	0.535	17	B	0.541	17	B	0	No
74	Centinela Avenue &	A	Signalized	AM	0.834	97	F	0.834	97	F	0	No
	I-10 WB On-Off Ramps			PM	0.797	48	D	0.804	49	D	1	No
75	Bundy Drive &	A	Signalized	AM	0.595	15	B	0.595	15	B	0	No
	Texas Avenue			PM	0.709	20	B	0.724	20	C	0	No
76	Bundy Drive &	A	Signalized	AM	0.743	44	D	0.743	44	D	0	No
	Wilshire Boulevard			PM	0.748	39	D	0.752	40	D	1	No
77	Bundy Drive &	A	Signalized	AM	0.521	21	C	0.521	21	C	0	No
	Santa Monica Boulevard			PM	0.679	25	C	0.722	26	C	1	No
78	Bundy Drive &	A	Signalized	AM	0.549	17	B	0.549	17	B	0	No
	Ohio Avenue			PM	0.484	16	B	0.491	16	B	0	No
79	Bundy Drive &	A	Signalized	AM	0.834	69	E	0.834	69	E	0	No
	Olympic Boulevard			PM	0.787	61	E	0.796	63	E	2	Yes
80	Bundy Drive &	A	Signalized	AM	1.089	88	F	1.089	88	F	0	No
	Ocean Park Boulevard			PM	0.925	**	F	0.929	**	F	0.004	No
81	Bundy Drive &	A	Signalized	AM	1.133	**	F	1.133	**	F	0	No
	I-10 EB On-Ramp			PM	0.854	56	E	0.874	62	E	6	Yes
82	Barrington Avenue &	A	Signalized	AM	0.863	59	E	0.863	59	E	0	No
	Wilshire Boulevard			PM	0.850	**	F	0.870	**	F	0.02	Yes
83	Barrington Avenue &	A	Signalized	AM	0.653	29	C	0.653	29	C	0	No
	Santa Monica Boulevard			PM	0.625	27	C	0.666	28	C	1	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

TWSC Two-Way Stop Control

AWSC All Way Stop Control

A Arterial intersection

C Collector intersection

TABLE 8B
INTERIM YEAR (2031) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS
CITY OF LOS ANGELES ANALYSIS METHODOLOGY - CMA

NO.	INTERSECTION	City	PEAK HOUR	INTERIM YEAR		INTERIM + PROJECT		V/C RATIO	SIGNIFICANT IMPACT?
				V/C	LOS	V/C	LOS	CHANGE	
58	26th St & San Vicente Blvd	SM/LA	AM	0.631	B	0.635	B	0.004	No
			PM	0.696	B	0.698	B	0.001	No
68	Berkeley St & Wilshire Blvd	SM/LA	AM	0.583	A	0.589	A	0.005	No
			PM	0.557	A	0.560	A	0.003	No
69	Centinela Ave & Wilshire Blvd	SM/LA	AM	0.460	A	0.462	A	0.002	No
			PM	0.617	B	0.625	B	0.008	No
70	Centinela Ave & Santa Monica Blvd	SM/LA	AM	0.670	B	0.701	C	0.031	No
			PM	0.680	B	0.719	C	0.039	No
71	Centinela Ave & Broadway	SM/LA	AM	0.467	A	0.478	A	0.011	No
			PM	0.640	B	0.653	B	0.013	No
72	Centinela Ave & Olympic Blvd (west)	SM/LA	AM	0.632	B	0.639	B	0.007	No
			PM	0.692	B	0.704	C	0.012	No
73	Centinela Ave & Olympic Blvd (east)	SM/LA	AM	0.623	B	0.628	B	0.005	No
			PM	0.496	A	0.503	A	0.006	No
74	Centinela Ave & I-10 WB Ramps	LA	AM	0.889	D	0.895	D	0.006	No
			PM	0.889	D	0.899	D	0.009	No
75	Bundy Dr & Texas Ave	LA	AM	0.470	A	0.474	A	0.004	No
			PM	0.557	A	0.564	A	0.007	No
76	Bundy Dr & Wilshire Blvd	LA	AM	0.871	D	0.880	D	0.009	No
			PM	0.795	C	0.798	C	0.004	No
77	Bundy Dr & Santa Monica Blvd	LA	AM	0.560	A	0.582	A	0.022	No
			PM	0.670	B	0.695	B	0.025	No
78	Bundy Dr & Ohio Ave	LA	AM	0.600	A	0.605	B	0.005	No
			PM	0.570	A	0.577	A	0.007	No
79	Bundy Dr & Olympic Blvd	LA	AM	0.899	D	0.912	E	0.013	Yes
			PM	0.840	D	0.851	D	0.010	No
80	Bundy Dr & Ocean Park Blvd	LA	AM	0.973	E	0.974	E	0.001	No
			PM	1.224	F	1.228	F	0.004	No
81	Bundy Dr & I-10 EB On-Ramp	LA	AM	1.033	F	1.043	F	0.009	No
			PM	0.740	C	0.761	C	0.021	No
82	Barrington Ave & Wilshire Blvd	LA	AM	0.833	D	0.849	D	0.016	No
			PM	0.826	D	0.851	D	0.025	Yes
83	Barrington Ave & Santa Monica Blvd	LA	AM	0.675	B	0.703	C	0.027	No
			PM	0.589	A	0.618	B	0.029	No

As shown in Table 8A, 66 of the 79 study intersections are projected to operate at LOS D or better during all analyzed peak hours, using HCM 2010 methodology. The remaining 13 study intersections are projected to operate at E or F LOS during at least one of the analyzed peak hours:

1. Ocean Avenue & California Avenue (LOS E during the PM peak hour)
7. Lincoln Boulevard & Olympic Boulevard/I-10 Westbound Off-Ramp (LOS E during the AM and PM peak hours)
8. Lincoln Boulevard & I-10 Eastbound On-Ramp (LOS F during the PM peak hour)
33. 20th Street & Pico Boulevard (LOS E during the PM peak hour)
37. 21st Street & Broadway (LOS F during the AM and PM peak hours)
44. 23rd Street & Broadway (LOS E during the AM and PM peak hours)
50. Cloverfield Boulevard & Olympic Boulevard (LOS E during the PM peak hour)
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS F during the AM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS E during the AM and PM peak hours)
80. Bundy Drive & Ocean Park Boulevard (LOS F during the AM and PM peak hours)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS E or F during the AM and PM peak hours)
82. Barrington Avenue & Wilshire Boulevard (LOS E or F during the AM and PM peak hours)

As shown in Table 8B, 15 of the 17 study intersections located in or shared with the City of Los Angeles are projected to operate at LOS D or better during all analyzed peak hours, using CMA methodology. The remaining two study intersections are projected to operate at E or F LOS during at least one of the analyzed peak hours:

79. Bundy Drive & Olympic Boulevard (LOS E during the AM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS D during the PM peak hour)

Interim Year (2031) Plus Project Traffic Conditions

The Interim Year (2031) plus Project peak hour traffic volumes shown in Appendix B2 were analyzed to determine potential future LOS at the study intersections and to identify specific traffic impacts resulting from the addition of project-generated traffic. The results of this analysis are summarized in Table 8A for comparison with the Interim Year (2031) No Project traffic conditions.

As shown in Table 8A, of the 83 analyzed intersections, eight study intersections were found to be significantly impacted by proposed project:

33. 20th Street & Pico Boulevard (LOS E during the PM peak hour)
42. 23rd Street & Arizona Avenue (LOS C becoming LOS D during the PM peak hour)
44. 23rd Street & Broadway (LOS E becoming LOS F during the PM peak hour)
50. Cloverfield Boulevard & Olympic Boulevard (LOS E during the PM peak hour)
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS E during the AM and PM peak hour)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS F during the PM peak hour)

As shown in Table 8B, 17 intersections are located in or shared with the City of Los Angeles, and two of these study intersections were found to be significantly impacted by the project under the CMA methodology:

70. Centinela Avenue & Santa Monica Boulevard (LOS C during the AM peak hour and LOS B becoming LOS C during the PM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS D in the PM peak hour)

FUTURE YEAR (2042) ANALYSIS

An analysis of the project's impacts on intersections was conducted for the future year of 2042. This year reflects the completion of the project. The Future Year (2042) analysis adds vehicle trips generated by complete buildout of the project to the roadway network in 2042 and determines the resulting LOS for the study intersections.

Future Year (2042) No Project Traffic Conditions

The Future Year (2042) No Project peak hour traffic volumes described in Chapter 3 and shown in Appendix B2 were analyzed using the LOS methodologies described in Chapter 2 to project future LOS at the study intersections during the analyzed peak hours. The results of this analysis are summarized in Tables 9A and 9B. Detailed Vistro LOS calculation worksheets are provided in Appendix C.

As shown in Table 9A, 67 of the 79 study intersections are projected to operate at LOS D or better during all analyzed peak hours, using HCM 2010 methodology. The remaining 12 study intersections are projected to operate at E or F LOS during at least one of the analyzed peak hours:

1. Ocean Avenue & California Avenue (LOS E during the PM peak hour)
7. Lincoln Boulevard & Olympic Boulevard/I-10 Westbound Off-Ramp (LOS E during the AM and PM peak hours)
8. Lincoln Boulevard & I-10 Eastbound On-Ramp (LOS F during the PM peak hour)
30. 20th Street & Olympic Boulevard (LOS E during the AM peak hour)
37. 21st Street & Broadway (LOS F during the AM and PM peak hours)
44. 23rd Street & Broadway (LOS E and F during the AM and PM peak hours)
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS F during the AM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS E during the AM and PM peak hours)
80. Bundy Drive & Ocean Park Boulevard (LOS F during the AM and PM peak hours)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS F during the AM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS F during the PM peak hour)

As shown in Table 9B, 14 of the 17 study intersections located in or shared with the City of Los Angeles are projected to operate at LOS D or better during all analyzed peak hours, using CMA methodology. The remaining three study intersections are projected to operate at E or F LOS during at least one of the analyzed peak hours:

79. Bundy Drive & Olympic Boulevard (LOS E during the AM peak hour)

80. Bundy Drive & Ocean Park Boulevard (LOS F during the AM and PM peak hours)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS F during the AM peak hour)

Future Year (2042) Plus Project Traffic Conditions

The Future Year (2042) Plus Project peak hour traffic volumes shown in Appendix B2 were analyzed to determine potential future LOS at the study intersections and to identify specific traffic impacts resulting from the addition of project-generated traffic. The results of this analysis are summarized in Table 9A for comparison with the Future Year (2042) No Project traffic conditions.

As shown in Table 9A, of the 83 analyzed intersections, ten study intersections were found to be significantly impacted by proposed project:

33. 20th Street & Pico Boulevard (LOS D becoming LOS E during the PM peak hour)
42. 23rd Street & Arizona Avenue (LOS C becoming LOS E in the PM peak hour)
44. 23rd Street & Broadway (LOS F during the PM peak hour)
50. Cloverfield Boulevard & Olympic Boulevard (LOS D becoming LOS E in the PM peak hour)
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp (LOS E during the PM peak hour)
74. Centinela Avenue & I-10 Westbound On-Off Ramps (LOS F during the AM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS E during the AM and PM peak hours)
80. Bundy Drive & Ocean Park Boulevard (LOS F during the AM and PM peak hours)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS F during the AM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS D becoming LOS E during the AM peak hour and LOS F during the PM peak hour)

As shown in Table 9B, 17 intersections are located in or shared with the City of Los Angeles, and six of these study intersections were found to be significantly impacted by the project under the CMA methodology:

70. Centinela Avenue & Santa Monica Boulevard (LOS B becoming LOS C during the AM peak hour and LOS B becoming LOS C during the PM peak hour)
77. Bundy Drive & Santa Monica Boulevard (LOS B becoming LOS C during the PM peak hour)
79. Bundy Drive & Olympic Boulevard (LOS E during the AM peak hour)
81. Bundy Drive & I-10 Eastbound On-Ramp (LOS F during the AM peak hour)
82. Barrington Avenue & Wilshire Boulevard (LOS D during the AM and PM peak hours)
83. Barrington Avenue & Santa Monica Boulevard (LOS B becoming LOS C during the AM peak hour).

TABLE 9A
FUTURE YEAR (2042) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	FUTURE NO PROJECT			FUTURE WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
1	Ocean Avenue &	A	Signalized	AM	0.903	26	C	0.902	26	C	0	No
	California Avenue			PM	1.268	64	E	1.238	63	E	-1	No
2	Lincoln Boulevard &	A	Signalized	AM	0.427	21	C	0.430	21	C	0	No
	Wilshire Boulevard			PM	0.550	27	C	0.553	27	C	0	No
3	Lincoln Boulevard &	A	Signalized	AM	0.307	15	B	0.313	15	B	0	No
	Arizona Avenue			PM	0.398	17	B	0.410	17	B	0	No
4	Lincoln Boulevard &	A	Signalized	AM	0.483	23	C	0.489	23	C	0	No
	Santa Monica Boulevard			PM	0.554	30	C	0.559	30	C	0	No
5	Lincoln Boulevard &	A	Signalized	AM	0.548	25	C	0.549	25	C	0	No
	Broadway			PM	0.711	42	D	0.713	42	D	0	No
6	Lincoln Boulevard &	A	Signalized	AM	0.700	24	C	0.701	24	C	0	No
	Colorado Avenue			PM	0.773	32	C	0.775	32	C	0	No
7	Lincoln Boulevard &	A	Signalized	AM	0.766	57	E	0.767	57	E	0	No
	Olympic Blvd/I-10 WB Off-Ramp			PM	0.911	61	E	0.913	61	E	0	No
8	Lincoln Boulevard &	A	Signalized	AM	0.704	26	C	0.705	27	C	1	No
	I-10 EB On-Ramp			PM	1.086	**	F	1.088	**	F	0.002	No
9	Lincoln Boulevard &	A	Signalized	AM	0.794	53	D	0.795	53	D	0	No
	Ocean Park Boulevard			PM	0.676	36	D	0.677	36	D	0	No
10	11th Street &	A	Signalized	AM	0.430	17	B	0.434	17	B	0	No
	Santa Monica Boulevard			PM	0.446	17	B	0.453	17	B	0	No
11	11th Street &	A	Signalized	AM	0.485	20	B	0.493	20	B	0	No
	Pico Boulevard			PM	0.474	19	B	0.481	20	B	1	No
12	14th Street &	C	Signalized	AM	0.524	16	B	0.533	16	B	0	No
	Montana Avenue			PM	0.490	15	B	0.500	15	B	0	No
13	14th Street &	A	Signalized	AM	0.467	16	B	0.480	17	B	1	No
	Wilshire Boulevard			PM	0.518	17	B	0.529	18	B	1	No
14	14th Street &	C	Signalized	AM	0.387	13	B	0.411	13	B	0	No
	Arizona Avenue			PM	0.591	19	B	0.614	20	B	1	No
15	14th Street &	A	Signalized	AM	0.432	17	B	0.436	17	B	0	No
	Santa Monica Boulevard			PM	0.462	17	B	0.465	17	B	0	No
16	14th Street &	C	Signalized	AM	0.498	17	B	0.503	17	B	0	No
	Broadway			PM	0.444	16	B	0.447	16	B	0	No
17	14th Street &	A	Signalized	AM	0.424	15	B	0.434	15	B	0	No
	Olympic Boulevard			PM	0.487	16	B	0.498	16	B	0	No
18	17th Street &	C	Signalized	AM	0.491	8	A	0.490	8	A	0	No
	Montana Avenue			PM	0.469	8	A	0.469	8	A	0	No
19	17th Street &	A	Signalized	AM	0.515	17	B	0.515	17	B	0	No
	Wilshire Boulevard			PM	0.537	15	B	0.538	15	B	0	No
20	17th Street &	C	Signalized	AM	0.939	41	D	0.919	37	D	-4	No
	Arizona Avenue			PM	0.486	20	B	0.499	20	B	0	No
21	17th Street &	A	Signalized	AM	0.478	17	B	0.489	17	B	0	No
	Santa Monica Boulevard			PM	0.492	16	B	0.505	17	B	1	No
22	17th Street &	C	Signalized	AM	0.488	16	B	0.498	16	B	0	No
	Broadway			PM	0.486	16	B	0.496	17	B	1	No
23	20th Street &	C	Signalized	AM	0.370	6	A	0.383	6	A	0	No
	Montana Avenue (west)			PM	0.408	6	A	0.423	6	A	0	No
24	20th Street &	C	Signalized	AM	0.436	7	A	0.448	7	A	0	No
	Montana Avenue (east)			PM	0.421	7	A	0.439	7	A	0	No
25	20th Street &	A	Signalized	AM	0.590	18	B	0.600	18	B	0	No
	Wilshire Boulevard			PM	0.578	20	B	0.587	20	B	0	No
26	20th Street &	C	Signalized	AM	0.692	20	B	0.723	21	C	1	No
	Arizona Avenue			PM	0.673	22	C	0.717	24	C	2	No
27	20th Street &	A	Signalized	AM	0.527	32	C	0.547	33	C	1	No
	Santa Monica Boulevard			PM	0.561	28	C	0.614	29	C	1	No
28	20th Street &	C	Signalized	AM	0.524	17	B	0.539	17	B	0	No
	Broadway			PM	0.499	17	B	0.519	17	B	0	No
29	20th Street &	A	Signalized	AM	0.586	18	B	0.601	18	B	0	No
	Colorado Avenue			PM	0.517	17	B	0.533	17	B	0	No
30	20th Street &	A	Signalized	AM	0.819	56	E	0.819	48	D	-8	No
	Olympic Boulevard			PM	0.706	40	D	0.724	41	D	1	No

TABLE 9A
FUTURE YEAR (2042) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	FUTURE NO PROJECT			FUTURE WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
31	20th Street &	A	Signalized	AM	0.529	28	C	0.545	31	C	3	No
	I-10 EB Off-Ramp			PM	0.410	19	B	0.424	19	B	0	No
32	20th Street &	C	Signalized	AM	0.367	9	A	0.372	9	A	0	No
	Delaware Avenue			PM	0.531	12	B	0.537	12	B	0	No
33	20th Street &	A	Signalized	AM	0.605	27	C	0.610	28	C	1	No
	Pico Boulevard			PM	0.646	48	D	0.670	60	E	12	Yes
34	20th Place &	A	Signalized	AM				0.392	26	A		
	Santa Monica Boulevard			PM				0.464	63	B		
35	20th Place &	C	Two-way stop	AM				0.143	26	D		
	Broadway			PM				0.195	63	E		
36	21st Street &	C	All-way stop	AM	0.409	10	B	0.442	11	B	1	No
	Arizona Avenue			PM	0.821	20	C	0.892	25	C	5	No
37	21st Street &	C	Two-way stop	AM	0.872	66	F	0.007	8	A	-58	No
	Broadway			PM	0.924	50	F	0.009	9	A	-41	No
38	22nd Street &	C	All-way stop	AM	0.426	11	B	0.484	11	B	0	No
	Arizona Avenue			PM	0.678	14	B	0.740	16	C	2	No
39	22nd Street &	A	Signalized	AM				0.515	26	B		
	Santa Monica Boulevard			PM				0.594	63	B		
40	22nd Street &	C	Two-way stop	AM				0.020	26	D		
	Broadway			PM				0.032	63	D		
41	23rd Street &	A	Signalized	AM	0.531	12	B	0.548	13	B	1	No
	Wilshire Boulevard			PM	0.540	12	B	0.575	13	B	1	No
42	23rd Street &	C	All-way stop	AM	0.594	16	C	0.682	21	C	5	No
	Arizona Avenue			PM	0.780	21	C	1.002	43	E	22	Yes
43	23rd Street &	A	Signalized	AM	0.543	14	B	0.652	18	B	4	No
	Santa Monica Boulevard			PM	0.511	9	A	0.579	11	B	2	No
44	23rd Street &	C	Two-way stop	AM	0.340	45	E	0.306	43	E	-2	No
	Broadway			PM	0.417	64	F	0.449	66	F	0.032	Yes
45	23rd Street &	A	Signalized	AM	0.513	23	C	0.516	24	C	1	No
	Pico Boulevard			PM	0.542	19	B	0.545	20	B	1	No
46	23rd Street &	A	Signalized	AM	0.786	44	D	0.795	47	D	3	No
	Ocean Park Boulevard			PM	0.677	26	C	0.688	26	C	0	No
47	Cloverfield Boulevard &	A	Signalized	AM	0.575	20	B	0.678	23	C	3	No
	Santa Monica Boulevard			PM	0.601	18	B	0.744	22	C	4	No
48	Cloverfield Boulevard &	A	Signalized	AM	0.542	26	C	0.574	27	C	1	No
	Broadway			PM	0.442	17	B	0.505	18	B	1	No
49	Cloverfield Boulevard &	A	Signalized	AM	0.666	35	D	0.676	35	D	0	No
	Colorado Avenue			PM	0.675	40	D	0.700	40	D	0	No
50	Cloverfield Boulevard &	A	Signalized	AM	0.630	39	D	0.645	39	D	0	No
	Olympic Boulevard			PM	0.835	53	D	0.859	59	E	6	Yes
51	Cloverfield Boulevard &	A	Signalized	AM	0.568	25	C	0.572	25	C	0	No
	Michigan Avenue			PM	0.896	44	D	0.920	50	D	6	No
52	Cloverfield Boulevard &	A	Signalized	AM	0.476	32	C	0.510	36	D	4	No
	I-10 WB Off-Ramp			PM	0.928	45	D	0.953	55	D	10	No
53	Cloverfield Boulevard &	A	Signalized	AM	0.553	19	B	0.555	19	B	0	No
	I-10 EB On-Ramp			PM	1.128	68	E	1.157	75	E	7	Yes
54	Cloverfield Boulevard &	A	Signalized	AM	0.396	11	B	0.401	11	B	0	No
	Virginia Avenue			PM	0.465	9	A	0.474	9	A	0	No
55	Cloverfield Boulevard &	A	Signalized	AM	0.658	45	D	0.669	47	D	2	No
	Pico Boulevard			PM	0.685	32	C	0.696	33	C	1	No
56	Cloverfield Boulevard &	A	Signalized	AM	0.494	10	A	0.496	10	A	0	No
	Ocean Park Boulevard			PM	0.430	13	B	0.432	13	B	0	No
57	24th Street &	C	Signalized	AM	0.375	11	B	0.380	11	B	0	No
	Montana Avenue			PM	0.361	5	A	0.364	5	A	0	No
58	26th Street &	A	Signalized	AM	0.627	45	D	0.635	45	D	0	No
	San Vicente Boulevard			PM	0.622	40	D	0.628	40	D	0	No
59	26th Street &	C	Signalized	AM	0.569	16	B	0.583	17	B	1	No
	Montana Avenue			PM	0.584	17	B	0.598	17	B	0	No
60	26th Street &	A	Signalized	AM	0.691	39	D	0.709	40	D	1	No
	Wilshire Boulevard			PM	0.701	36	D	0.719	38	D	2	No
61	26th Street &	A	Signalized	AM	0.629	27	C	0.636	27	C	0	No
	Arizona Avenue			PM	0.576	23	C	0.593	24	C	1	No
62	26th Street &	A	Signalized	AM	0.642	34	C	0.680	35	C	1	No
	Santa Monica Boulevard			PM	0.651	36	D	0.687	37	D	1	No
63	26th Street &	A	Signalized	AM	0.650	19	B	0.650	19	B	0	No
	Broadway			PM	0.671	21	C	0.671	19	B	-2	No
64	26th Street &	A	Signalized	AM	0.498	25	C	0.502	25	C	0	No
	Colorado Avenue			PM	0.640	33	C	0.647	33	C	0	No
65	26th Street &	A	Signalized	AM	0.659	35	D	0.664	36	D	1	No
	Olympic Boulevard			PM	0.719	42	D	0.723	43	D	1	No

TABLE 9A
FUTURE YEAR (2042) INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

NO.	INTERSECTION	CLASS	CONTROL TYPE	PEAK HOUR	FUTURE NO PROJECT			FUTURE WITH PROJECT			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY*	LOS	V/C	DELAY*	LOS		
66	Yale Street &	A	Signalized	AM	0.509	11	B	0.516	11	B	0	No
	Wilshire Boulevard			PM	0.532	12	B	0.536	12	B	0	No
67	Yale Street &	A	Signalized	AM	0.571	14	B	0.606	14	B	0	No
	Santa Monica Boulevard			PM	0.453	11	B	0.485	11	B	0	No
68	Berkeley Street &	A	Signalized	AM	0.625	14	B	0.632	14	B	0	No
	Wilshire Boulevard			PM	0.578	14	B	0.586	14	B	0	No
69	Centinela Avenue &	A	Signalized	AM	0.504	8	A	0.511	8	A	0	No
	Wilshire Boulevard			PM	0.656	12	B	0.665	13	B	1	No
70	Centinela Avenue &	A	Signalized	AM	0.714	18	B	0.780	24	C	6	No
	Santa Monica Boulevard			PM	0.680	18	B	0.749	22	C	4	No
71	Centinela Avenue &	A	Signalized	AM	0.558	14	B	0.582	15	B	1	No
	Broadway			PM	0.629	16	B	0.650	16	B	0	No
72	Centinela Avenue &	A	Signalized	AM	0.648	15	B	0.648	15	B	0	No
	Olympic Boulevard (west int)			PM	0.690	17	B	0.690	17	B	0	No
73	Centinela Avenue &	A	Signalized	AM	0.721	25	C	0.732	25	C	0	No
	Olympic Boulevard			PM	0.538	18	B	0.550	18	B	0	No
74	Centinela Avenue &	A	Signalized	AM	0.793	84	F	0.804	85	F	0.011	Yes
	I-10 WB On-Off Ramps			PM	0.769	45	D	0.781	47	D	2	No
75	Bundy Drive &	A	Signalized	AM	0.619	16	B	0.626	17	B	1	No
	Texas Avenue			PM	0.740	22	C	0.758	23	C	1	No
76	Bundy Drive &	A	Signalized	AM	0.746	44	D	0.753	47	D	3	No
	Wilshire Boulevard			PM	0.758	41	D	0.762	43	D	2	No
77	Bundy Drive &	A	Signalized	AM	0.501	20	B	0.522	20	C	0	No
	Santa Monica Boulevard			PM	0.674	24	C	0.711	25	C	1	No
78	Bundy Drive &	A	Signalized	AM	0.572	19	B	0.582	20	B	1	No
	Ohio Avenue			PM	0.512	17	B	0.523	17	B	0	No
79	Bundy Drive &	A	Signalized	AM	0.846	68	E	0.862	72	E	4	Yes
	Olympic Boulevard			PM	0.779	58	E	0.797	61	E	3	Yes
80	Bundy Drive &	A	Signalized	AM	1.164	**	F	1.169	**	F	0.005	Yes
	Ocean Park Boulevard			PM	0.976	**	F	0.981	**	F	0.005	Yes
81	Bundy Drive &	A	Signalized	AM	1.113	**	F	1.128	**	F	0.015	Yes
	I-10 EB On-Ramp			PM	0.820	47	D	0.848	55	D	8	No
82	Barrington Avenue &	A	Signalized	AM	0.836	55	D	0.853	58	E	3	Yes
	Wilshire Boulevard			PM	0.861	**	F	0.881	**	F	0.020	Yes
83	Barrington Avenue &	A	Signalized	AM	0.628	27	C	0.678	29	C	2	No
	Santa Monica Boulevard			PM	0.630	27	C	0.729	29	C	2	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

TWSC Two-Way Stop Control

AWSC All Way Stop Control

A Arterial intersection

C Collector intersection

TABLE 9B
FUTURE YEAR (2042) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS
CITY OF LOS ANGELES ANALYSIS METHODOLOGY - CMA

NO.	INTERSECTION	CITY	PEAK HOUR	FUTURE YEAR		FUTURE + PROJECT		V/C RATIO	SIGNIFICANT IMPACT?
				V/C	LOS	V/C	LOS	CHANGE	
58	26th St & San Vicente Blvd	SM/LA	AM	0.635	B	0.642	B	0.007	No
			PM	0.696	B	0.704	C	0.007	No
68	Berkeley St & Wilshire Blvd	SM/LA	AM	0.603	B	0.611	B	0.008	No
			PM	0.560	A	0.565	A	0.005	No
69	Centinela Ave & Wilshire Blvd	SM/LA	AM	0.483	A	0.487	A	0.003	No
			PM	0.623	B	0.633	B	0.009	No
70	Centinela Ave & Santa Monica Blvd	SM/LA	AM	0.667	B	0.718	C	0.051	Yes
			PM	0.683	B	0.743	C	0.059	Yes
71	Centinela Ave & Broadway	SM/LA	AM	0.473	A	0.499	A	0.025	No
			PM	0.640	B	0.665	B	0.025	No
72	Centinela Ave & Olympic Blvd (west)	SM/LA	AM	0.635	B	0.647	B	0.011	No
			PM	0.682	B	0.699	B	0.017	No
73	Centinela Ave & Olympic Blvd (east)	SM/LA	AM	0.635	B	0.643	B	0.008	No
			PM	0.501	A	0.514	A	0.013	No
74	Centinela Ave & I-10 WB Ramps	LA	AM	0.847	D	0.860	D	0.013	No
			PM	0.854	D	0.869	D	0.015	No
75	Bundy Dr & Texas Ave	LA	AM	0.490	A	0.495	A	0.005	No
			PM	0.563	A	0.574	A	0.011	No
76	Bundy Dr & Wilshire Blvd	LA	AM	0.871	D	0.888	D	0.017	No
			PM	0.809	D	0.814	D	0.005	No
77	Bundy Dr & Santa Monica Blvd	LA	AM	0.538	A	0.572	A	0.034	No
			PM	0.663	B	0.703	C	0.040	Yes
78	Bundy Dr & Ohio Ave	LA	AM	0.617	B	0.625	B	0.008	No
			PM	0.590	A	0.599	A	0.009	No
79	Bundy Dr & Olympic Blvd	LA	AM	0.928	E	0.948	E	0.020	Yes
			PM	0.825	D	0.835	D	0.009	No
80	Bundy Dr & Ocean Park Blvd	LA	AM	1.013	F	1.015	F	0.002	No
			PM	1.260	F	1.266	F	0.006	No
81	Bundy Dr & I-10 EB On-Ramp	LA	AM	1.023	F	1.038	F	0.015	Yes
			PM	0.707	C	0.735	C	0.028	No
82	Barrington Ave & Wilshire Blvd	LA	AM	0.812	D	0.843	D	0.031	Yes
			PM	0.833	D	0.870	D	0.036	Yes
83	Barrington Ave & Santa Monica Blvd	LA	AM	0.671	B	0.719	C	0.047	Yes
			PM	0.593	A	0.641	B	0.048	No

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Authorized in September of 2013, Senate Bill (SB) 743 directed the Office of Planning and Research (OPR) to revise the CEQA Guidelines (Title 14 of the California Code of Regulations sections and following) to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS.

In December 2018 the CEQA Guidelines were amended to include those alternative criteria. Additionally, OPR released an update to the Technical Advisory on Evaluating Transportation Impacts in CEQA, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines, § 15064.7, subd. (c).)

These changes have not yet been fully implemented. While the final guidelines were released in December 2018 and the, new rules are now effect, lead agencies have until July 1, 2020 to develop and adopt new analytical procedures and threshold criteria, at which time auto delay will no longer be considered a significant impact under CEQA.

Screening Thresholds and VMT Significance Thresholds

OPR's CEQA Guidelines includes new Section 15064.3, subdivision (b)(1), which states that "generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to have a less-than-significant impact." Per the Technical Advisory, this presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

Additionally, the Technical Advisory states that agencies may screen out VMT impacts using project size and maps:

- Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.
- Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently

below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

The updated CEQA Guidelines apply prospectively, meaning that projects such as this one are not currently required to incorporate VMT as the primary transportation impact metric. This information is quantified here for informational purposes.

VMT Analysis of Project

PSJHC is located approximately ½ mile from the Expo 17th Street Station and is accessible via 9 bus lines within ¼ mile. Additionally, the project would develop at a FAR greater than 0.75, would not exceed parking requirements, and is consistent with the SCS (as described in Section 4.11 Land Use and Planning). Therefore, under OPR's CEQA Guidelines new Section 15064.3, subdivision (b)(1), the project would presumably have a less than significant impact on traffic. Nonetheless, for informational purposes, a VMT analysis has been prepared.

The estimates of VMT for the proposed project are based on the OPR guidance, which recommends evaluating each component of a mixed-use project independently. The predominant land use proposed in this project is hospital, for which OPR does not provide explicit guidance. The estimates of project-related VMT are based on the trip generation estimates for the proposed project presented in Tables 5A and 5B.

The following steps were used to estimate VMT per worker and per non-worker for the project, compared with 2013 model estimates of Citywide averages, and to estimate total project VMT.

- Estimate daily trip generation of the project. The proposed project is estimated to generate a total of 9,826 net new daily trips.
- Estimate the number of workers of the project. The applicant team provided estimates that total net new employment would be 646 medical workers.
- Apply the average vehicle ridership (AVR) factor of 2.0, which is the AVR target established for this site per SMMUSD 9.53.040, resulting in an estimated 646 daily worker trips (646 workers each making a round trip with an AVR of 2.0).
- The City of Santa Monica's travel demand forecasting model (TDFM), discussed above in Chapter 3, includes data on the average daily trips, VMT, and trip length by trip purpose for each traffic analysis zone (TAZ), as well as the citywide averages. The proposed project is located in the Santa Monica TDFM TAZs 407 and 434. The average home-based work trip attraction in TAZs 407 and 434 is 12.8 miles, which is higher than the Citywide base year (2013) average of 12.1 miles. We used base year model values for comparison, since the 2013 base is the most recent validated TDFM model run. An analysis of home zip codes for current hospital workers yielded an average one-way VMT of 12.4, or 3% less than the model estimates. This analysis uses the actual employee VMT.
- Multiply the estimated worker trips by the trip length, and divide by the number of workers to calculate average VMT per worker. Thus 646 worker trips of 12.4 miles each equals 8,010 total daily miles (roundtrip). This equates to 12.4 daily VMT per employee. This is about one-third less than the Citywide base year (2013) average of 19.3 daily VMT per employee. It is important to note that the City has implemented an ambitious Travel Demand Management (TDM) program to reduce the

citywide average VMT per employee. In addition, the Expo Line provides light rail service from Santa Monica to downtown Los Angeles. The Expo Line began service west of Culver City in May 2016 and has significantly improved transit access in the City of Santa Monica.

- Estimate the number of non-worker trips to and from the project. If 646 daily project trips are made by medical workers, then the remaining 9,180 daily trips are made by patients and other non-workers.
- The average trip length for home-based other trip attractions and non-home-based trip attractions in TAZs 407 and 434 is 8.4 miles. An analysis of home zip codes for current hospital patients yielded an average one-way VMT of 8.3. This analysis uses the actual average patient trip length. The average trip length for non-home-based trip productions in TAZs 407 and 434 is 4.0 miles. Applying these trip lengths to the estimated non-worker inbound (8.3 VMT * 9,180/2 non-worker inbound trips = 38,097 miles) and outbound trips (4.0 VMT * 9,180/2 non-worker outbound trips = 18,360 miles) yields an estimate of 56,457 miles per day. When added to the 8,010 estimated miles of medical worker trips per day, the net total daily VMT for the proposed project is estimated to be 64,467 miles.

5. TRAFFIC IMPACT ANALYSIS – STREET SEGMENTS

This chapter provides an analysis of the project's impacts on street segments, including a discussion of the impact criteria and methodologies used by the City of Santa Monica. The analyzed segments were chosen for their proximity to the Project and the operational constraints of the road network in this area.

SELECTED STREET SEGMENTS

A street segment impact analysis was performed to assess the impacts along streets adjacent to the Project and in neighborhoods potentially affected by project traffic under typical weekday conditions. The analysis was conducted for the following segments, which are illustrated in Figure 1:

1. Arizona Avenue west of 17th Street
2. Arizona Avenue west of 20th Street
3. Arizona Avenue east of 23rd Street
4. Arizona Avenue east of 26th Street
5. 21st Street north of Wilshire Boulevard
6. 21st Street north of Arizona Avenue
7. 22nd Street north of Wilshire Boulevard
8. 22nd Street north of Arizona Avenue
9. 23rd Street north of Wilshire Boulevard
10. 23rd Street north of Arizona Avenue
11. 23rd Street north of Santa Monica Boulevard
12. 23rd Street south of Pico Boulevard
13. Cloverfield Boulevard south of Pico Boulevard
14. 23rd Street south of Ocean Park Boulevard
15. Arizona Avenue between 20th Street and 23rd Street
16. 21st Street north of Broadway
17. Schader Drive west of Cloverfield Boulevard

The street segments were selected as they represent critical entry points to the surrounding neighborhoods through which project-related traffic may travel.

New weekday daily traffic volume counts (ADT) were collected at these locations in the fall of 2016. The daily traffic count data is provided in Appendix A2.

CITY OF SANTA MONICA SIGNIFICANCE THRESHOLDS – STREET SEGMENTS

The City of Santa Monica impact criteria used to evaluate potential traffic impacts on street segments are based on the existing ADT volumes and the projected level of volume increase that can be attributed to the project. The Santa Monica significance criteria have not yet been updated to reflect LUCE street classifications. The current significance criteria for collector, feeder, and local streets are provided in Table 10.

TABLE 10
CITY OF SANTA MONICA SIGNIFICANT IMPACT CRITERIA
COLLECTOR, FEEDER, AND LOCAL STREETS

COLLECTOR STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 13,500 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 7,500 but less than 13,500 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 13,500 or more
	less than 7,500 and the project related traffic increases* the ADT by 25%
FEEDER STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 6,750 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 3,750 but less than 6,750 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 6,750 or more
	less than 3,750 and the project related traffic increases* the ADT by 25%
LOCAL STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 2,250 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 1,250 but less than 2,250 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 2,250 or more
	less than 1,250 and the project related traffic increases* the ADT by 25%

* Average Daily Traffic Volume "increase" denotes adverse impacts; "decrease" denotes beneficial impacts.

STREET SEGMENT IMPACT ANALYSIS

Total daily Project-generated trips were assigned to the street network. The existing and projected daily street segment traffic volumes are presented in Table 11.

Table 11 presents a summary of Project segment impacts, according to the City's impact criteria. As shown, application of the appropriate significance criteria for neighborhood traffic impacts indicates that the Project would create significant traffic impacts at up to six locations:

1. Arizona Avenue west of 17th Street
2. Arizona Avenue west of 20th Street
9. 23rd Street north of Wilshire Boulevard
10. 23rd Street north of Arizona Avenue
11. 23rd Street north of Santa Monica Boulevard
14. 23rd Street south of Ocean Park Boulevard

For the purposes of this analysis, the segments of Arizona Avenue west of 17th Street and west of 20th Street are classified as feeder streets, and the other street segments are classified as local streets. The segment of 23rd Street south of Ocean Park Boulevard is classified as a collector street. For feeder streets with a current ADT of greater than 6,750, local streets with a current ADT of greater than 2,250, and collector streets with a current ADT of greater than 13,500 a proposed project is considered to create a significant impact if there is a net increase in ADT of one trip or more. The magnitude of the existing traffic level at each of these locations is such that the addition of even a single daily trip is considered significant.

TABLE 11
NEIGHBORHOOD STREET SEGMENT IMPACT ANALYSIS

SEGMENT	ANALYZED CLASSIFICATION	EXISTING ADT	EXISTING PLUS PROJECT				
			PROJECT ADT	ADT	% CHANGE	SIGNIFICANCE THRESHOLD	SIGNIFICANT IMPACT?
Arizona Avenue							
west of 17th Street	Feeder	7,002	390	7,392	5.6%	1 trip	Yes
west of 20th Street	Feeder	6,954	430	7,384	6.2%	1 trip	Yes
east of 23rd Street	Feeder	5,997	290	6,287	4.8%	12.5%	No
east of 26th Street	Feeder	4,973	50	5,023	1.0%	12.5%	No
between 20th and 23rd Street	Feeder	6,137	720	6,857	11.7%	12.5%	No
21st Street							
north of Wilshire Boulevard	Local	1,579	10	1,589	0.6%	12.5%	No
north of Arizona Avenue	Local	1,596	10	1,606	0.6%	12.5%	No
north of Broadway	Local	1,191	-600	591	-50.4%	12.5%	No
22nd Street							
north of Wilshire Boulevard	Local	2,431	30	2,461	1.2%	12.5%	No
north of Arizona Avenue	Local	1,256	30	1,286	2.4%	12.5%	No
23rd Street							
north of Wilshire Boulevard	Local	5,240	70	5,310	1.3%	1 trip	Yes
north of Arizona Avenue	Local	5,839	970	6,809	16.6%	1 trip	Yes
north of Santa Monica Boulevard	Local	6,833	1,870	8,703	27.4%	1 trip	Yes
south of Pico Boulevard	Collector	8,470	80	8,550	0.9%	12.5%	No
south of Ocean Park Boulevard	Collector	15,260	310	15,570	2.0%	1 trip	Yes
Cloverfield Boulevard							
south of Pico Boulevard	Collector	8,486	230	8,716	2.7%	12.5%	No
Schader Drive segment west of Cloverfield Boulevard	Local	714	-510	204	-71.4%	25%	No

6. TRAFFIC IMPACT ANALYSIS - REGIONAL TRANSPORTATION SYSTEM

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

The CMP was one of the pioneering efforts to conduct performance-based planning. Because it primarily uses LOS to assess congestion, however, it is inconsistent with the direction of SB 743 which requires use of VMT-related performance measures for determining CEQA impacts. SB 743 and other state laws that have been enacted over the last decade are intended to, among other things, address climate change, support infill development and sustainable transportation. Metro, like other lead agencies, is developing new ways to measure transportation system performance. These are among the reasons that Metro has initiated a process that could lead to its opting out of the CMP, as permitted by the original legislation. No definite timeline has been established for completing this process, which began on June 28, 2018, and the analysis presented below follows the procedures that are currently in effect.[3]

CMP TRAFFIC IMPACT ANALYSIS

CMP traffic impact analysis begins with determining the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

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

The CMP arterial monitoring intersections within the project study area are: Lincoln Boulevard & Santa Monica Boulevard (study intersection 4), Cloverfield Boulevard & Santa Monica Boulevard (study intersection 47), 26th Street & Wilshire Boulevard (study intersection 60), Bundy Drive & Santa Monica Boulevard (study intersection 77), and Lincoln Boulevard & Pico Boulevard (not a study intersection). Based on the project trip generation estimates presented in Tables 5A and 5B and a review of the project trip assignment presented in Appendix B2, the proposed project (upon final build out in 2042) would exceed 50 total trips during both the AM and PM peak hours at: Cloverfield Boulevard & Santa Monica Boulevard, 26th Street & Wilshire Boulevard, and Bundy Drive & Santa Monica Boulevard.

[3] *Congestion Management Program Opt Out*. June 20, 2018. Staff Report to LACMTA Planning and Programming Committee. Retrieved from https://media.metro.net/docs/cmp_optOut_2018-0620.pdf

Project trips would not exceed 50 total trips in any period at the other monitoring intersection, as shown in the project-only volumes in Appendix B2. According to CMP guidelines, an impact is triggered if the proposed project increases traffic demand by 2% of capacity, causing LOS F, or, if the facility is already at LOS F and the project increases traffic demand by 2% of capacity. As shown in Tables 7A, 8A, and 9A, using these criteria the project impacts on the CMP arterial system would be considered less than significant and no further CMP arterial analysis is required (*2010 Congestion Management Program for Los Angeles County*).

The mainline freeway monitoring locations nearest to the project site are I-10 at Lincoln Boulevard (station 1010), I-10 east of Overland Avenue (station 1011), and I-405 north of Venice Boulevard (station 1070). Based on the incremental project trip generation estimates and project trip assignment, the proposed project would not add enough new traffic to exceed the freeway analysis criteria at this location. Because incremental project-related traffic in any direction during either peak hour is projected to be below the minimum criterion of 150 one-way vph at each of these monitoring locations, project impacts on the CMP regional freeway system are considered to be less than significant and no further CMP freeway analysis is required.

CMP TRANSIT IMPACT ANALYSIS

Potential increases in transit person trips generated by the proposed project were estimated using the methodology in Section D.8.4 of the CMP, which provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. The CMP methodology assumes an Average Vehicle Ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percent of persons trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. However, the City's TDM Ordinance sets a target AVR of 2.0 for the project site. To estimate project-generated transit trips, the CMP states that person trips should be multiplied by one of these factors:

3.5% of Total Person Trips Generated for most cases, except:

- 10% primarily Residential within ¼ mile of a CMP transit center
- 15% primarily Commercial within ¼ mile of a CMP transit center
- 7% primarily Residential within ¼ mile of a CMP multi-modal transportation center
- 9% primarily Commercial within ¼ mile of a CMP multi-modal transportation center
- 5% primarily Residential within ¼ mile of a CMP transit corridor
- 7% primarily Commercial within ¼ mile of a CMP transit corridor
- 0% if no fixed-route transit services operate within one mile of the project

These three types of exceptions are defined in the CMP[4].

- CMP Transit Center – Transit Centers are defined as:

[4] The 2010 CMP references Appendix F of the 2002 CMP on this topic.

  - Passenger Rail Stations such as those along the Metro Rail Red, Blue and Green Lines, and commuter rail stations served by Metrolink, and

  - Major Bus Transfer Centers served by at least eight bus lines, including fixed-route shuttles, providing a sheltered waiting area, signage with a listing of bus routes to the center, and bus bays restricted to bus use.

- CMP Multi-Modal Transportation Center – Multi-Modal Transportation Centers are described in detail on pages F-36 and F-37 of the 2002 CMP. Qualifying criteria include dedicated park and ride spaces; maximum headways of 30 minutes for at least two peak period bus, rail, or shuttle services; pedestrian standards; bicycle standards; and standards for access and waiting areas.

- CMP Transit Corridor – Transit Corridors consist of a series of transit nodes where frequent transit activity occurs. A transit node is defined as the intersection of two bus lines or fixed-route shuttles, each with an evening peak hour headway of 10 minutes or less.

The standard rate of 3.5% was used to analyze project impacts on transit, because the proposed project is neither primarily residential nor commercial and meets the parameters of a medical facility, as defined in Appendix E of the *2010 Congestion Management Program* (Metro, October 2010). As summarized in Tables 5A and 5B, the project is expected to generate a net increase of approximately 641 trips in the AM peak hour and 754 trips in the PM peak hour. Therefore, in applying the CMP guidelines described above (i.e., converting the vehicle trips to person trips by multiplying by a 1.4 AVR and assuming 3.5% transit use), it is expected that the project would generate approximately 31 transit person trips in the AM peak hour and approximately 37 transit person trips in the PM peak hour. Using the higher AVR factor of 2.0 to the estimated peak hour trips yields higher estimates new transit trips: 45 in the AM peak hour and 53 in the PM peak hour.

Based on the number of bus lines (local and express) and Expo Line trains and headways during each peak hour, there are approximately 7,040 transit seats available during the AM peak hour and 7,080 seats during the PM peak hour. The project would generate transit trips of less than 1% of capacity during either peak hour. Thus, at this level of ridership increase, the project-related impacts for the project on the regional transit system would be less than significant. The estimates of transit usage presented in this section are based on the CMP analysis methodology, which differ slightly from the explicit estimates presented earlier in Chapter 3.

7. ANALYSIS OF POTENTIAL MITIGATION MEASURES

INTERSECTION IMPACT MITIGATION MEASURES

An investigation was conducted for potential mitigation measures to reduce or eliminate the significant intersection and street segment impacts identified. The emphasis was to identify physical improvements that could be implemented within the existing roadway right-of-way (ROW). At most locations in Santa Monica, the streets are already built to their maximum potential width. Reconfiguring the streets to provide additional capacity for vehicles could have negative secondary impacts such as loss of parking, conflicts with bicycle or pedestrian modes, and would conflict with the LUCE objectives and City policies promoting alternative modes of transportation.

Four of the 14 impacted intersections listed below are impacted in both the Approval Year (2019) and the Future Year (2042). Eight of the 14 impacted intersections are impacted in both the Interim Year (2031) and the Future Year (2042). As discussed below, physical improvements were considered to reduce the severity of the proposed project's Approval Year, Interim Year, and Future Year traffic impacts. However, at 10 of these intersections, the proposed improvements could create substantial secondary impacts to pedestrian mobility and transit operations; and would also be inconsistent with adopted City policies. As such, these potential improvements are considered to be infeasible. At four intersections, mitigation measures would require approvals from the City of Los Angeles and/or other outside agencies. If approvals are granted, impacts at three of the four intersections would be mitigated to less than significant levels. At one impacted intersection (#79 Bundy Drive & Olympic Boulevard), an improvement is planned as mitigation for the Martin Expo Town Center project. If that project were not to proceed, the roadway improvement would be required to be undertaken by the proposed PSJHC project as partial mitigation; however the impact would remain significant.

Tables 7A, 8A, and 9A summarize the Approval Year (2019), Interim Year (2031), and Future Year (2042) intersection impacts according to the City of Santa Monica's designated impact criteria. Tables 7B, 8B, and 9B summarize the intersection impacts in each scenario according to the City of Los Angeles' designated impact criteria. This section describes the potential mitigation measures that were reviewed for the significantly impacted intersections listed below.

26. 20th Street & Arizona Avenue
33. 20th Street & Pico Boulevard
42. 23rd Street & Arizona Avenue
44. 23rd Street & Broadway
50. Cloverfield Boulevard & Olympic Boulevard
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp
70. Centinela Avenue & Santa Monica Boulevard
74. Centinela Avenue & I-10 Westbound On-Off Ramps
77. Bundy Drive & Santa Monica Boulevard
79. Bundy Drive & Olympic Boulevard
80. Bundy Drive & Ocean Park Boulevard
81. Bundy Drive & I-10 Eastbound On-Ramp
82. Barrington Avenue & Wilshire Boulevard
83. Barrington Avenue & Santa Monica Boulevard

26) 20th Street & Arizona Avenue

The heavy westbound through traffic on Arizona Avenue carried in a single lane at this intersection contributes to the overall intersection delay, particularly during the PM peak hour under Approval Year conditions. A potential mitigation measure that would fully mitigate the project-related impact at this location is the configuration of the westbound approach to provide one right-turn lane and one shared through/left-turn lane. This would require removing heavily-used on-street parking and a bike lane to accommodate the new lane configuration. Because of these secondary impact and conflicts with the City's adopted Bike Action Plan, this potential mitigation measure is deemed infeasible. Therefore, the impact at this location would be significant and unavoidable.

33) 20th Street & Pico Boulevard

This intersection is oversaturated (LOS E) during the PM peak hour under both Interim Year and Future Year conditions. The eastbound right-turn movement experiences the heaviest delay because right-turning vehicles share a lane with through traffic. This eastbound right-turn delay contributes significantly to the overall intersection delay. The eastbound approach is currently served by one left-turn lane, one through lane, and one shared through/right-turn lane. The addition of a separate eastbound right-turn lane and reconfiguration of the existing shared through/right-turn lane to a through lane would mitigate the project impact at this location. The proposed mitigation measure would require right-of-way acquisition to accommodate an additional travel lane, increasing the crossing distance for pedestrians and potentially conflicting with LUCE Policies T3.1 and T6.1. In addition, the acquisition of ROW for road widening would be inconsistent with the stated aims of the Circulation chapter of the LUCE, this mitigation measure is deemed infeasible. Therefore, the impact at this location would be significant and unavoidable.

42) 23rd Street & Arizona Avenue

This all-way stop-controlled intersection is near saturated or oversaturated (LOS D or E) during the PM peak hour under all project scenarios. The heavy eastbound traffic on Arizona Avenue carried in a single lane contributes to the overall intersection delay, while heavy volumes in a single northbound lane on 23rd Street also contribute to delay. Removing three or four on-street parking spaces to create a right-turn pocket on either the eastbound or northbound approaches to the intersection would mitigate the project impact at this location to less than significant levels. However, this improvement would conflict with the existing bike lane on Arizona Avenue and potential future bicycle improvements on 23rd Street. Because of these secondary impacts and inconsistency with the City's LUCE and Bike Action Plan, this mitigation measure is deemed infeasible. Therefore, the impact at this location would be significant and unavoidable.

44) 23rd Street & Broadway

This two-way stop-controlled intersection has a significant impact during the PM peak hour under Interim Year and Future Year conditions. The southbound left-turn movement experiences the worst delay. Traffic volumes at this intersection would not meet the minimum threshold for the peak hour volume signal warrant. To mitigate the significant impact to less than significant levels, a potential improvement could involve restricting the southbound movements to right-turn only. This would be expected to shift those southbound left-turning vehicles either to southbound right-turning vehicles that would make U-turns downstream or, potentially, shift them onto Schader Drive and then onto Cloverfield Boulevard. Due to these secondary

impacts, including increased vehicle travel distances, this mitigation is deemed infeasible. Therefore, the impact at this location would be significant and unavoidable.

50) Cloverfield Boulevard & Olympic Boulevard

This intersection is oversaturated (LOS E) during the PM peak hour under both Interim Year and Future Year conditions. The southbound right-turn movement experiences the heaviest delays and contributes significantly to the overall intersection delay. The southbound approach is currently served by two left-turn lanes, two through lanes, and one shared through/right-turn lane. To mitigate the significant impact to less than significant levels, a potential improvement could involve reconfiguring the existing shared through/right-turn lane to a right-turn only lane, resulting in a southbound approach with two left-turn lanes, two through lanes, and a right-turn lane. However, this improvement could reduce capacity for southbound traffic heading to the freeway. Because of this potential secondary traffic impact, this mitigation is deemed infeasible. The impact at this location would be significant and unavoidable.

53) Cloverfield Boulevard & I-10 Eastbound On-Ramp

This intersection is oversaturated (LOS E) during the PM peak hour under both Interim Year and Future Year conditions. The southbound left-turn movement experiences the heaviest delays and contributes significantly to the overall intersection delay. The southbound approach is currently served by two left-turn lanes and two through lanes. Physical constraints at this location preclude widening of the southbound approach. Therefore, the impact at this location would be significant and unavoidable.

70) Centinela Avenue & Santa Monica Boulevard

This intersection is on the border of Santa Monica and Los Angeles. It is not significantly impacted according to the City of Santa Monica's methodology and criteria for determining significant impacts. However, it is significantly impacted upon Master Plan buildout during the AM and PM peak hours under Approval Year and Future Year conditions, according to the City of Los Angeles' methodology and criteria for determining significant impacts. The existing northbound and southbound approaches are each currently served by one shared left-turn/through/right-turn lane. To mitigate the significant impact to less than significant levels, a potential improvement could involve reconfiguring the existing northbound and southbound approaches to provide one left-turn lane and one shared through/right-turn lane on each approach. This would likely not require right-of-way acquisition but would require the removal of three or four heavily-used on-street parking spaces at both the northbound and southbound approaches, including a commercial loading zone on the northbound approach. This loading zone and parking on the northbound approach are located within the City of Los Angeles and therefore the mitigation would require that City's approval. The applicant shall work with the City of Los Angeles to implement this mitigation measure. In the event that the City of Los Angeles does not grant approval, this impact would remain significant and unavoidable.

74) Centinela Avenue & I-10 Westbound On-Off Ramps

This intersection, on the border of Santa Monica and Los Angeles, is oversaturated (LOS F) during the AM peak hour under both Approval Year and Future Year conditions. The northbound left-turn movement – from Centinela Avenue to the I-10 Westbound On-Ramp – experiences the heaviest delays and contributes significantly to the overall intersection delay. The northbound approach currently provides one left-turn lane and one through lane. Adding a second northbound left-turn lane onto the I-10 ramp would full mitigate this impact to less than significant levels; however, the need to maintain two southbound departure lanes to serve vehicles southbound on Centinela Avenue and those exiting I-10 westbound precludes such a reconfiguration of the roadway. For this reason, the impact at this location would be significant and unavoidable.

77) Bundy Drive & Santa Monica Boulevard

This intersection, located in the City of Los Angeles, would be significantly impacted upon Master Plan buildout during the PM peak hour under Future Year conditions. To mitigate the significant impact to a less than significant level, a potential improvement could involve reconfiguring the existing eastbound shared through/right-turn lane to one through lane and one right-turn lane. This would require relocating the eastbound bus stop for the Big Blue Bus from the near side of the intersection to consolidate it with the existing Metro bus stop on the far side of the intersection. This mitigation would require coordination with and approval from Big Blue Bus, Metro, and the City of Los Angeles. The applicant shall work with the City of Los Angeles to implement this mitigation measure. In the event that Metro or the City of Los Angeles does not grant approval, this impact would remain significant and unavoidable.

79) Bundy Drive & Olympic Boulevard

This intersection, located in the City of Los Angeles, is near saturated or oversaturated (LOS D or E) during the AM and/or PM peak hours under both Interim Year (partial buildout) and Future Year (full buildout) conditions. To mitigate the significant impact to less than significant levels, a potential improvement could involve restriping the northbound and southbound approaches to provide dual left-turn lanes. This improvement was identified as a mitigation in the *Final EIR for the Martin Expo Town Center* (2015). Improvements to the southbound approach have been made and that project is currently in the process of obtaining permits for the improvements to the northbound approach. With dual left-turn lanes at the northbound and southbound approaches, the impacts of this project would be eliminated in some scenarios but not in others. If the Martin Expo Town Center project does not obtain permits for this improvement, the project applicant would be required to undertake these improvements. This intersection is in the City of Los Angeles and implementation of this mitigation measure would require that City's approval. The applicant shall work with the City of Los Angeles to implement this mitigation measure. In the event that the City of Los Angeles does not grant approval, this impact would remain significant and unavoidable. This impact, however, would not be fully mitigated under all scenarios. If it were assumed to be in place as a future baseline street improvement in this study, the significant impacts identified here would still occur. In either case, the impact would be considered significant and unavoidable.

80) Bundy Drive & Ocean Park Boulevard

This intersection, located in the City of Los Angeles, is significantly impacted by project traffic according to the City of Santa Monica's methodology and significant impact criteria during the PM peak hour under Approval Year conditions and during both the AM and PM peak hours under Future Year conditions. It is not significantly impacted according to the City of Los Angeles' methodology and significant impact criteria. During the PM peak hour under Approval Year conditions and the AM peak hour under Future Year conditions, the northbound left-turn movement experiences the heaviest delay and contributes significantly to the overall intersection delay. During the PM peak hour under Future Year conditions, it is the eastbound right-turn movement that experiences the heaviest delay and contributes significantly to the overall intersection delay. To mitigate the significant impact to less than significant levels, a potential improvement would be to add a second northbound left-turn lane; however, the required restriping would create an offset in the southbound lanes and may conflict with eastbound right-turning vehicles. For these reasons, the mitigation is considered infeasible, and the impact at this location would be significant and unavoidable.

81) Bundy Drive & I-10 Eastbound On-Ramp

This intersection, located in the City of Los Angeles, is oversaturated (LOS E or F) during both the AM and PM peak hours under both Interim Year (partial buildout) and Future Year (full buildout) conditions. The heavy

southbound left-turn and northbound through traffic contributes to the overall delay at this intersection. To mitigate the significant impact to less than significant levels, a potential improvement could involve restriping the southbound approach to add a second left-turn lane. This would require removing on-street parking from the southbound approach on Bundy Drive, converting the HOV lane on the on-ramp to a mixed-flow lane, approval from Caltrans, and approval from the City of Los Angeles. The applicant shall work with Caltrans and the City of Los Angeles to implement this mitigation measure. In the event that Caltrans or the City of Los Angeles does not grant approval, the impact at this location would be significant and unavoidable.

82) Barrington Avenue & Wilshire Boulevard

This intersection, located in the City of Los Angeles, is near saturated (LOS D) or oversaturated (LOS E or F) during both the AM and PM peak hours under both Interim Year and Future Year conditions. The heavy eastbound through traffic on Wilshire Boulevard contributes to the overall delay at this intersection. To mitigate the significant impact to less than significant levels, a potential improvement could involve reconfiguring the eastbound right-turn lane to a shared through/right-turn lane. The presence of the peak period bus lane precludes this, however, and the impact would be considered significant and unavoidable.

83) Barrington Avenue & Santa Monica Boulevard

This intersection, located in the City of Los Angeles, is not significantly impacted according to the City of Santa Monica's methodology and criteria for determining significant impacts. However, it is significantly impacted during the AM peak hour under Future Year conditions, according to the City of Los Angeles' methodology and criteria for determining significant impacts. The heavy eastbound through traffic on Santa Monica Boulevard contributes to the overall delay at this intersection. The addition of a separate eastbound right-turn lane and reconfiguration of the existing shared through/right-turn lane to a through lane would mitigate the project impact at this location. The proposed mitigation measure would require right-of-way acquisition to accommodate an additional travel lane, increasing the crossing distance for pedestrians. For this reason, this mitigation measure is deemed infeasible. Therefore, the impact at this location would be significant and unavoidable.

STREET SEGMENT IMPACT MITIGATION MEASURES

The significant street segment impacts identified for Arizona Avenue west of 17th Street and west of 20th Street, as well as on 23rd Street north of Wilshire Boulevard, north of Arizona Avenue, north of Santa Monica Boulevard, and south of Ocean Park Boulevard are based on the potential for the Project to add more than one daily trip to each of these street segments, considered significant under the City of Santa Monica's impact criteria. Full closure of the affected street segments would not be acceptable, since they each serve adjacent land uses and carry substantial traffic volumes that would then need to shift to other nearby streets. These impacts are not the result of capacity constraints but the classification of the street segments in the City of Santa Monica LUCE. Consequently, without re-classifying the impacted streets and therefore changing the impact criteria, no mitigation measures would fully eliminate the potential for even a single Project trip to be added to any of these street segments. Therefore, each of these six impacts is considered significant and unavoidable.

8. PROJECT ALTERNATIVES

In addition to the No Project, four alternatives to the project were evaluated to determine their potential impacts on the surrounding transportation system as compared to the proposed project. As permitted by CEQA, these alternatives were evaluated in a lesser detail than the proposed project. Trip generation for each of the alternatives was estimated and compared with that of the proposed project, and a qualitative assessment of potential traffic impacts was made. The alternatives to the proposed project are described below:

Alternative 1 (No Project/No Build Alternative) – Under the No Project Alternative, the proposed project would not occur. The existing hospital campus, multifamily housing, and parking lots on the site would remain as they are.

Alternative 2 (Tier 1 Only) – This alternative assumes development of the Phase II sites with healthcare and related uses at the Tier 1 densities and heights. Alternative 1 would demolish the existing Child & Family Development Center, the St. John's Health Center Foundation building, the MRI Buildings, and the John Wayne Cancer Institute building. This Alternative includes replacement of the existing Child & Family Development Center (located on site 2I) with 4,500 sf of retail uses and 63,000 sf of medical office uses. On site 2C, this Alternative would replace the West Lot with 62,300 sf of hospital uses and 5,500 sf of retail uses. On site 2D/E, Alternative 1 would demolish the Saint John's Health Center Foundation building and replace it with 55,500 sf of hospital uses and 3,000 sf of retail uses. On site S1, Alternative 1 would replace the existing surface parking lot with the new Daycare Center (similar to the project) and Child & Family Development Center (42,900 sf of hospital uses). Site S3 would be developed with 73,750 sf of hospital uses and South Campus East of 21st Street would be developed with 165,200 sf of hospital uses and 10,000 sf of retail uses. The MUBL site on Broadway would be developed with 15 units and 800 sf of restaurant. The existing multi-family housing would remain and the existing street network would remain as is. This alternative does not include an Education and Conference Center or Visitor Housing. There would be no new streets such as 20th Place and Saint John's Way, and the northern portion of 21st Street would not be vacated. Instead, site access would be directly from the streets adjacent to the Phase II sites. Furthermore, the below-grade tunnels connecting parking garages and above-grade pedestrian connections over Santa Monica Boulevard would not be connected.

Alternative 3 (Reduced Healthcare Uses with Tier 2 Housing on South Campus) – This alternative represents a reduction in the healthcare uses compared with the proposed project to accommodate additional housing on the South Campus per certain public comments that have been received. Under Alternative 3, total development on the North Campus would be consistent with the Master Plan, with variations in the proposed uses to accommodate replacement of the Child and Family Development Center, including its Daycare uses, on Site 2I. The northern portion of the South Campus would be developed with healthcare uses in buildings. On the southern portion of the South Campus, development would be primarily multi-family housing at Tier 2 densities and heights. No Visitor Housing would be developed under Alternative 3. In addition, the existing street network would remain as is. There would be no new streets such as 20th Place and Saint John's Way and, the northern portion of 21st Street would not be vacated. Furthermore, the above-grade pedestrian connections over Santa Monica Boulevard and the tunnels beneath Santa Monica Boulevard would not be constructed.

Alternative 4 (Reduced Master Plan) – Alternative 4 represents a reduction in the Phase II Master Plan, with a reduction in height such that all new buildings would be no greater than 70 feet. Under Alternative 4, total development on the campus would be reduced due to the decreased height as compared to the Master

Plan, but it assumes that building footprints and open space would be similar to what the proposed project would provide. In addition, Alternative 4 assumes the same proposed street network as the Master Plan, including new streets such as 20th Place and Saint John's Way and, the northern portion of 21st Street would be vacated. Furthermore, the tunnel connections and above-grade pedestrian connections over Santa Monica Boulevard would be constructed.

Alternative 5 (Partial Master Plan) – This alternative represents a reduction in the proposed project, with the assumption that only some phases of the Master Plan would be implemented. Specifically, no development for sites 2D/E, S4, or S5 would occur and the existing uses would remain as they are on these sites. Under Alternative 5, Sites 2I, 2C, S1, S3, and S2 would be redeveloped in the same manner as the proposed project. In addition, Alternative 5 assumes the same proposed street network as the Master Plan, including new streets such as 20th Place and Saint John's Way and, the northern portion of 21st Street would be vacated. Furthermore, the west tunnel connection and the above-grade pedestrian connection over Santa Monica Boulevard would be constructed.

Table 12 summarizes and compares the trip generation estimates under each of the project alternatives.

ESTIMATED TRIP GENERATION FOR PROJECT ALTERNATIVES

The potential trip generation of each of the alternatives was estimated using the same methodology that was used for the proposed project. The resulting trip generation estimates for each alternative are shown in Tables 13 to 16. The estimated trip generation of each alternative is summarized below.

- Alternative 1 – Under this alternative, the project would not be constructed, and there would be no new trips generated to or from the project site. Existing uses would continue to generate trips.

- Alternative 2 – The trip generation for Alternative 2 would be approximately 15% lower than that of the proposed Project during each of the analyzed peak hours. As shown in Table 13, this alternative is expected to generate a net increase of approximately 543 trips during the AM peak hour and 631 trips during the PM peak hour.

- Alternative 3 – The trip generation for Alternative 3 would be approximately 12% more than that of the proposed Project during each of the analyzed peak hours. As shown in Table 14, this alternative is expected to generate a net increase of approximately 717 trips during the AM peak hour and 844 trips in the PM peak hour.

- Alternative 4 – The trip generation for Alternative 4 would be approximately 15% lower than that of the proposed project during each of the analyzed peak hours. As shown in Table 15, this alternative is expected to generate approximately 551 net new trips during the AM peak hour and 641 net new trips in the PM peak hour.

- Alternative 5 – The trip generation for Alternative 5 would be approximately 37% lower than that of the proposed project during each of the analyzed peak hours. As shown in Table 16, this alternative is expected to generate approximately 404 net new trips during the AM peak hour and 469 net new trips in the PM peak hour.

POTENTIAL TRAFFIC IMPACTS FOR PROJECT ALTERNATIVES

Based on the projected trip generation of the proposed alternatives and a review of the incremental changes in delay and V/C under the proposed project, the general conclusions presented below can be made with regard to anticipated traffic impacts. Tables 17A and 17B summarize the intersection impacts of the project and alternatives found in the analysis using the HCM and CMA methodologies, respectively.

- Alternative 1 – By definition, no traffic impacts would occur under this alternative, as no new development and associated vehicle trips would occur on the project site.

- Alternative 2 – This alternative would generate about 15% fewer AM and PM peak hour trips than the proposed project. Based on a review of the incremental changes in delay and V/C, this level of increase would result in fewer significant traffic impacts that the proposed project. Specifically, the Approval Year impact at 23rd Street & Arizona Avenue (Study Intersection 18) and the Future Year (2042) impact at Bundy Drive & Ocean Park Boulevard (Study Intersection 80) would not be expected to occur, per the HCM methodology. Intersection impacts under the City of Los Angeles criteria would be similar to those of the proposed project. There would still be significant impact on the segments of Arizona Avenue and on 23rd Street would be expected, as the threshold of significance there is only one new trip.

- Alternative 3 – As shown in Table 12, this alternative would generate about 12% more AM and PM peak hour trips than the proposed project. Consequently, it is anticipated that all of the significant intersection impacts under Approval Year and Future Year would also occur under Alternative 3. The local traffic impacts would also remain. Given the location of the housing on the campus, it is unlikely that any additional street segment impacts would occur on Arizona Avenue or other streets to the north.

- Alternative 4 – Similar to Alternative 2, this alternative would generate about 15% fewer AM and PM peak hour trips than the proposed project. Based on a review of the incremental changes in delay and V/C, this level of increase would result in fewer significant traffic impacts that the proposed project. Specifically, the Approval Year impact at 23rd Street & Arizona Avenue (Study Intersection 18) and the Future Year (2042) impact at Bundy Drive & Ocean Park Boulevard (Study Intersection 80) would not be expected to occur, per the HCM methodology. Intersection impacts under the City of Los Angeles criteria would be similar to those of the proposed project. There would still be significant impact on the segments of Arizona Avenue and on 23rd Street would be expected, as the significance threshold is a single trip.

- Alternative 5 – As shown in Table 12, this alternative would generate more than one-third fewer AM and PM peak hour trips than the proposed project. Based on a review of the incremental changes in delay and V/C, this level of increase would result in fewer significant traffic impacts that the proposed project. Specifically, the Approval Year impacts at 23rd Street & Arizona Avenue and at Bundy Drive & Ocean Park Boulevard and the Future Year (2042) impacts Cloverfield Boulevard & Olympic Drive and at Bundy Drive & Ocean Park Boulevard would not be expected to occur, per the HCM methodology. Under the City of Los Angeles criteria, the Approval Year and Future Year impacts at Centinela Avenue & Santa Monica Boulevard and at Barrington Avenue & Wilshire Boulevard, and the Future year impact at Barrington Avenue & Santa Monica Boulevard would not

be expected. There would still be significant impact on the segments of Arizona Avenue and on 23rd Street would be expected, as the significance threshold is a single trip.

TABLE 12
PROJECT ALTERNATIVES TRIP GENERATION COMPARISON

Land Use	Weekday Trips	AM Peak Hour Trips			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project							
NET NEW TRIPS	***9,826***	***421***	***220***	***641***	***282***	***472***	***754***
Alternative 0 (No Build)							
NET NEW TRIPS	***0***	***0***	***0***	***0***	***0***	***0***	***0***
% Change: Alt vs Proposed	**-100%**	**-100%**	**-100%**	**-100%**	**-100%**	**-100%**	**-100%**
Alternative 2 (Tier 1 Only)							
NET NEW TRIPS	***8,187***	***362***	***181***	***543***	***232***	***399***	***631***
% Change: Alt vs Proposed	**-17%**	**-14%**	**-18%**	**-15%**	**-18%**	**-15%**	**-16%**
Alternative 3 (Reduced Healthcare Uses with Tier 2 Housing on South Campus)							
NET NEW TRIPS	***11,236***	***415***	***302***	***717***	***360***	***484***	***844***
% Change: Alt vs Proposed	**14%**	**-1%**	**37%**	**12%**	**28%**	**3%**	**12%**
Alternative 4 (Reduced Master Plan)							
NET NEW TRIPS	***8,359***	***364***	***187***	***551***	***237***	***404***	***641***
% Change: Alt vs Proposed	**-15%**	**-14%**	**-15%**	**-14%**	**-16%**	**-14%**	**-15%**
Alternative 5 (Partial Master Plan)							
NET NEW TRIPS	***6,042***	***271***	***133***	***404***	***168***	***301***	***469***
% Change: Alt vs Proposed	**-39%**	**-36%**	**-40%**	**-37%**	**-40%**	**-36%**	**-38%**

TABLE 13
PROVIDENCE ST. JOHN'S HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - ALTERNATIVE 2 (Tier 1 Only)

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			Weekday	AM Peak Hour Trips			PM Peak Hour Trips		
		Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
PROJECT ALTERNATIVE 2															
Retail	21.20 KSF	40.64	1.81	62%	38%	2.80	48%	52%	862	24	14	38	28	31	59
Internal Capture		*50%*	*50%*			*50%*			*(431)*	*(12)*	*(7)*	*(19)*	*(14)*	*(16)*	*(30)*
									431	12	7	19	14	15	29
Restaurant	7.60 KSF	81.24	3.64	55%	45%	5.53	60%	40%	617	15	13	28	25	17	42
Internal Capture		*50%*	*50%*			*50%*			*(309)*	*(8)*	*(6)*	*(14)*	*(13)*	*(8)*	*(21)*
									308	7	7	14	12	9	21
Hospital/Medical	399.65 KSF	16.33	1.07	63%	37%	1.24	38%	62%	6,526	270	158	428	188	308	496
Daycare	73 students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
Internal Capture		*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
									149	15	13	28	13	16	29
Medical Office	63.00 KSF	29.70	2.26	79%	21%	2.45	28%	72%	1,871	112	30	142	43	111	154
Housing	25.00 DU	6.44	0.42	20%	80%	0.46	65%	35%	161	2	9	11	8	4	12
Internal Capture		*50%*	*50%*			*50%*			*(81)*	*(1)*	*(5)*	*(6)*	*(4)*	*(2)*	*(6)*
									80	1	4	5	4	2	6
TOTAL PROJECT TRIPS									**9,365**	**417**	**219**	**636**	**274**	**461**	**735**
EXISTING LAND USES															
Daycare	*(61) students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	*(249)*	*(25)*	*(23)*	*(48)*	*(23)*	*(25)*	*(48)*
		50%	50%			50%			125	13	11	24	11	13	24
									(124)	*(12)*	*(12)*	*(24)*	*(12)*	*(12)*	*(24)*
Hospital	*(64.530) KSF*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(1,054)*	*(43)*	*(26)*	*(69)*	*(30)*	*(50)*	*(80)*
TOTAL EXISTING TO BE REMOVED									***(1,178)***	***(55)***	***(38)***	***(93)***	***(42)***	***(62)***	***(104)***
NET INCREMENTAL TRIPS									**8,187**	**362**	**181**	**543**	**232**	**399**	**631**

TABLE 14
PROVIDENCE ST. JOHN'S HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - ALTERNATIVE 3 (Reduced Healthcare Uses with Tier 2 Housing on South Campus)

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			Weekday	AM Peak Hour Trips			PM Peak Hour Trips		
		Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
PROJECT ALTERNATIVE 3															
Retail	25.55 KSF	40.64	1.81	62%	38%	2.80	48%	52%	1,038	29	17	46	35	37	72
Internal Capture		*50%*	*50%*			*50%*			*(519)*	*(14)*	*(9)*	*(23)*	*(17)*	*(19)*	*(36)*
									519	15	8	23	18	18	36
Restaurant	19.55 KSF	81.24	3.64	55%	45%	5.53	60%	40%	1,588	39	32	71	65	43	108
Internal Capture		*50%*	*50%*			*50%*			*(794)*	*(20)*	*(16)*	*(36)*	*(32)*	*(22)*	*(54)*
									794	19	16	35	33	21	54
Hospital/Medical	511.35 KSF	16.33	1.07	63%	37%	1.24	38%	62%	8,350	345	202	547	241	393	634
Daycare	73 students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
Internal Capture		*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
									149	15	13	28	13	16	29
Medical Office	15.50 KSF	29.70	2.26	79%	21%	2.45	28%	72%	460	28	7	35	11	27	38
Office	8.65 KSF	10.15	0.80	88%	12%	0.89	17%	83%	88	6	1	7	1	7	8
Housing	247.00 DU	6.44	0.42	20%	80%	0.46	65%	35%	1,591	21	83	104	74	40	114
TOTAL PROJECT TRIPS									**11,951**	**449**	**330**	**779**	**391**	**522**	**913**
EXISTING LAND USES															
Daycare	*(61) students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	*(249)*	*(25)*	*(23)*	*(48)*	*(23)*	*(25)*	*(48)*
Internal Capture		50%	50%			50%			125	13	11	24	11	13	24
									(124)	*(12)*	*(12)*	*(24)*	*(12)*	*(12)*	*(24)*
Hospital	*(64.530) KSF*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(1,054)*	*(43)*	*(26)*	*(69)*	*(30)*	*(50)*	*(80)*
Internal Capture		50%	50%			50%			527	22	13	35	15	25	40
									(527)	(21)	(13)	(34)	(15)	(25)	(40)
Housing	*(10) DU*	*6.44*	*0.42*	*28%*	*72%*	*0.46*	*70%*	*30%*	*(64)*	*(1)*	*(3)*	*(4)*	*(4)*	*(1)*	*(5)*
TOTAL EXISTING TO BE REMOVED									***(715)***	***(34)***	***(28)***	***(62)***	***(31)***	***(38)***	***(69)***
NET INCREMENTAL TRIPS									**11,236**	**415**	**302**	**717**	**360**	**484**	**844**

TABLE 15
PROVIDENCE ST. JOHN'S HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - ALTERNATIVE 4 (Reduced Master Plan)

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			Weekday	AM Peak Hour Trips			PM Peak Hour Trips		
		Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
PROJECT ALTERNATIVE 4															
Retail	21.20 KSF	40.64	1.81	62%	38%	2.80	48%	52%	862	24	14	38	28	31	59
Internal Capture		*50%*	*50%*			*50%*			*(431)*	*(12)*	*(7)*	*(19)*	*(14)*	*(16)*	*(30)*
									431	12	7	19	14	15	29
Restaurant	7.60 KSF	81.24	3.64	55%	45%	5.53	60%	40%	617	15	13	28	25	17	42
Internal Capture		*50%*	*50%*			*50%*			*(309)*	*(8)*	*(6)*	*(14)*	*(13)*	*(8)*	*(21)*
									308	7	7	14	12	9	21
Hospital/Medical	404.40 KSF	16.33	1.07	63%	37%	1.24	38%	62%	6,604	273	160	433	190	311	501
Daycare	73 students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
Internal Capture		*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
									149	15	13	28	13	16	29
Medical Office	50.00 KSF	29.70	2.26	79%	21%	2.45	28%	72%	1,485	89	24	113	34	89	123
Housing	10.00 DU	6.44	0.42	20%	80%	0.46	65%	35%	64	1	3	4	3	2	5
Internal Capture		*50%*	*50%*			*50%*			*(32)*	*0*	*(2)*	*(2)*	*(2)*	*(1)*	*(3)*
									32	1	1	2	1	1	2
Visitor Housing	34.00 DU	3.82	0.25	20%	80%	0.28	65%	35%	130	2	7	9	7	3	10
Internal Capture		*50%*	*50%*			*50%*			*(65)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
									65	1	3	4	4	1	5
TOTAL PROJECT TRIPS									**9,074**	**398**	**215**	**613**	**268**	**442**	**710**
EXISTING LAND USES															
Daycare	*(61) students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	*(249)*	*(25)*	*(23)*	*(48)*	*(23)*	*(25)*	*(48)*
Internal Capture		50%	50%			50%			125	13	11	24	11	13	24
									(124)	*(12)*	*(12)*	*(24)*	*(12)*	*(12)*	*(24)*
Hospital	*(64.530) KSF*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(1,054)*	*(43)*	*(26)*	*(69)*	*(30)*	*(50)*	*(80)*
Internal Capture		50%	50%			50%			527	22	13	35	15	25	40
									(527)	(21)	(13)	(34)	(15)	(25)	(40)
Housing	*(10) DU*	*6.44*	*0.42*	*28%*	*72%*	*0.46*	*70%*	*30%*	*(64)*	*(1)*	*(3)*	*(4)*	*(4)*	*(1)*	*(5)*
TOTAL EXISTING TO BE REMOVED									***(715)***	***(34)***	***(28)***	***(62)***	***(31)***	***(38)***	***(69)***
NET INCREMENTAL TRIPS									**8,359**	**364**	**187**	**551**	**237**	**404**	**641**

TABLE 16
PROVIDENCE ST. JOHN'S HEALTH CENTER PHASE II PROJECT
TRIP GENERATION ESTIMATES - ALTERNATIVE 5 (Partial Master Plan)

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			Weekday	AM Peak Hour Trips			PM Peak Hour Trips		
		Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
PROJECT ALTERNATIVE 5															
Retail	10.00 KSF	40.64	1.81	62%	38%	2.80	48%	52%	406	11	7	18	13	15	28
Internal Capture		*50%*	*50%*			*50%*			*(203)*	*(6)*	*(3)*	*(9)*	*(7)*	*(7)*	*(14)*
									203	5	4	9	6	8	14
Restaurant	5.80 KSF	81.24	3.64	55%	45%	5.53	60%	40%	471	12	9	21	19	13	32
Internal Capture		*50%*	*50%*			*50%*			*(236)*	*(6)*	*(5)*	*(11)*	*(10)*	*(6)*	*(16)*
									235	6	4	10	9	7	16
Hospital/Medical	255.50 KSF	16.33	1.07	63%	37%	1.24	38%	62%	4,172	172	101	273	120	197	317
Daycare	73 students	4.09	0.78	53%	47%	0.79	47%	53%	299	30	27	57	27	31	58
Internal Capture		*50%*	*50%*			*50%*			*(150)*	*(15)*	*(14)*	*(29)*	*(14)*	*(15)*	*(29)*
									149	15	13	28	13	16	29
Housing	10.00 DU	6.44	0.42	20%	80%	0.46	65%	35%	64	1	3	4	3	2	5
Internal Capture		*50%*	*50%*			*50%*			*(32)*	*0*	*(2)*	*(2)*	*(2)*	*(1)*	*(3)*
									32	1	1	2	1	1	2
Medical Office	50.00 KSF	29.70	2.26	79%	21%	2.45	28%	72%	1,485	89	24	113	34	89	123
TOTAL PROJECT TRIPS									**6,276**	**288**	**147**	**435**	**183**	**318**	**501**
EXISTING LAND USES															
Daycare	*(61) students*	*4.09*	*0.78*	*53%*	*47%*	*0.79*	*47%*	*53%*	*(249)*	*(25)*	*(23)*	*(48)*	*(23)*	*(25)*	*(48)*
Internal Capture		50%	50%			50%			125	13	11	24	11	13	24
									(124)	*(12)*	*(12)*	*(24)*	*(12)*	*(12)*	*(24)*
Hospital	*(13.475) KSF*	*16.33*	*1.07*	*63%*	*37%*	*1.24*	*38%*	*62%*	*(220)*	*(9)*	*(5)*	*(14)*	*(6)*	*(11)*	*(17)*
Internal Capture		50%	50%			50%			110	4	3	7	3	6	9
									(110)	(5)	(2)	(7)	(3)	(5)	(8)
TOTAL EXISTING TO BE REMOVED									***(234)***	***(17)***	***(14)***	***(31)***	***(15)***	***(17)***	***(32)***
NET INCREMENTAL TRIPS									**6,042**	**271**	**133**	**404**	**168**	**301**	**469**

TABLE 17A
SUMMARY OF PROJECT AND ALTERNATIVES INTERSECTION IMPACTS
CITY OF SANTA MONICA ANALYSIS METHODOLOGY - HCM

No.	INTERSECTION	APPROVAL YEAR (2019)						FUTURE YEAR (2042)					
		Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
26	20th Street & Arizona Avenue	X		X	X	X	X						
33	20th Street & Pico Boulevard							X		X	X	X	X
42	23rd Street & Arizona Avenue	X			X			X		X	X	X	X
44	23rd Street & Broadway							X		X	X	X	X
50	Cloverfield Boulevard & Olympic Boulevard	X		X	X	X	X	X		X	X	X	
53	Cloverfield Boulevard & I-10 EB On-Ramp							X		X	X	X	X
70	Centinela Avenue & Santa Monica Boulevard												
74	Centinela Avenue & I-10 WB On-Off Ramps	X		X	X	X	X	X		X	X	X	X
77	Bundy Drive & Santa Monica Boulevard												
79	Bundy Drive & Olympic Boulevard							X		X	X	X	X
80	Bundy Drive & Ocean Park Boulevard	X		X	X	X		X			X		
81	Bundy Drive & I-10 EB On-Ramp							X		X	X	X	X
82	Barrington Avenue & Wilshire Boulevard							X		X	X	X	X
83	Barrington Avenue & Santa Monica Boulevard												
	Total Impacted Intersections:	**5**	**0**	**4**	**5**	**4**	**3**	**10**	**0**	**9**	**10**	**9**	**8**

TABLE 17B
SUMMARY OF PROJECT AND ALTERNATIVES INTERSECTION IMPACTS
CITY OF LOS ANGELES ANALYSIS METHODOLOGY - CMA

No.	INTERSECTION	APPROVAL YEAR (2019)						FUTURE YEAR (2042)					
		Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
26	20th Street & Arizona Avenue												
33	20th Street & Pico Boulevard												
42	23rd Street & Arizona Avenue												
44	23rd Street & Broadway												
50	Cloverfield Boulevard & Olympic Boulevard												
53	Cloverfield Boulevard & I-10 EB On-Ramp												
70	Centinela Avenue & Santa Monica Boulevard	X		X	X	X		X		X	X	X	
74	Centinela Avenue & I-10 WB On-Off Ramps												
77	Bundy Drive & Santa Monica Boulevard							X		X	X	X	X
79	Bundy Drive & Olympic Boulevard							X		X	X	X	X
80	Bundy Drive & Ocean Park Boulevard												
81	Bundy Drive & I-10 EB On-Ramp							X		X	X	X	X
82	Barrington Avenue & Wilshire Boulevard	X		X	X	X		X		X	X	X	
83	Barrington Avenue & Santa Monica Boulevard							X		X	X	X	
Total Impacted Intersections:		**2**	**0**	**2**	**2**	**2**	**0**	**6**	**0**	**6**	**6**	**6**	**3**

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APPENDIX A1:
STUDY INTERSECTION TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	14TH ST	LOCATION #:	1
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

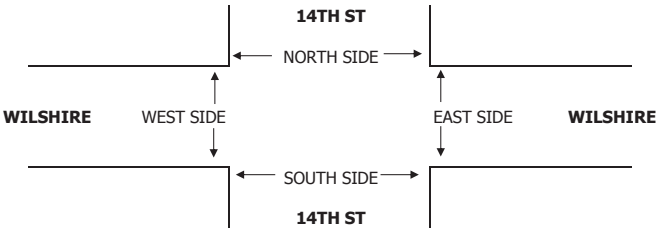
		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	10	53	19	18	56	8	7	152	10	12	166	10	521
	7:45 AM	13	61	25	22	80	11	9	193	13	11	185	5	628
	8:00 AM	11	85	33	38	68	5	12	207	13	19	189	20	700
	8:15 AM	10	56	34	34	70	12	8	215	20	18	190	10	677
	8:30 AM	12	53	20	20	97	12	11	203	16	15	208	12	679
	8:45 AM	18	64	26	25	93	8	6	196	16	17	201	8	678
	9:00 AM	18	56	30	24	87	6	5	167	12	13	190	11	619
	9:15 AM	14	60	21	26	66	12	7	185	8	12	230	11	652
	VOLUMES	106	488	208	207	617	74	65	1,518	108	117	1,559	87	5,154
	APPROACH %	13%	61%	26%	23%	69%	8%	4%	90%	6%	7%	88%	5%	
	APP/DEPART	802	/	640	898	/	842	1,691	/	1,933	1,763	/	1,739	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	51	258	113	117	328	37	37	821	65	69	788	50	2,734
	APPROACH %	12%	61%	27%	24%	68%	8%	4%	89%	7%	8%	87%	6%	
	PEAK HR FACTOR		0.818			0.934			0.950			0.965		0.976
	APP/DEPART	422	/	345	482	/	462	923	/	1,051	907	/	876	0
PM	5:00 PM	15	100	25	22	74	14	3	234	21	19	223	14	764
	5:15 PM	17	92	22	15	58	12	5	194	9	13	193	17	647
	5:30 PM	19	90	26	8	62	6	7	212	18	11	243	19	721
	5:45 PM	24	75	16	24	57	11	7	187	10	20	219	29	679
	6:00 PM	21	68	14	22	59	15	12	195	19	17	182	25	649
	6:15 PM	25	77	26	24	70	8	15	190	14	16	198	14	677
	6:30 PM	22	78	18	21	52	9	5	217	13	13	209	18	675
	6:45 PM	13	85	23	17	53	13	7	192	12	21	191	28	655
	VOLUMES	156	665	170	153	485	88	61	1,621	116	130	1,658	164	5,467
	APPROACH %	16%	67%	17%	21%	67%	12%	3%	90%	6%	7%	85%	8%	
	APP/DEPART	991	/	890	726	/	731	1,798	/	1,944	1,952	/	1,902	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	75	357	89	69	251	43	22	827	58	63	878	79	2,811
	APPROACH %	14%	69%	17%	19%	69%	12%	2%	91%	6%	6%	86%	8%	
	PEAK HR FACTOR		0.930			0.825			0.879			0.934		0.920
	APP/DEPART	521	/	458	363	/	372	907	/	985	1,020	/	996	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0	0		1	1
0	0		0	0
0	0		0	0
0	1		0	1
0	0		0	0
0	0		0	0
1	0		0	1
1	1	0	1	3
0	0		0	0
1	0		0	1
0	0		0	0
0	1		0	1
1	0		0	1
1	0		1	2
0	0		0	0
3	0		0	3
6	1	0	1	8



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	13	15	9	17	54
	7:45 AM	19	11	12	13	55
	8:00 AM	11	15	9	9	44
	8:15 AM	13	18	8	5	44
	8:30 AM	24	18	12	13	67
	8:45 AM	26	15	12	10	63
	9:00 AM	21	14	2	15	52
	9:15 AM	17	21	9	13	60
	TOTAL	144	127	73	95	439
PM	5:00 PM	27	29	9	20	85
	5:15 PM	36	13	10	24	83
	5:30 PM	24	31	9	22	86
	5:45 PM	31	16	8	26	81
	6:00 PM	19	17	15	19	70
	6:15 PM	17	27	11	26	81
	6:30 PM	14	23	18	30	85
	6:45 PM	18	17	16	17	68
	TOTAL	186	173	96	184	639

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12	14	6	15	47
19	10	11	12	52
11	13	9	8	41
12	15	7	3	37
23	15	12	10	60
24	14	8	6	52
19	13	2	9	43
15	20	7	11	53
135	114	62	74	385
25	28	8	18	79
32	12	8	24	76
24	28	8	22	82
27	15	7	24	73
18	14	11	17	60
17	26	11	23	77
14	19	16	28	77
17	13	14	15	59
174	155	83	171	583

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	3	2	7
0	1	1	1	3
0	2	0	1	3
1	3	1	2	7
1	3	0	3	7
2	1	4	4	11
2	1	0	6	9
2	1	2	2	7
9	13	11	21	54
2	1	1	2	6
4	1	2	0	7
0	3	1	0	4
4	1	1	2	8
1	3	4	2	10
0	1	0	3	4
0	4	2	2	8
1	4	2	2	9
12	18	13	13	56

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
6/6/17	NORTH & SOUTH:	21ST	LOCATION #:	1
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

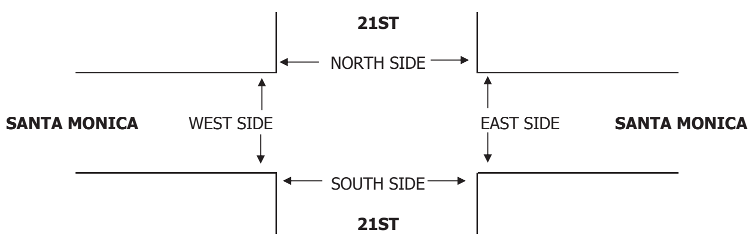
WEATHER: PARTLY CLOUDY

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND 21ST			SOUTHBOUND 21ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	X	X	X	0.5	0.5	1	X	2	0	1	2	X	
AM													
7:30 AM				7	6	0		169	13	23	274		492
7:45 AM				2	10	3		166	14	20	321		536
8:00 AM				4	5	4		214	11	14	315		567
8:15 AM				4	6	9		222	10	15	302		568
8:30 AM				2	9	4		183	10	15	335		558
8:45 AM				8	9	5		222	16	21	329		610
9:00 AM				4	8	5		214	16	8	250		505
9:15 AM				2	4	5		204	15	16	276		522
VOLUMES	0	0	0	33	57	35	0	1,594	105	132	2,402	0	4,358
APPROACH %	0%	0%	0%	26%	46%	28%	0%	94%	6%	5%	95%	0%	
APP/DEPART	0	/	0	125	/	294	1,699	/	1,627	2,534	/	2,437	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	0	0	0	18	29	22	0	841	47	65	1,281	0	2,303
APPROACH %	0%	0%	0%	26%	42%	32%	0%	95%	5%	5%	95%	0%	
PEAK HR FACTOR		0.000			0.784			0.933			0.961		0.944
APP/DEPART	0	/	0	69	/	141	888	/	859	1,346	/	1,303	0
PM													
5:00 PM				4	2	5		339	12	4	262		628
5:15 PM				6	0	9		310	8	2	303		638
5:30 PM				9	1	7		259	6	2	285		569
5:45 PM				12	1	2		316	5	6	300		642
6:00 PM				5	1	8		278	5	6	279		582
6:15 PM				6	0	4		304	12	9	330		665
6:30 PM				9	1	4		279	6	14	297		610
6:45 PM				9	1	11		262	5	16	259		563
VOLUMES	0	0	0	60	7	50	0	2,347	59	59	2,315	0	4,897
APPROACH %	0%	0%	0%	51%	6%	43%	0%	98%	2%	2%	98%	0%	
APP/DEPART	0	/	0	117	/	125	2,406	/	2,407	2,374	/	2,365	0
BEGIN PEAK HR		5:45 PM											
VOLUMES	0	0	0	32	3	18	0	1,177	28	35	1,206	0	2,499
APPROACH %	0%	0%	0%	60%	6%	34%	0%	98%	2%	3%	97%	0%	
PEAK HR FACTOR		0.000			0.883			0.938			0.915		0.939
APP/DEPART	0	/	0	53	/	66	1,205	/	1,209	1,241	/	1,224	0

	U-TURNS					LEFT TURN BIKES				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
	X	X	X	X		X	X	X	X	
7:30 AM					0					0
7:45 AM					0					0
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0
5:00 PM					0					0
5:15 PM					0					0
5:30 PM					0					0
5:45 PM					0					0
6:00 PM					0					0
6:15 PM					0					0
6:30 PM					0					0
6:45 PM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM															
7:30 AM	7	8	2	21	38	7	5	2	21	35	0	3	0	0	3
7:45 AM	5	13	2	30	50	4	9	1	28	42	1	4	1	2	8
8:00 AM	12	18	1	26	57	9	17	1	25	52	3	1	0	1	5
8:15 AM	20	10	2	18	50	18	8	0	17	43	2	2	2	1	7
8:30 AM	8	16	2	23	49	7	13	1	20	41	1	3	1	3	8
8:45 AM	14	15	4	25	58	10	15	4	24	53	4	0	0	1	5
9:00 AM	15	5	6	20	46	14	4	6	19	43	1	1	0	1	3
9:15 AM	16	6	5	16	43	12	5	4	16	37	4	1	1	0	6
TOTAL	97	91	24	179	391	81	76	19	170	346	16	15	5	9	45
PM															
5:00 PM	16	12	2	15	45	12	12	2	14	40	4	0	0	1	5
5:15 PM	8	10	3	9	30	7	8	2	8	25	1	2	1	1	5
5:30 PM	9	10	3	6	28	7	9	3	6	25	2	1	0	0	3
5:45 PM	3	12	0	11	26	3	12	0	10	25	0	0	0	1	1
6:00 PM	3	8	4	16	31	2	7	3	16	28	1	1	1	0	3
6:15 PM	6	10	1	15	32	6	7	1	14	28	0	3	0	1	4
6:30 PM	2	5	4	12	23	2	5	2	12	21	0	0	2	0	2
6:45 PM	9	10	4	16	39	8	9	4	15	36	1	1	0	1	3
TOTAL	56	77	21	100	254	47	69	17	95	228	9	8	4	5	26

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	14TH ST	LOCATION #:	2
TUESDAY	EAST & WEST:	ARIZONA	CONTROL:	SIGNAL

NOTES:

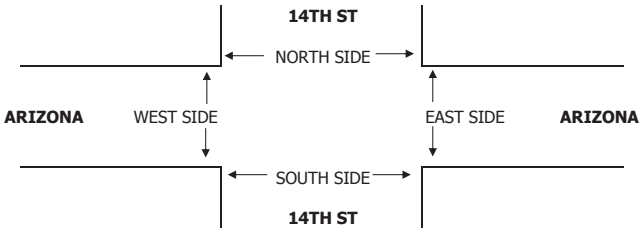
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	5	62	13	3	77	1	3	13	15	3	13	9	217
	7:45 AM	4	100	14	7	93	0	2	20	12	10	18	7	287
	8:00 AM	6	113	18	4	89	2	2	27	24	7	34	6	332
	8:15 AM	6	104	22	6	101	5	2	40	22	7	27	8	350
	8:30 AM	12	71	26	5	126	2	3	15	23	10	22	14	329
	8:45 AM	5	92	21	8	110	5	4	31	31	13	20	13	353
	9:00 AM	9	93	19	4	106	3	6	29	26	6	26	13	340
	9:15 AM	9	78	6	2	89	1	7	29	17	8	28	9	283
	VOLUMES	56	713	139	39	791	19	29	204	170	64	188	79	2,491
	APPROACH %	6%	79%	15%	5%	93%	2%	7%	51%	42%	19%	57%	24%	
	APP/DEPART	908	/	821	849	/	1,025	403	/	382	331	/	263	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	32	360	88	23	443	15	15	115	102	36	95	48	1,372
	APPROACH %	7%	75%	18%	5%	92%	3%	6%	50%	44%	20%	53%	27%	
	PEAK HR FACTOR		0.909			0.904			0.879			0.973		0.972
	APP/DEPART	480	/	423	481	/	581	232	/	226	179	/	142	0
PM	5:00 PM	7	123	9	5	93	3	4	43	33	19	40	10	389
	5:15 PM	8	112	11	6	79	4	5	50	21	19	55	12	382
	5:30 PM	18	117	8	3	82	8	7	39	32	14	37	17	382
	5:45 PM	15	104	8	0	93	3	6	34	16	7	36	4	326
	6:00 PM	12	86	3	3	81	4	3	45	18	8	42	8	313
	6:15 PM	13	120	11	3	98	6	3	30	25	6	29	10	354
	6:30 PM	17	112	6	7	72	2	3	29	10	9	17	6	290
	6:45 PM	13	113	5	3	79	2	2	21	9	7	23	5	282
	VOLUMES	103	887	61	30	677	32	33	291	164	89	279	72	2,718
	APPROACH %	10%	84%	6%	4%	92%	4%	7%	60%	34%	20%	63%	16%	
	APP/DEPART	1,051	/	992	739	/	930	488	/	382	440	/	414	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	48	456	36	14	347	18	22	166	102	59	168	43	1,479
	APPROACH %	9%	84%	7%	4%	92%	5%	8%	57%	35%	22%	62%	16%	
	PEAK HR FACTOR		0.944			0.938			0.906			0.785		0.951
	APP/DEPART	540	/	521	379	/	508	290	/	216	270	/	234	0

U-TURNS					
	NB X	SB X	EB X	WB X	TTL
AM				0	0
				1	1
				0	0
				0	0
				1	1
				0	0
				0	0
				0	0
	0	0	0	2	2
PM				0	0
				0	0
				0	0
				0	0
				0	0
				0	0
				0	0
				0	0
	0	0	0	0	0

LEFT TURN BIKES					
	NL X	SL X	EL X	WL X	TTL
AM	0	0	1	0	1
	0	0	0	1	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	1	2	4
PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	2	0	0	2



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	4	8	5	8	25
7:45 AM	3	11	8	13	35
8:00 AM	4	9	6	6	25
8:15 AM	7	8	7	3	25
8:30 AM	9	13	5	5	32
8:45 AM	10	17	4	9	40
9:00 AM	4	12	3	10	29
9:15 AM	1	9	7	5	22
TOTAL	42	87	45	59	233
PM 5:00 PM	8	9	8	5	30
5:15 PM	2	12	6	6	26
5:30 PM	5	16	4	8	33
5:45 PM	2	13	3	7	25
6:00 PM	4	6	7	8	25
6:15 PM	8	12	16	11	47
6:30 PM	6	14	5	11	36
6:45 PM	4	10	8	4	26
TOTAL	39	92	57	60	248

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	5	4	3	15
7:45 AM	2	10	8	12	32
8:00 AM	2	9	6	3	20
8:15 AM	2	7	7	0	16
8:30 AM	2	11	4	3	20
8:45 AM	1	17	1	6	25
9:00 AM	1	8	3	5	17
9:15 AM	0	9	5	3	17
TOTAL	13	76	38	35	162
PM 5:00 PM	6	8	8	4	26
5:15 PM	1	5	4	5	15
5:30 PM	0	8	3	7	18
5:45 PM	1	8	1	7	17
6:00 PM	1	4	6	4	15
6:15 PM	3	6	9	6	24
6:30 PM	2	8	2	10	22
6:45 PM	0	2	3	3	8
TOTAL	14	49	36	46	145

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	1	3	1	5	10
7:45 AM	1	1	0	1	3
8:00 AM	2	0	0	3	5
8:15 AM	5	1	0	3	9
8:30 AM	7	2	1	2	12
8:45 AM	9	0	3	3	15
9:00 AM	3	4	0	5	12
9:15 AM	1	0	2	2	5
TOTAL	29	11	7	24	71
PM 5:00 PM	2	1	0	1	4
5:15 PM	1	7	2	1	11
5:30 PM	5	8	1	1	15
5:45 PM	1	5	2	0	8
6:00 PM	3	2	1	4	10
6:15 PM	5	6	7	5	23
6:30 PM	4	6	3	1	14
6:45 PM	4	8	5	1	18
TOTAL	25	43	21	14	103

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
6/6/17	NORTH & SOUTH:	21ST	LOCATION #:	2
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	1 WAY STOP SB

NOTES:

WEATHER: PARTLY CLOUDY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 21ST			SOUTHBOUND 21ST			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 1	ER X	WL X	WT 1	WR X	TOTAL
AM	7:30 AM				10		8		93			135		246
	7:45 AM				2		9		125			144		280
	8:00 AM				1		5		147			149		302
	8:15 AM				5		11		145			142		303
	8:30 AM				5		10		135			124		274
	8:45 AM				11		22		157			125		315
	9:00 AM				4		16		160			116		296
	9:15 AM				9		18		118			93		238
	VOLUMES	0	0	0	47	0	99	0	1,080	0	0	1,028	0	2,254
	APPROACH %	0%	0%	0%	32%	0%	68%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	146	/	0	1,080	/	1,127	1,028	/	1,127	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	22	0	48	0	584	0	0	540	0	1,194
	APPROACH %	0%	0%	0%	31%	0%	69%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.530			0.930			0.906		0.948
	APP/DEPART	0	/	0	70	/	0	584	/	606	540	/	588	0
PM	5:00 PM				10		11		151			138		310
	5:15 PM				11		8		143			156		318
	5:30 PM				3		11		133			136		283
	5:45 PM				2		7		110			119		238
	6:00 PM				3		10		154			132		299
	6:15 PM				7		7		116			133		263
	6:30 PM				5		2		91			131		229
	6:45 PM				4		3		109			129		245
	VOLUMES	0	0	0	45	0	59	0	1,007	0	0	1,074	0	2,185
	APPROACH %	0%	0%	0%	43%	0%	57%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	104	/	0	1,007	/	1,052	1,074	/	1,133	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	26	0	37	0	537	0	0	549	0	1,149
	APPROACH %	0%	0%	0%	41%	0%	59%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.750			0.889			0.880		0.903
	APP/DEPART	0	/	0	63	/	0	537	/	563	549	/	586	0

U-TURNS						LEFT TURN BIKES					
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	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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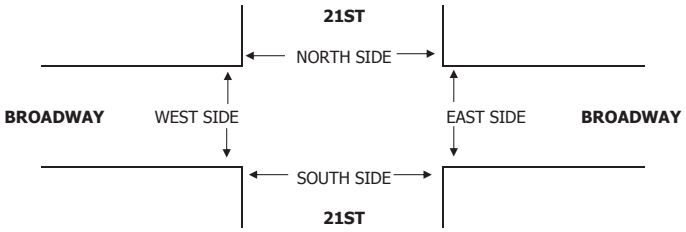
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	5	0	2	4	11	5		2	4	11	0		0	0	0
	7:45 AM	9	0	0	5	14	9		0	4	13	0		0	1	1
	8:00 AM	7	0	2	1	10	7		0	1	8	0		2	0	2
	8:15 AM	2	0	0	4	6	2		0	4	6	0		0	0	0
	8:30 AM	4	0	0	3	7	4		0	2	6	0		0	1	1
	8:45 AM	9	0	3	10	22	9		2	8	19	0		1	2	3
	9:00 AM	5	0	2	2	9	4		1	2	7	1		1	0	2
	9:15 AM	8	0	0	9	17	8		0	9	17	0		0	0	0
	TOTAL	49	0	9	38	96	48	0	5	34	87	1	0	4	4	9
PM	5:00 PM	8	0	1	5	14	8		1	4	13	0		0	1	1
	5:15 PM	10	0	1	3	14	10		0	3	13	0		1	0	1
	5:30 PM	2	0	0	5	7	2		0	3	5	0		0	2	2
	5:45 PM	1	0	1	0	2	1		1	0	2	0		0	0	0
	6:00 PM	10	0	1	2	13	10		0	2	12	0		1	0	1
	6:15 PM	8	0	0	4	12	5		0	3	8	3		0	1	4
	6:30 PM	8	0	0	2	10	5		0	2	7	3		0	0	3
	6:45 PM	4	0	0	1	5	3		0	1	4	1		0		1
	TOTAL	51	0	4	22	77	44	0	2	18	64	7	0	2	4	13

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	14TH ST	LOCATION #:	3
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

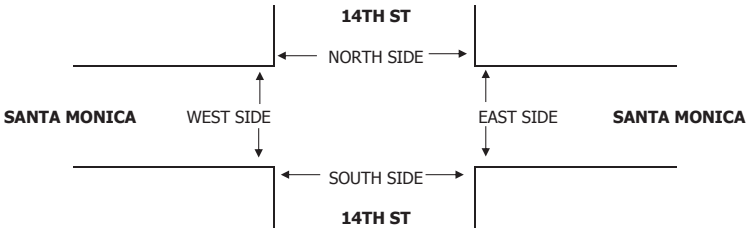
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	6	58	13	21	72	7	7	110	8	6	113	12	433
	7:45 AM	8	94	15	26	75	13	12	140	15	11	121	17	547
	8:00 AM	10	112	19	20	93	8	9	156	12	16	125	13	593
	8:15 AM	13	107	14	22	96	6	6	147	13	21	146	15	606
	8:30 AM	12	96	17	23	113	12	8	152	10	13	142	12	610
	8:45 AM	8	94	22	25	114	11	8	160	8	15	150	18	633
	9:00 AM	7	95	18	22	111	8	7	145	14	19	155	15	616
	9:15 AM	11	76	20	27	81	10	9	153	10	22	133	12	564
	VOLUMES	75	732	138	186	755	75	66	1,163	90	123	1,085	114	4,602
	APPROACH %	8%	77%	15%	18%	74%	7%	5%	88%	7%	9%	82%	9%	
	APP/DEPART	945	/	912	1,016	/	968	1,319	/	1,487	1,322	/	1,235	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	40	392	71	92	434	37	29	604	45	68	593	60	2,465
	APPROACH %	8%	78%	14%	16%	77%	7%	4%	89%	7%	9%	82%	8%	
	PEAK HR FACTOR		0.938			0.938			0.963			0.954		0.974
	APP/DEPART	503	/	481	563	/	547	678	/	767	721	/	670	0
PM	5:00 PM	15	96	12	11	115	5	18	200	10	21	166	20	689
	5:15 PM	11	105	15	13	103	8	15	193	12	25	157	15	672
	5:30 PM	13	103	18	10	108	7	12	221	9	23	177	22	723
	5:45 PM	16	91	12	15	99	7	10	186	13	26	172	23	670
	6:00 PM	8	81	10	17	85	8	12	190	10	26	156	16	619
	6:15 PM	7	94	8	19	99	6	15	197	11	21	160	28	665
	6:30 PM	10	98	10	16	75	5	9	191	15	22	173	25	649
	6:45 PM	12	92	7	14	73	7	11	180	10	19	166	19	610
	VOLUMES	92	760	92	115	757	53	102	1,558	90	183	1,327	168	5,297
	APPROACH %	10%	81%	10%	12%	82%	6%	6%	89%	5%	11%	79%	10%	
	APP/DEPART	944	/	1,030	925	/	1,030	1,750	/	1,765	1,678	/	1,472	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	55	395	57	49	425	27	55	800	44	95	672	80	2,754
	APPROACH %	11%	78%	11%	10%	85%	5%	6%	89%	5%	11%	79%	9%	
	PEAK HR FACTOR		0.946			0.956			0.929			0.954		0.952
	APP/DEPART	507	/	530	501	/	564	899	/	906	847	/	754	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
X	X	X	X		X	X	X	X	
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
0	0	0	0	0	0	0	0	0	0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
0	0	0	0	0	0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	5	6	8	5	24
	7:45 AM	12	8	11	7	38
	8:00 AM	11	7	6	6	30
	8:15 AM	8	5	3	3	19
	8:30 AM	5	16	5	5	31
	8:45 AM	10	11	4	3	28
	9:00 AM	9	7	5	7	28
	9:15 AM	7	5	11	16	39
	TOTAL	67	65	53	52	237
PM	5:00 PM	9	6	8	8	31
	5:15 PM	15	13	9	12	49
	5:30 PM	9	8	3	8	28
	5:45 PM	9	9	9	6	33
	6:00 PM	15	9	7	3	34
	6:15 PM	10	14	6	11	41
	6:30 PM	6	11	6	10	33
	6:45 PM	12	9	6	9	36
	TOTAL	85	79	54	67	285

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	3	6	2	16
10	6	6	1	23
6	7	3	6	22
8	4	2	1	15
4	12	4	3	23
7	8	1	2	18
7	6	5	4	22
5	3	9	12	29
52	49	36	31	168
9	4	8	7	28
12	10	8	12	42
8	7	3	6	24
7	9	7	5	28
11	8	4	3	26
7	12	2	8	29
5	10	5	9	29
10	7	5	7	29
69	67	42	57	235

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	3	2	3	8
2	2	5	6	15
5	0	3	0	8
0	1	1	2	4
1	4	1	2	8
3	3	3	1	10
2	1	0	3	6
2	2	2	4	10
15	16	17	21	69
0	2	0	1	3
3	3	1	0	7
1	1	0	2	4
2	0	2	1	5
4	1	3	0	8
3	2	4	3	12
1	1	1	1	4
2	2	1	2	7
16	12	12	10	50

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	14TH ST	LOCATION #:	4
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

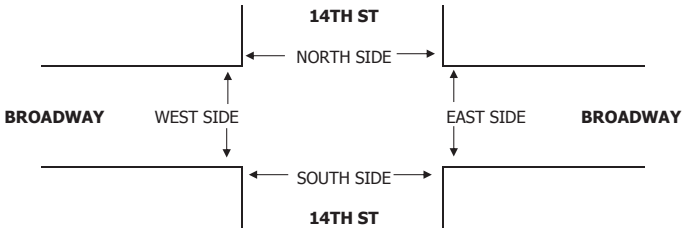
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	7	69	14	11	77	7	4	47	10	9	33	7	295
	7:45 AM	7	101	22	10	84	9	2	84	10	19	74	12	434
	8:00 AM	17	126	29	11	95	7	9	71	21	21	57	18	482
	8:15 AM	10	110	31	19	105	7	7	103	13	11	58	14	488
	8:30 AM	24	102	31	13	100	8	6	100	20	11	89	10	514
	8:45 AM	26	97	49	19	110	12	14	99	27	16	85	15	569
	9:00 AM	14	88	35	21	111	7	5	88	22	16	79	17	503
	9:15 AM	13	109	33	16	83	6	1	84	21	15	73	13	467
	VOLUMES	118	802	244	120	765	63	48	676	144	118	548	106	3,752
	APPROACH %	10%	69%	21%	13%	81%	7%	6%	78%	17%	15%	71%	14%	
	APP/DEPART	1,164	/	956	948	/	1,027	868	/	1,040	772	/	729	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	74	397	146	72	426	34	32	390	82	54	311	56	2,074
	APPROACH %	12%	64%	24%	14%	80%	6%	6%	77%	16%	13%	74%	13%	
	PEAK HR FACTOR		0.897			0.943			0.900			0.907		0.911
	APP/DEPART	617	/	485	532	/	562	504	/	608	421	/	419	0
PM	5:00 PM	11	97	13	14	127	12	6	93	37	19	87	19	535
	5:15 PM	15	92	21	10	110	13	7	96	28	28	107	23	550
	5:30 PM	11	85	15	12	112	2	7	99	31	22	93	23	512
	5:45 PM	14	80	12	10	116	13	7	100	18	19	115	23	527
	6:00 PM	13	84	18	10	111	7	10	98	22	21	82	19	495
	6:15 PM	6	91	13	10	118	6	5	94	21	19	89	26	498
	6:30 PM	12	90	9	9	102	8	4	74	13	15	74	18	428
	6:45 PM	6	87	13	9	82	5	8	82	17	14	73	19	415
	VOLUMES	88	706	114	84	878	66	54	736	187	157	720	170	3,960
	APPROACH %	10%	78%	13%	8%	85%	6%	6%	75%	19%	15%	69%	16%	
	APP/DEPART	908	/	930	1,028	/	1,222	977	/	934	1,047	/	874	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	51	354	61	46	465	40	27	388	114	88	402	88	2,124
	APPROACH %	11%	76%	13%	8%	84%	7%	5%	73%	22%	15%	70%	15%	
	PEAK HR FACTOR		0.910			0.900			0.965			0.915		0.965
	APP/DEPART	466	/	469	551	/	667	529	/	495	578	/	493	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
AM	0	2	0	0	2
	0	2	0	0	2
	0	0	0	0	0
	0	0	1	1	2
	1	0	0	1	2
	0	0	0	3	3
	0	0	2	2	4
	1	0	1	3	5
	2	4	4	10	20
PM	0	1	0	0	1
	0	0	1	0	1
	0	0	1	0	1
	0	1	1	0	2
	0	2	0	2	4
	1	1	0	1	3
	1	0	0	2	3
	2	0	0	0	2
	4	5	3	5	17



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	5	10	17	9	41
7:45 AM	16	5	11	16	48
8:00 AM	14	13	17	23	67
8:15 AM	10	9	22	16	57
8:30 AM	3	5	12	22	42
8:45 AM	6	4	15	22	47
9:00 AM	5	3	13	17	38
9:15 AM	13	9	24	25	71
TOTAL	72	58	131	150	411
PM 5:00 PM	9	7	13	9	38
5:15 PM	8	5	10	12	35
5:30 PM	13	3	23	14	53
5:45 PM	9	3	15	19	46
6:00 PM	8	11	22	15	56
6:15 PM	17	7	29	27	80
6:30 PM	10	6	16	14	46
6:45 PM	3	6	18	17	44
TOTAL	77	48	146	127	398

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	9	11	5	28
7:45 AM	14	3	4	10	31
8:00 AM	10	11	6	10	37
8:15 AM	9	8	11	13	41
8:30 AM	2	4	3	11	20
8:45 AM	4	3	5	8	20
9:00 AM	3	2	5	7	17
9:15 AM	12	7	9	11	39
TOTAL	57	47	54	75	233
PM 5:00 PM	7	6	9	6	28
5:15 PM	7	3	2	5	17
5:30 PM	12	1	5	5	23
5:45 PM	7	3	6	8	24
6:00 PM	4	7	8	7	26
6:15 PM	12	6	12	11	41
6:30 PM	7	4	11	8	30
6:45 PM	3	4	13	9	29
TOTAL	59	34	66	59	218

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	2	1	6	4	13
7:45 AM	2	2	7	6	17
8:00 AM	4	2	11	13	30
8:15 AM	1	1	11	3	16
8:30 AM	1	1	9	11	22
8:45 AM	2	1	10	14	27
9:00 AM	2	1	8	10	21
9:15 AM	1	2	15	14	32
TOTAL	15	11	77	75	178
PM 5:00 PM	2	1	4	3	10
5:15 PM	1	2	8	7	18
5:30 PM	1	2	18	9	30
5:45 PM	2	0	9	11	22
6:00 PM	4	4	14	8	30
6:15 PM	5	1	17	16	39
6:30 PM	3	2	5	6	16
6:45 PM	0	2	5	8	15
TOTAL	18	14	80	68	180

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
6/6/17	NORTH & SOUTH:	23RD	LOCATION #:	4
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	2 WAY STOP NS

NOTES:

WEATHER: PARTLY CLOUDY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

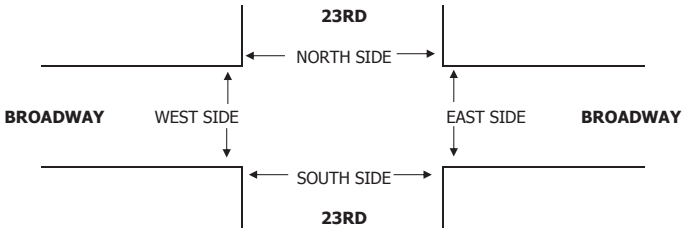
		NORTHBOUND 23RD			SOUTHBOUND 23RD			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 0.5	NT X	NR 0.5	SL 1	ST 0	SR 1	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL
AM	7:30 AM	0		1	5	0	4		107	0	0	128		245
	7:45 AM	0		0	4	0	4		127	0	1	144		280
	8:00 AM	0		1	9	1	4		150	0	0	142		307
	8:15 AM	1		1	9	0	7		145	0	0	141		304
	8:30 AM	0		0	5	0	8		146	1	0	120		280
	8:45 AM	1		1	5	0	8		158	0	0	113		286
	9:00 AM	0		2	5	0	10		160	1	1	103		282
	9:15 AM	0		0	4	0	4		125	0	2	87		222
	VOLUMES	2	0	6	46	1	49	0	1,118	2	4	978	0	2,206
	APPROACH %	25%	0%	75%	48%	1%	51%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	8	/	0	96	/	7	1,120	/	1,170	982	/	1,029	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	2	0	3	28	1	27	0	599	1	0	516	0	1,177
	APPROACH %	40%	0%	60%	50%	2%	48%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.875			0.949			0.908		0.958
	APP/DEPART	5	/	0	56	/	2	600	/	630	516	/	545	0
PM	5:00 PM	0		1	3	0	6		166	0	1	128		305
	5:15 PM	0		1	4	0	15		154	0	1	146		321
	5:30 PM	1		0	7	0	9		143	0	0	121		281
	5:45 PM	0		0	2	0	8		114	0	0	114		238
	6:00 PM	1		0	6	0	7		153	2	2	124		295
	6:15 PM	1		3	2	0	12		118	0	1	123		260
	6:30 PM	0		2	2	0	3		105	0	0	121		233
	6:45 PM	1		2	5	0	4		109	0	3	119		243
	VOLUMES	4	0	9	31	0	64	0	1,062	2	8	996	0	2,176
	APPROACH %	31%	0%	69%	33%	0%	67%	0%	100%	0%	1%	99%	0%	
	APP/DEPART	13	/	0	95	/	10	1,064	/	1,102	1,004	/	1,064	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	1	0	2	16	0	38	0	577	0	2	509	0	1,145
	APPROACH %	33%	0%	67%	30%	0%	70%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.750			0.711			0.869			0.869		0.892
	APP/DEPART	3	/	0	54	/	2	577	/	595	511	/	548	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		0	0	0
		0	0	0
		1	0	1
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	1	1
0	0	1	1	2
		1	0	1
		0	0	0
		0	0	0
		0	0	0
		0	1	1
		0	1	1
		0	0	0
		0	0	0
0	0	1	2	3

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	6	6	0	1	13	5	3	0	1	9	1	3	0	0	4
	7:45 AM	16	10	0	0	26	11	7	0	0	18	5	3	0	0	8
	8:00 AM	5	4	0	1	10	4	2	0	1	7	1	2	0	0	3
	8:15 AM	6	7	0	0	13	5	4	0	0	9	1	3	0	0	4
	8:30 AM	7	5	1	1	14	5	5	1	1	12	2	0	0	0	2
	8:45 AM	10	3	4	4	21	8	3	4	4	19	2	0	0	0	2
	9:00 AM	9	1	1	2	13	7	1	1	2	11	2	0	0	0	2
	9:15 AM	8	6	0	1	15	6	4	0	1	11	2	2	0	0	4
	TOTAL	67	42	6	10	125	51	29	6	10	96	16	13	0	0	29
PM	5:00 PM	16	8	1	1	26	12	6	1	1	20	4	2	0	0	6
	5:15 PM	7	10	0	0	17	6	8	0	0	14	1	2	0	0	3
	5:30 PM	7	5	1	1	14	6	4	1	1	12	1	1	0	0	2
	5:45 PM	8	11	2	2	23	4	5	2	2	13	4	6	0	0	10
	6:00 PM	17	11	0	0	28	13	7	0	0	20	4	4	0	0	8
	6:15 PM	10	10	0	0	20	7	9	0	0	16	3	1	0	0	4
	6:30 PM	14	16	0	0	30	10	11	0	0	21	4	5	0	0	9
	6:45 PM	9	8	3	2	22	5	6	3	2	16	4	2	0	0	6
	TOTAL	88	79	7	6	180	63	56	7	6	132	25	23	0	0	48

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	17TH ST	LOCATION #:	5
TUESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

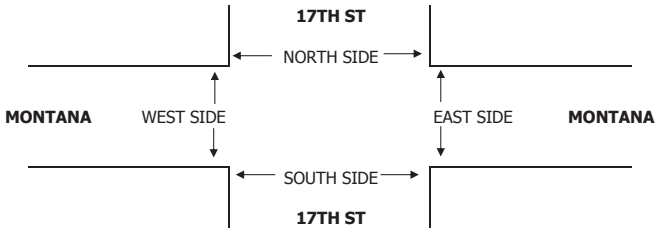
		NORTHBOUND 17TH ST			SOUTHBOUND 17TH ST			EASTBOUND MONTANA			WESTBOUND MONTANA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	6	7	8	4	11	2	1	67	10	7	74	8	205
	7:45 AM	4	11	14	7	21	7	4	111	12	13	98	4	306
	8:00 AM	12	14	14	3	30	4	1	104	14	9	105	6	316
	8:15 AM	16	13	13	6	15	7	6	159	10	8	97	4	354
	8:30 AM	10	20	10	3	17	2	1	128	13	16	123	6	349
	8:45 AM	16	18	11	3	22	7	5	124	9	9	116	7	347
	9:00 AM	20	12	8	7	15	13	2	108	24	9	103	5	326
	9:15 AM	13	14	7	6	10	12	6	109	16	16	125	8	342
	VOLUMES	97	109	85	39	141	54	26	910	108	87	841	48	2,545
	APPROACH %	33%	37%	29%	17%	60%	23%	2%	87%	10%	9%	86%	5%	
	APP/DEPART	291	/	183	234	/	336	1,044	/	1,034	976	/	992	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	62	63	42	19	69	29	14	519	56	42	439	22	1,376
	APPROACH %	37%	38%	25%	16%	59%	25%	2%	88%	10%	8%	87%	4%	
	PEAK HR FACTOR		0.928			0.836			0.841			0.867		0.972
	APP/DEPART	167	/	99	117	/	167	589	/	580	503	/	530	0
PM	5:00 PM	17	17	13	7	11	8	6	132	14	12	131	7	375
	5:15 PM	9	24	15	5	18	8	8	111	15	10	136	3	362
	5:30 PM	17	17	20	4	16	6	5	129	16	19	129	10	388
	5:45 PM	32	22	18	8	18	10	10	113	19	20	140	7	417
	6:00 PM	18	16	16	7	17	9	6	134	13	12	127	7	382
	6:15 PM	19	19	11	5	15	9	6	118	16	9	137	7	371
	6:30 PM	13	13	9	6	12	7	6	120	10	12	109	3	320
	6:45 PM	17	13	11	9	10	3	2	100	21	9	104	5	304
	VOLUMES	142	141	113	51	117	60	49	957	124	103	1,013	49	2,919
	APPROACH %	36%	36%	29%	22%	51%	26%	4%	85%	11%	9%	87%	4%	
	APP/DEPART	396	/	239	228	/	344	1,130	/	1,121	1,165	/	1,215	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	86	74	65	24	66	34	27	494	64	60	533	31	1,558
	APPROACH %	38%	33%	29%	19%	53%	27%	5%	84%	11%	10%	85%	5%	
	PEAK HR FACTOR		0.781			0.861			0.956			0.934		0.934
	APP/DEPART	225	/	132	124	/	190	585	/	583	624	/	653	0

U-TURNS

NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
0	0	1	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
2	0	1	2	5
2	1	0	0	3



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	3	4	2	12
AM 7:45 AM	6	7	1	8	22
AM 8:00 AM	6	13	0	11	30
AM 8:15 AM	8	9	5	11	33
AM 8:30 AM	10	12	3	5	30
AM 8:45 AM	14	23	2	9	48
AM 9:00 AM	11	18	4	10	43
AM 9:15 AM	10	15	8	15	48
AM TOTAL	68	100	27	71	266
PM 5:00 PM	11	19	8	25	63
PM 5:15 PM	13	21	7	13	54
PM 5:30 PM	15	23	4	13	55
PM 5:45 PM	22	12	13	13	60
PM 6:00 PM	28	11	11	19	69
PM 6:15 PM	9	16	1	22	48
PM 6:30 PM	17	12	10	8	47
PM 6:45 PM	11	18	8	8	45
PM TOTAL	126	132	62	121	441

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	2	4	1	9
6	6	1	8	21
2	10	0	10	22
5	8	5	11	29
9	11	3	5	28
14	18	2	9	43
10	16	3	10	39
8	14	8	15	45
56	85	26	69	236
9	17	8	25	59
11	20	7	13	51
14	22	4	13	53
19	10	13	13	55
28	10	11	19	68
9	16	1	21	47
16	11	10	8	45
10	18	8	8	44
116	124	62	120	422

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	1	0	1	3
0	1	0	0	1
4	3	0	1	8
3	1	0	0	4
1	1	0	0	2
0	5	0	0	5
1	2	1	0	4
2	1	0	0	3
12	15	1	2	30
2	2	0	0	4
2	1	0	0	3
1	1	0	0	2
3	2	0	0	5
0	1	0	0	1
0	0	0	1	1
1	1	0	0	2
1	0	0	0	1
10	8	0	1	19

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	17TH ST	LOCATION #:	6
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

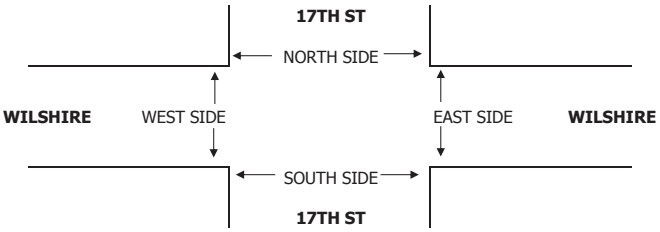
		NORTHBOUND 17TH ST			SOUTHBOUND 17TH ST			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	6	23	13	19	57	10	3	183	12	10	208	5	549
	7:45 AM	21	47	26	20	79	11	13	213	20	14	229	13	706
	8:00 AM	13	74	22	30	85	10	5	241	15	12	226	11	744
	8:15 AM	22	48	24	23	80	14	3	252	22	16	208	11	723
	8:30 AM	12	51	18	10	73	4	7	198	15	13	226	5	632
	8:45 AM	23	46	17	20	81	7	4	219	20	14	233	19	703
	9:00 AM	11	41	16	10	64	12	5	190	22	13	215	5	604
	9:15 AM	23	47	24	12	50	12	9	216	15	14	245	13	680
	VOLUMES	131	377	160	144	569	80	49	1,712	141	106	1,790	82	5,341
	APPROACH %	20%	56%	24%	18%	72%	10%	3%	90%	7%	5%	90%	4%	
	APP/DEPART	668	/	508	793	/	816	1,902	/	2,016	1,978	/	2,001	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	68	220	90	83	317	39	28	904	72	55	889	40	2,805
	APPROACH %	18%	58%	24%	19%	72%	9%	3%	90%	7%	6%	90%	4%	
	PEAK HR FACTOR		0.867			0.878			0.906			0.961		0.943
	APP/DEPART	378	/	288	439	/	444	1,004	/	1,077	984	/	996	0
PM	5:00 PM	23	67	16	9	46	4	14	254	12	21	219	10	695
	5:15 PM	26	81	11	10	47	3	8	233	9	18	199	12	657
	5:30 PM	36	64	21	11	46	7	7	244	22	16	249	13	736
	5:45 PM	37	70	14	14	45	3	9	218	9	18	238	15	690
	6:00 PM	27	60	12	15	52	7	3	210	17	22	198	10	633
	6:15 PM	19	69	15	10	39	5	8	237	9	15	249	11	686
	6:30 PM	24	53	20	9	31	6	6	262	10	17	226	11	675
	6:45 PM	21	48	16	8	27	9	12	226	6	14	214	15	616
	VOLUMES	213	512	125	86	333	44	67	1,884	94	141	1,792	97	5,388
	APPROACH %	25%	60%	15%	19%	72%	10%	3%	92%	5%	7%	88%	5%	
	APP/DEPART	850	/	676	463	/	568	2,045	/	2,095	2,030	/	2,049	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	122	282	62	44	184	17	38	949	52	73	905	50	2,778
	APPROACH %	26%	61%	13%	18%	75%	7%	4%	91%	5%	7%	88%	5%	
	PEAK HR FACTOR		0.963			0.957			0.928			0.924		0.944
	APP/DEPART	466	/	370	245	/	309	1,039	/	1,055	1,028	/	1,044	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0	0	0	0	0
0			0	0
0			0	0
0			0	0
1			1	2
0			0	0
0			0	0
0			0	0
0			0	0
1	0	0	1	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	15	4	9	5	33
AM 7:45 AM	13	5	15	9	42
AM 8:00 AM	10	5	27	27	69
AM 8:15 AM	13	2	6	5	26
AM 8:30 AM	10	3	24	9	46
AM 8:45 AM	10	5	11	10	36
AM 9:00 AM	22	2	10	10	44
AM 9:15 AM	13	2	13	14	42
AM TOTAL	106	28	115	89	338
PM 5:00 PM	14	17	1	10	42
PM 5:15 PM	14	11	6	3	34
PM 5:30 PM	18	17	8	2	45
PM 5:45 PM	15	11	3	5	34
PM 6:00 PM	11	15	6	10	42
PM 6:15 PM	7	14	3	3	27
PM 6:30 PM	13	12	3	6	34
PM 6:45 PM	9	17	5	2	33
PM TOTAL	101	114	35	41	291

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
15	4	9	1	29
10	4	12	7	33
9	4	24	24	61
11	1	5	4	21
9	3	24	7	43
9	4	11	8	32
22	2	7	5	36
12	2	11	11	36
97	24	103	67	291
14	17	1	9	41
13	10	5	2	30
17	12	8	0	37
15	9	3	5	32
10	14	1	9	34
7	11	3	2	23
13	11	2	4	30
8	14	1	2	25
97	98	24	33	252

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
0	0	0	4	4
3	1	3	2	9
1	1	3	3	8
2	1	1	1	5
1	0	0	2	3
1	1	0	2	4
0	0	3	5	8
1	0	2	3	6
9	4	12	22	47
0	0	0	1	1
1	1	1	1	4
1	5	0	2	8
0	2	0	0	2
1	1	5	1	8
0	3	0	1	4
0	1	1	2	4
1	3	4	0	8
4	16	11	8	39

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	17TH ST	LOCATION #:	7
TUESDAY	EAST & WEST:	ARIZONA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

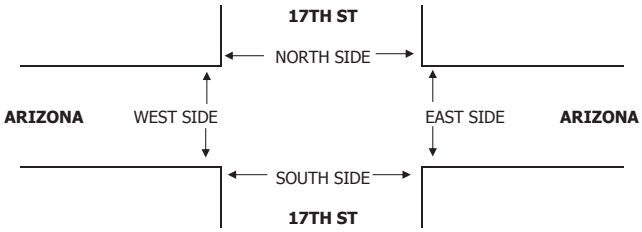
		NORTHBOUND 17TH ST			SOUTHBOUND 17TH ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	9	43	5	3	74	2	3	10	14	6	20	4	193
	7:45 AM	12	64	16	3	100	6	2	16	15	10	22	21	287
	8:00 AM	7	93	10	4	105	7	8	27	16	3	27	15	322
	8:15 AM	16	78	16	2	109	9	5	46	22	4	26	11	344
	8:30 AM	13	86	15	7	97	8	3	27	13	7	32	3	311
	8:45 AM	11	80	13	2	102	11	4	28	12	9	27	9	308
	9:00 AM	11	53	14	3	80	9	2	18	26	7	28	11	262
	9:15 AM	19	83	8	2	73	7	6	30	20	8	24	11	291
	VOLUMES	98	580	97	26	740	59	33	202	138	54	206	85	2,318
	APPROACH %	13%	75%	13%	3%	90%	7%	9%	54%	37%	16%	60%	25%	
	APP/DEPART	775	/	698	825	/	932	373	/	325	345	/	363	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	47	337	54	15	413	35	20	128	63	23	112	38	1,285
	APPROACH %	11%	77%	12%	3%	89%	8%	9%	61%	30%	13%	65%	22%	
	PEAK HR FACTOR		0.961			0.965			0.723			0.961		0.934
	APP/DEPART	438	/	395	463	/	499	211	/	197	173	/	194	0
PM	5:00 PM	13	94	7	3	70	6	0	76	42	14	54	10	389
	5:15 PM	8	103	7	7	63	1	4	51	37	12	42	11	346
	5:30 PM	16	114	5	5	84	3	7	51	34	9	38	12	378
	5:45 PM	11	112	12	2	73	3	6	44	23	6	34	11	337
	6:00 PM	6	75	7	2	77	2	1	54	20	5	36	12	297
	6:15 PM	10	90	6	6	54	4	2	35	19	9	28	13	276
	6:30 PM	7	86	4	5	53	5	6	38	13	8	30	11	266
	6:45 PM	8	70	10	1	40	3	3	25	13	6	19	9	207
	VOLUMES	79	744	58	31	514	27	29	374	201	69	281	89	2,496
	APPROACH %	9%	84%	7%	5%	90%	5%	5%	62%	33%	16%	64%	20%	
	APP/DEPART	881	/	862	572	/	784	604	/	463	439	/	387	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	48	423	31	17	290	13	17	222	136	41	168	44	1,450
	APPROACH %	10%	84%	6%	5%	91%	4%	5%	59%	36%	16%	66%	17%	
	PEAK HR FACTOR		0.930			0.870			0.794			0.811		0.932
	APP/DEPART	502	/	484	320	/	467	375	/	270	253	/	229	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
		0		0
		1		1
		0		0
		0		0
		0		0
		0		0
		0		0
		2		2
0	0	3	0	3
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
0	0	0	0	0

LEFT TURN BIKES

NL X	SL X	EL X	WL X	TTL
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	0	1	1
0	1	0	1	2
0	1	1	4	6
0	1	0	2	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
1	2	1	3	7



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	9	7	5	6	27
7:45 AM	7	6	8	12	33
8:00 AM	3	5	5	6	19
8:15 AM	18	6	4	8	36
8:30 AM	4	6	12	6	28
8:45 AM	17	9	6	3	35
9:00 AM	7	12	6	8	33
9:15 AM	14	8	11	5	38
TOTAL	79	59	57	54	249
PM 5:00 PM	5	8	7	5	25
5:15 PM	8	6	3	1	18
5:30 PM	7	11	12	3	33
5:45 PM	13	8	4	5	30
6:00 PM	14	5	6	11	36
6:15 PM	10	12	1	6	29
6:30 PM	9	5	5	8	27
6:45 PM	7	9	4	4	24
TOTAL	73	64	42	43	222

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
6	1	3	2	12
7	4	6	9	26
2	5	2	5	14
10	5	3	5	23
1	6	10	4	21
11	8	3	2	24
4	8	4	3	19
9	5	10	1	25
50	42	41	31	164
4	6	6	5	21
5	1	2	1	9
7	7	12	1	27
8	2	1	5	16
12	4	1	10	27
7	5	1	5	18
5	2	3	8	18
6	4	4	3	17
54	31	30	38	153

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
3	6	2	4	15
0	2	2	3	7
1	0	3	1	5
8	1	1	3	13
3	0	2	2	7
6	1	3	1	11
3	4	2	5	14
5	3	1	4	13
29	17	16	23	85
1	2	1	0	4
3	5	1	0	9
0	4	0	2	6
5	6	3	0	14
2	1	5	1	9
3	7	0	1	11
4	3	2	0	9
1	5	0	1	7
19	33	12	5	69

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	17TH ST	LOCATION #:	8
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

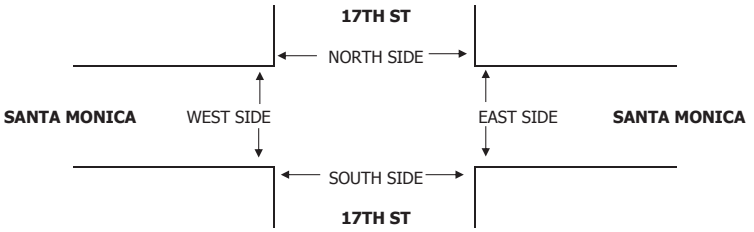
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 17TH ST			SOUTHBOUND 17TH ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	11	35	8	9	65	7	10	129	6	12	150	10	452
	7:45 AM	18	70	8	25	75	6	9	145	13	10	194	13	586
	8:00 AM	26	92	9	23	102	10	9	164	11	5	182	20	653
	8:15 AM	18	85	18	21	91	4	15	194	17	5	194	16	678
	8:30 AM	30	81	14	18	93	12	8	178	12	5	192	15	658
	8:45 AM	20	84	17	22	84	7	15	205	9	9	175	11	658
	9:00 AM	15	59	14	22	91	8	10	178	16	12	203	14	642
	9:15 AM	16	74	14	10	62	10	14	158	17	4	187	19	585
	VOLUMES	154	580	102	150	663	64	90	1,351	101	62	1,477	118	4,912
	APPROACH %	18%	69%	12%	17%	76%	7%	6%	88%	7%	4%	89%	7%	
	APP/DEPART	836	/	788	877	/	826	1,542	/	1,603	1,657	/	1,695	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	94	342	58	84	370	33	47	741	49	24	743	62	2,647
	APPROACH %	19%	69%	12%	17%	76%	7%	6%	89%	6%	3%	90%	7%	
	PEAK HR FACTOR		0.972			0.902			0.914			0.964		0.976
	APP/DEPART	494	/	451	487	/	443	837	/	883	829	/	870	0
PM	5:00 PM	12	76	19	22	91	4	12	214	15	11	210	15	701
	5:15 PM	9	80	13	18	99	6	10	218	14	20	204	28	719
	5:30 PM	8	97	14	20	91	10	7	190	18	17	231	21	724
	5:45 PM	16	98	11	9	77	7	11	210	13	21	213	23	709
	6:00 PM	16	74	14	13	75	5	11	211	14	11	218	24	686
	6:15 PM	13	83	19	17	73	9	9	206	12	11	215	16	683
	6:30 PM	19	72	6	14	58	10	6	204	13	15	206	13	636
	6:45 PM	17	64	6	9	39	10	11	231	12	16	211	10	636
	VOLUMES	110	644	102	122	603	61	77	1,684	111	122	1,708	150	5,494
	APPROACH %	13%	75%	12%	16%	77%	8%	4%	90%	6%	6%	86%	8%	
	APP/DEPART	856	/	871	786	/	836	1,872	/	1,908	1,980	/	1,879	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	45	351	57	69	358	27	40	832	60	69	858	87	2,853
	APPROACH %	10%	77%	13%	15%	79%	6%	4%	89%	6%	7%	85%	9%	
	PEAK HR FACTOR		0.906			0.923			0.963			0.942		0.985
	APP/DEPART	453	/	478	454	/	487	932	/	958	1,014	/	930	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM					0					0
7:45 AM					0					0
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0
5:00 PM					0					0
5:15 PM					0					0
5:30 PM					0					0
5:45 PM					0					0
6:00 PM					0					0
6:15 PM					0					0
6:30 PM					0					0
6:45 PM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
7:30 AM	6	5	2	19	32	5	5	1	14	25	1	0	1	5	7
7:45 AM	7	7	10	16	40	5	4	8	14	31	2	3	2	2	9
8:00 AM	3	7	3	9	22	3	5	1	9	18	0	2	2	0	4
8:15 AM	5	10	1	7	23	4	8	0	4	16	1	2	1	3	7
8:30 AM	10	13	4	14	41	8	10	4	10	32	2	3	0	4	9
8:45 AM	9	7	4	14	34	8	6	3	13	30	1	1	1	1	4
9:00 AM	1	9	3	7	20	1	9	0	5	15	0	0	3	2	5
9:15 AM	1	5	1	13	20	1	3	0	9	13	0	2	1	4	7
TOTAL	42	63	28	99	232	35	50	17	78	180	7	13	11	21	52
5:00 PM	13	18	7	17	55	10	14	5	12	41	3	4	2	5	14
5:15 PM	8	8	6	8	30	7	7	3	5	22	1	1	3	3	8
5:30 PM	5	12	3	12	32	3	9	2	9	23	2	3	1	3	9
5:45 PM	1	12	4	6	23	1	10	1	4	16	0	2	3	2	7
6:00 PM	10	13	8	13	44	7	10	5	11	33	3	3	3	2	11
6:15 PM	2	11	2	7	22	1	9	0	5	15	1	2	2	2	7
6:30 PM	9	14	6	14	43	8	10	4	13	35	1	4	2	1	8
6:45 PM	7	8	5	3	23	4	7	1	3	15	3	1	4	0	8
TOTAL	55	96	41	80	272	41	76	21	62	200	14	20	20	18	72

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	17TH ST	LOCATION #:	9
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

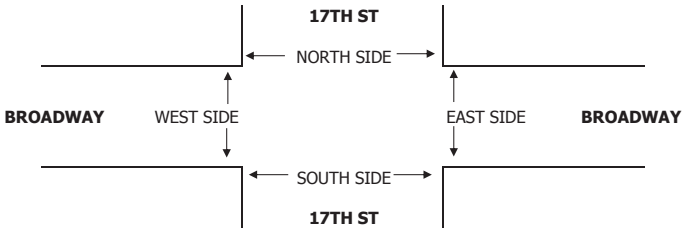
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 17TH ST			SOUTHBOUND 17TH ST			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	10	44	8	13	68	6	3	61	7	5	61	14	300
	7:45 AM	12	79	10	10	91	13	5	102	9	10	80	18	439
	8:00 AM	17	103	16	15	86	12	7	96	10	6	71	20	459
	8:15 AM	14	98	20	26	78	7	10	128	9	8	77	17	492
	8:30 AM	25	103	11	18	80	13	4	127	9	10	93	18	511
	8:45 AM	23	90	14	21	75	16	6	133	13	10	109	19	529
	9:00 AM	12	58	17	14	82	14	12	115	13	4	91	19	451
	9:15 AM	18	83	3	12	70	9	10	106	6	5	90	18	430
	VOLUMES	131	658	99	129	630	90	57	868	76	58	672	143	3,611
	APPROACH %	15%	74%	11%	15%	74%	11%	6%	87%	8%	7%	77%	16%	
	APP/DEPART	888	/	858	849	/	764	1,001	/	1,096	873	/	893	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	79	394	61	80	319	48	27	484	41	34	350	74	1,991
	APPROACH %	15%	74%	11%	18%	71%	11%	5%	88%	7%	7%	76%	16%	
	PEAK HR FACTOR		0.960			0.989			0.908			0.830		0.941
	APP/DEPART	534	/	495	447	/	394	552	/	625	458	/	477	0
PM	5:00 PM	22	73	6	22	95	12	10	109	14	11	101	24	499
	5:15 PM	15	78	14	7	95	11	8	105	21	15	108	17	494
	5:30 PM	25	98	12	14	97	13	10	108	19	5	100	15	516
	5:45 PM	28	86	10	5	86	11	15	103	19	5	97	20	485
	6:00 PM	21	85	6	14	78	10	7	113	19	10	95	21	479
	6:15 PM	16	72	7	8	72	10	7	107	18	8	102	26	453
	6:30 PM	16	63	5	3	78	10	4	85	17	9	87	28	405
	6:45 PM	13	66	5	5	59	4	8	85	14	6	91	20	376
	VOLUMES	156	621	65	78	660	81	69	815	141	69	781	171	3,707
	APPROACH %	19%	74%	8%	10%	81%	10%	7%	80%	14%	7%	76%	17%	
	APP/DEPART	842	/	861	819	/	870	1,025	/	958	1,021	/	1,018	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	90	335	42	48	373	47	43	425	73	36	406	76	1,994
	APPROACH %	19%	72%	9%	10%	80%	10%	8%	79%	13%	7%	78%	15%	
	PEAK HR FACTOR		0.865			0.907			0.987			0.925		0.966
	APP/DEPART	467	/	454	468	/	482	541	/	515	518	/	543	0

U-TURNS					
	NB X	SB X	EB X	WB X	TTL
AM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL X	SL X	EL X	WL X	TTL
AM	1	0	0	2	3
	0	1	0	2	3
	0	1	0	2	3
	1	2	0	0	3
	0	0	0	0	0
	0	1	0	0	1
	0	1	0	0	1
	1	1	0	2	4
	3	7	0	8	18
PM	0	0	1	0	1
	0	0	1	0	1
	0	0	1	0	1
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	1	1
	0	0	4	3	7



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	18	14	8	9	49
7:45 AM	23	17	7	15	62
8:00 AM	33	23	13	36	105
8:15 AM	11	11	6	11	39
8:30 AM	17	9	5	7	38
8:45 AM	21	18	7	11	57
9:00 AM	17	13	8	17	55
9:15 AM	22	18	3	10	53
TOTAL	162	123	57	116	458
PM 5:00 PM	9	21	7	20	57
5:15 PM	15	14	2	7	38
5:30 PM	17	14	4	18	53
5:45 PM	18	14	12	6	50
6:00 PM	16	15	5	18	54
6:15 PM	20	26	6	10	62
6:30 PM	15	20	6	14	55
6:45 PM	11	8	5	8	32
TOTAL	121	132	47	101	401

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	15	11	6	4	36
7:45 AM	19	13	6	12	50
8:00 AM	29	19	11	29	88
8:15 AM	7	7	4	8	26
8:30 AM	8	3	4	6	21
8:45 AM	15	12	7	9	43
9:00 AM	11	5	6	15	37
9:15 AM	12	7	2	7	28
TOTAL	116	77	46	90	329
PM 5:00 PM	2	18	4	18	42
5:15 PM	4	9	1	6	20
5:30 PM	9	5	4	15	33
5:45 PM	8	7	8	2	25
6:00 PM	6	6	2	15	29
6:15 PM	8	10	6	9	33
6:30 PM	9	17	4	12	42
6:45 PM	5	4	0	8	17
TOTAL	51	76	29	85	241

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	3	3	2	5	13
7:45 AM	4	4	1	3	12
8:00 AM	4	4	2	7	17
8:15 AM	4	4	2	3	13
8:30 AM	9	6	1	1	17
8:45 AM	6	6	0	2	14
9:00 AM	6	8	2	2	18
9:15 AM	10	11	1	3	25
TOTAL	46	46	11	26	129
PM 5:00 PM	7	3	3	2	15
5:15 PM	11	5	1	1	18
5:30 PM	8	9	0	3	20
5:45 PM	10	7	4	4	25
6:00 PM	10	9	3	3	25
6:15 PM	12	16	0	1	29
6:30 PM	6	3	2	2	13
6:45 PM	6	4	5	0	15
TOTAL	70	56	18	16	160

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	20TH ST (EAST)	LOCATION #:	10
WEDNESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

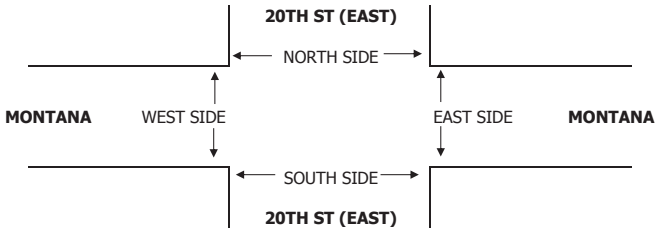
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST (EAST)			SOUTHBOUND 20TH ST (EAST)			EASTBOUND MONTANA			WESTBOUND MONTANA			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:30 AM	22		14					93	19	18	85		251
	7:45 AM	17		13					105	40	32	97		304
	8:00 AM	26		15					105	39	25	91		301
	8:15 AM	28		28					162	35	21	98		372
	8:30 AM	29		13					125	38	27	112		344
	8:45 AM	26		20					117	32	16	110		321
	9:00 AM	26		14					115	40	23	88		306
	9:15 AM	32		18					118	33	21	112		334
	VOLUMES	206	0	135	0	0	0	0	940	276	183	793	0	2,533
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	77%	23%	19%	81%	0%	
	APP/DEPART	341	/	0	0	/	459	1,216	/	1,075	976	/	999	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	109	0	75	0	0	0	0	519	145	87	408	0	1,343
	APPROACH %	59%	0%	41%	0%	0%	0%	0%	78%	22%	18%	82%	0%	
	PEAK HR FACTOR		0.821			0.000			0.843			0.890		0.903
	APP/DEPART	184	/	0	0	/	232	664	/	594	495	/	517	0
PM	5:00 PM	38		26					143	23	14	118		362
	5:15 PM	43		33					125	12	17	115		345
	5:30 PM	35		25					121	24	11	122		338
	5:45 PM	43		17					132	27	17	128		364
	6:00 PM	31		29					143	14	13	132		362
	6:15 PM	33		20					118	13	15	131		330
	6:30 PM	43		25					115	22	19	102		326
	6:45 PM	26		21					100	17	13	100		277
	VOLUMES	292	0	196	0	0	0	0	997	152	119	948	0	2,704
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	87%	13%	11%	89%	0%	
	APP/DEPART	488	/	0	0	/	271	1,149	/	1,193	1,067	/	1,240	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	152	0	104	0	0	0	0	521	77	58	497	0	1,409
	APPROACH %	59%	0%	41%	0%	0%	0%	0%	87%	13%	10%	90%	0%	
	PEAK HR FACTOR		0.842			0.000			0.901			0.957		0.968
	APP/DEPART	256	/	0	0	/	135	598	/	625	555	/	649	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	0	3	2	0	5		1	2	0	3		2	0	0	2
AM 7:45 AM	0	9	0	0	9		4	0	0	4		5	0	0	5
AM 8:00 AM	0	9	1	0	10		7	1	0	8		2	0	0	2
AM 8:15 AM	0	17	3	0	20		11	3	0	14		6	0	0	6
AM 8:30 AM	0	12	0	0	12		11	0	0	11		1	0	0	1
AM 8:45 AM	0	13	2	0	15		7	2	0	9		6	0	0	6
AM 9:00 AM	0	12	2	0	14		11	2	0	13		1	0	0	1
AM 9:15 AM	0	8	2	0	10		5	2	0	7		3	0	0	3
AM TOTAL	0	83	12	0	95	0	57	12	0	69	0	26	0	0	26
PM 5:00 PM	0	4	2	0	6		4	1	0	5		0	1	0	1
PM 5:15 PM	0	17	0	0	17		15	0	0	15		2	0	0	2
PM 5:30 PM	0	10	1	0	11		9	1	0	10		1	0	0	1
PM 5:45 PM	0	13	1	0	14		9	0	0	9		4	1	0	5
PM 6:00 PM	0	8	3	0	11		6	2	0	8		2	1	0	3
PM 6:15 PM	0	9	0	0	9		8	0	0	8		1	0	0	1
PM 6:30 PM	0	12	1	0	13		11	1	0	12		1	0	0	1
PM 6:45 PM	0	1	0	0	1		1	0	0	1		0	0	0	0
PM TOTAL	0	74	8	0	82	0	63	5	0	68	0	11	3	0	14

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	20TH ST (WEST)	LOCATION #:	11
WEDNESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

N ▲ | ◄ W | E ► | S ▼

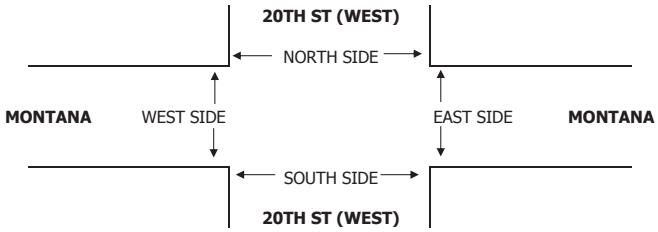
		NORTHBOUND 20TH ST (WEST)			SOUTHBOUND 20TH ST (WEST)			EASTBOUND MONTANA			WESTBOUND MONTANA			
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:30 AM				13		4	0	97			94	10	218
	7:45 AM				20		5	2	126			111	7	271
	8:00 AM				25		2	1	121			103	13	265
	8:15 AM				21		4	1	180			116	11	333
	8:30 AM				18		2	3	139			137	6	305
	8:45 AM				16		1	3	134			132	5	291
	9:00 AM				16		5	3	138			104	7	273
	9:15 AM				21		4	0	131			139	5	300
	VOLUMES	0	0	0	150	0	27	13	1,066	0	0	936	64	2,256
	APPROACH %	0%	0%	0%	85%	0%	15%	1%	99%	0%	0%	94%	6%	
	APP/DEPART	0	/	77	177	/	0	1,079	/	1,216	1,000	/	963	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	0	0	71	0	12	10	591	0	0	489	29	1,202
	APPROACH %	0%	0%	0%	86%	0%	14%	2%	98%	0%	0%	94%	6%	
	PEAK HR FACTOR		0.000			0.830			0.830			0.906		0.902
	APP/DEPART	0	/	39	83	/	0	601	/	662	518	/	501	0
PM	5:00 PM				15		3	5	155			142	17	337
	5:15 PM				15		5	3	118			144	10	295
	5:30 PM				14		3	7	131			152	7	314
	5:45 PM				14		2	6	145			163	9	339
	6:00 PM				4		5	4	155			154	8	330
	6:15 PM				7		6	2	122			153	13	303
	6:30 PM				7		3	3	133			134	9	289
	6:45 PM				8		2	2	107			118	7	244
	VOLUMES	0	0	0	84	0	29	32	1,066	0	0	1,160	80	2,451
	APPROACH %	0%	0%	0%	74%	0%	26%	3%	97%	0%	0%	94%	6%	
	APP/DEPART	0	/	112	113	/	0	1,098	/	1,150	1,240	/	1,189	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	0	0	39	0	16	19	553	0	0	622	37	1,286
	APPROACH %	0%	0%	0%	71%	0%	29%	3%	97%	0%	0%	94%	6%	
	PEAK HR FACTOR		0.000			0.809			0.899			0.958		0.948
	APP/DEPART	0	/	56	55	/	0	572	/	592	659	/	638	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
				0
				0
				0
				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 TURN BIKES

NL X	SL X	EL X	WL X	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	4	0	0	1	5
7:45 AM	4	0	0	1	5
8:00 AM	6	0	0	1	7
8:15 AM	13	0	0	6	19
8:30 AM	2	0	0	3	5
8:45 AM	3	0	0	1	4
9:00 AM	5	0	0	6	11
9:15 AM	6	0	0	0	6
TOTAL	43	0	0	19	62
PM 5:00 PM	5	0	0	5	10
5:15 PM	3	0	0	3	6
5:30 PM	8	0	0	4	12
5:45 PM	9	0	0	5	14
6:00 PM	3	0	0	1	4
6:15 PM	1	0	0	3	4
6:30 PM	9	0	0	1	10
6:45 PM	0	0	0	1	1
TOTAL	38	0	0	23	61

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3		0	1	4
2		0	0	2
5		0	1	6
12		0	5	17
2		0	3	5
2		0	1	3
5		0	6	11
5		0	0	5
36	0	0	17	53
3		0	4	7
1		0	3	4
7		0	3	10
5		0	5	10
3		0	1	4
1		0	3	4
8		0	1	9
0		0	1	1
28	0	0	21	49

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1		0	0	1
2		0	1	3
1		0	0	1
1		0	1	2
0		0	0	0
1		0	0	1
0		0	0	0
1		0	0	1
7	0	0	2	9
2		0	1	3
2		0	0	2
1		0	1	2
4		0	0	4
0		0	0	0
0		0	0	0
1		0	0	1
0		0	0	0
10	0	0	2	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	12
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

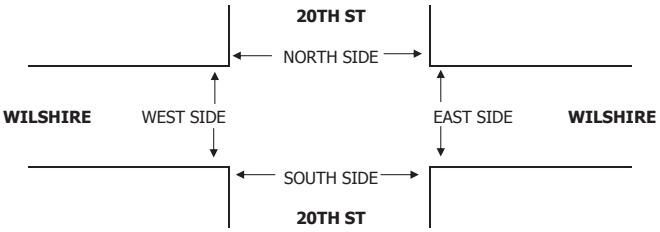
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	15	36	19	16	81	4	8	200	27	25	202	12	645
	7:45 AM	27	46	25	21	134	11	7	235	24	33	239	9	811
	8:00 AM	12	70	28	19	111	5	14	259	34	20	220	15	807
	8:15 AM	14	67	31	12	123	10	13	202	27	29	227	16	771
	8:30 AM	21	60	45	17	114	9	4	190	25	42	215	11	753
	8:45 AM	22	62	39	19	125	13	7	174	31	31	212	13	748
	9:00 AM	26	63	38	22	103	11	7	186	38	29	207	13	743
	9:15 AM	21	38	26	21	87	11	8	203	47	27	193	17	699
	VOLUMES	158	442	251	147	878	74	68	1,649	253	236	1,715	106	5,977
	APPROACH %	19%	52%	29%	13%	80%	7%	3%	84%	13%	11%	83%	5%	
	APP/DEPART	851	/	616	1,099	/	1,367	1,970	/	2,047	2,057	/	1,947	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	74	243	129	69	482	35	38	886	110	124	901	51	3,142
	APPROACH %	17%	54%	29%	12%	82%	6%	4%	86%	11%	12%	84%	5%	
	PEAK HR FACTOR		0.885			0.883			0.842			0.957		0.969
	APP/DEPART	446	/	332	586	/	716	1,034	/	1,084	1,076	/	1,010	0
PM	5:00 PM	40	75	36	23	92	12	10	259	18	24	218	11	818
	5:15 PM	34	88	37	14	56	8	14	239	21	24	219	11	765
	5:30 PM	27	76	39	11	57	8	6	234	19	24	248	10	759
	5:45 PM	34	96	38	19	79	8	10	224	20	23	199	12	762
	6:00 PM	39	80	40	14	68	6	11	228	22	23	221	8	760
	6:15 PM	36	84	34	13	64	4	13	260	24	29	234	9	804
	6:30 PM	43	81	53	11	49	9	7	248	15	26	219	12	773
	6:45 PM	19	65	37	15	43	11	12	235	18	24	213	16	708
	VOLUMES	272	645	314	120	508	66	83	1,927	157	197	1,771	89	6,149
	APPROACH %	22%	52%	26%	17%	73%	10%	4%	89%	7%	10%	86%	4%	
	APP/DEPART	1,231	/	817	694	/	862	2,167	/	2,361	2,057	/	2,109	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	135	335	150	67	284	36	40	956	78	95	884	44	3,104
	APPROACH %	22%	54%	24%	17%	73%	9%	4%	89%	7%	9%	86%	4%	
	PEAK HR FACTOR		0.923			0.762			0.936			0.907		0.949
	APP/DEPART	620	/	419	387	/	457	1,074	/	1,173	1,023	/	1,055	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0
0	0	0	0	0		0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	10	3	5	1	19	8	2	3	0	13	2	1	2	1	6
	7:45 AM	6	8	4	9	27	6	8	2	8	24	0	0	2	1	3
	8:00 AM	11	17	7	7	42	10	16	7	6	39	1	1	0	1	3
	8:15 AM	8	7	8	8	31	8	6	8	7	29	0	1	0	1	2
	8:30 AM	11	13	9	6	39	9	12	9	6	36	2	1	0	0	3
	8:45 AM	8	11	8	3	30	8	11	8	3	30	0	0	0	0	0
	9:00 AM	10	10	7	7	34	10	8	6	6	30	0	2	1	1	4
	9:15 AM	19	10	15	0	44	17	10	13	0	40	2	0	2	0	4
	TOTAL	83	79	63	41	266	76	73	56	36	241	7	6	7	5	25
PM	5:00 PM	11	25	14	9	59	9	25	14	9	57	2	0	0	0	2
	5:15 PM	9	24	6	7	46	9	20	5	7	41	0	4	1	0	5
	5:30 PM	10	14	7	10	41	10	13	6	9	38	0	1	1	1	3
	5:45 PM	16	20	9	10	55	15	19	8	10	52	1	1	1	0	3
	6:00 PM	9	17	5	12	43	7	16	5	12	40	2	1	0	0	3
	6:15 PM	7	13	5	0	25	7	13	5	0	25	0	0	0	0	0
	6:30 PM	3	18	3	5	29	3	16	2	5	26	0	2	1	0	3
	6:45 PM	13	11	7	3	34	13	11	5	3	32	0	0	2	0	2
	TOTAL	78	142	56	56	332	73	133	50	55	311	5	9	6	1	21

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	13
TUESDAY	EAST & WEST:	ARIZONA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

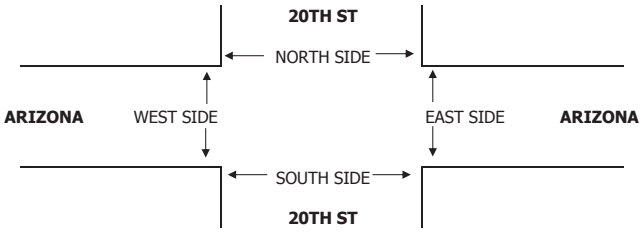
AM
PM
MD
OTHER
OTHER

N ▲ S ▼ ◄ W E ►

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	29	69	11	7	114	6	7	9	23	13	19	0	307
	7:45 AM	15	77	15	6	155	3	4	24	32	16	32	6	385
	8:00 AM	14	104	23	2	190	2	3	30	27	20	25	8	448
	8:15 AM	14	98	23	9	143	1	8	40	30	21	28	8	423
	8:30 AM	18	102	17	6	184	4	4	38	31	18	52	9	483
	8:45 AM	19	121	12	4	174	6	4	32	23	37	31	16	479
	9:00 AM	12	96	20	8	173	7	2	20	19	36	32	10	435
	9:15 AM	21	94	19	10	154	4	4	21	35	25	27	11	425
	VOLUMES	142	761	140	52	1,287	33	36	214	220	186	246	68	3,385
	APPROACH %	14%	73%	13%	4%	94%	2%	8%	46%	47%	37%	49%	14%	
	APP/DEPART	1,043	/	865	1,372	/	1,693	470	/	406	500	/	421	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	65	425	75	21	691	13	19	140	111	96	136	41	1,833
	APPROACH %	12%	75%	13%	3%	95%	2%	7%	52%	41%	35%	50%	15%	
	PEAK HR FACTOR		0.929			0.934			0.865			0.813		0.949
	APP/DEPART	565	/	485	725	/	898	270	/	236	273	/	214	0
PM	5:00 PM	15	132	26	4	114	7	5	55	38	55	37	22	510
	5:15 PM	13	120	23	7	114	4	7	49	25	37	39	20	458
	5:30 PM	13	143	22	4	79	10	9	50	22	38	42	10	442
	5:45 PM	11	141	20	4	111	2	2	42	19	22	31	18	423
	6:00 PM	15	159	21	5	110	8	7	42	22	33	38	16	476
	6:15 PM	11	136	19	4	105	2	4	27	18	20	31	7	384
	6:30 PM	8	158	12	4	101	9	6	31	20	16	19	11	395
	6:45 PM	7	132	18	6	80	4	5	18	22	20	28	7	347
	VOLUMES	93	1,121	161	38	814	46	45	314	186	241	265	111	3,435
	APPROACH %	7%	82%	12%	4%	91%	5%	8%	58%	34%	39%	43%	18%	
	APP/DEPART	1,375	/	1,277	898	/	1,241	545	/	513	617	/	404	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	52	536	91	19	418	23	23	196	104	152	149	70	1,833
	APPROACH %	8%	79%	13%	4%	91%	5%	7%	61%	32%	41%	40%	19%	
	PEAK HR FACTOR		0.954			0.920			0.824			0.814		0.899
	APP/DEPART	679	/	629	460	/	674	323	/	306	371	/	224	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM	0				0
	0				0
	0				0
	1				1
	0				0
	0				0
	0				0
	1				1
	2	0	0	0	2
PM	1				1
	0				0
	0				0
	0				0
	0				0
	1				1
	0				0
	0				0
	0				0
	0				0
	1	0	0	0	1

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
AM	0	0	0	0	0
	0	0	0	1	1
	0	0	1	1	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	2	3
PM	1	0	0	0	1
	0	1	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	1	0	0	2



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	6	12	3	9	30
7:45 AM	7	11	3	9	30
8:00 AM	6	12	2	9	29
8:15 AM	16	14	10	10	50
8:30 AM	12	24	4	10	50
8:45 AM	15	16	5	12	48
9:00 AM	9	22	7	8	46
9:15 AM	9	18	10	8	45
TOTAL	80	129	44	75	328
PM 5:00 PM	9	13	19	11	52
5:15 PM	6	19	5	14	44
5:30 PM	7	12	4	6	29
5:45 PM	10	13	2	6	31
6:00 PM	4	12	8	6	30
6:15 PM	10	7	5	9	31
6:30 PM	8	8	9	4	29
6:45 PM	4	4	3	4	15
TOTAL	58	88	55	60	261

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	7	3	9	22
7:45 AM	5	8	2	8	23
8:00 AM	4	9	1	6	20
8:15 AM	10	14	8	10	42
8:30 AM	5	19	4	10	38
8:45 AM	6	13	5	11	35
9:00 AM	5	18	7	8	38
9:15 AM	3	15	9	7	34
TOTAL	41	103	39	69	252
PM 5:00 PM	6	10	18	11	45
5:15 PM	3	15	3	13	34
5:30 PM	5	10	2	6	23
5:45 PM	5	5	2	6	18
6:00 PM	0	12	8	6	26
6:15 PM	7	6	5	9	27
6:30 PM	1	4	9	4	18
6:45 PM	2	1	3	2	8
TOTAL	29	63	50	57	199

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	3	5	0	0	8
7:45 AM	2	3	1	1	7
8:00 AM	2	3	1	3	9
8:15 AM	6	0	2	0	8
8:30 AM	7	5	0	0	12
8:45 AM	9	3	0	1	13
9:00 AM	4	4	0	0	8
9:15 AM	6	3	1	1	11
TOTAL	39	26	5	6	76
PM 5:00 PM	3	3	1	0	7
5:15 PM	3	4	2	1	10
5:30 PM	2	2	2	0	6
5:45 PM	5	8	0	0	13
6:00 PM	4	0	0	0	4
6:15 PM	3	1	0	0	4
6:30 PM	7	4	0	0	11
6:45 PM	2	3	0	2	7
TOTAL	29	25	5	3	62

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	14
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

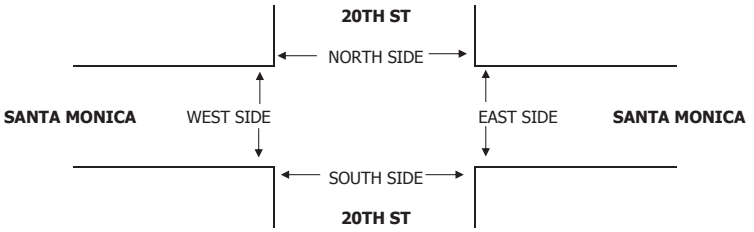
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	21	103	20	13	115	9	18	127	11	18	177	54	686
	7:45 AM	14	104	20	32	119	6	12	146	14	37	232	79	815
	8:00 AM	11	133	23	22	158	8	20	165	31	36	186	70	863
	8:15 AM	10	138	31	24	125	8	15	190	26	24	201	71	863
	8:30 AM	24	134	26	27	149	9	18	187	16	27	221	70	908
	8:45 AM	22	144	33	21	158	11	25	197	34	25	212	73	955
	9:00 AM	20	138	32	26	158	17	18	181	20	35	204	61	910
	9:15 AM	19	113	37	28	132	18	10	142	33	32	184	63	811
	VOLUMES	141	1,007	222	193	1,114	86	136	1,335	185	234	1,617	541	6,811
	APPROACH %	10%	74%	16%	14%	80%	6%	8%	81%	11%	10%	68%	23%	
	APP/DEPART	1,370	/	1,684	1,393	/	1,533	1,656	/	1,750	2,392	/	1,844	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	76	554	122	98	590	45	76	755	96	111	838	275	3,636
	APPROACH %	10%	74%	16%	13%	80%	6%	8%	81%	10%	9%	68%	22%	
	PEAK HR FACTOR		0.945			0.912			0.905			0.962		0.952
	APP/DEPART	752	/	905	733	/	797	927	/	975	1,224	/	959	0
PM	5:00 PM	15	113	33	32	165	10	13	213	34	27	229	38	922
	5:15 PM	12	111	39	24	138	13	10	224	31	27	242	39	910
	5:30 PM	19	134	25	13	128	12	11	174	31	23	239	32	841
	5:45 PM	12	138	30	17	123	12	8	202	17	26	246	39	870
	6:00 PM	15	116	38	18	131	11	16	214	28	20	253	48	908
	6:15 PM	13	115	28	16	110	11	11	205	29	32	232	43	845
	6:30 PM	15	122	32	19	100	7	6	212	13	22	247	44	839
	6:45 PM	10	117	48	22	88	6	10	202	16	27	221	33	800
	VOLUMES	111	966	273	161	983	82	85	1,646	199	204	1,909	316	6,935
	APPROACH %	8%	72%	20%	13%	80%	7%	4%	85%	10%	8%	79%	13%	
	APP/DEPART	1,350	/	1,367	1,226	/	1,386	1,930	/	2,080	2,429	/	2,102	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	58	496	127	86	554	47	42	813	113	103	956	148	3,543
	APPROACH %	9%	73%	19%	13%	81%	7%	4%	84%	12%	9%	79%	12%	
	PEAK HR FACTOR		0.946			0.830			0.913			0.970		0.961
	APP/DEPART	681	/	686	687	/	770	968	/	1,026	1,207	/	1,061	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
0				0						0
0				0						0
0				0						0
0				0						0
0				0						0
0				0						0
0				0						0
0				0						0
0	0	0	0	0		0	0	0	0	0
0				0						0
0				0						0
1				1						0
0				0						0
0				0						0
0				0						0
0				0						0
0				0						0
1	0	0	0	1		0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	11	10	20	9	50
AM 7:45 AM	23	10	20	17	70
AM 8:00 AM	16	15	22	9	62
AM 8:15 AM	20	16	13	11	60
AM 8:30 AM	26	2	26	15	69
AM 8:45 AM	17	15	21	8	61
AM 9:00 AM	23	13	29	19	84
AM 9:15 AM	18	26	29	17	90
AM TOTAL	154	107	180	105	546
PM 5:00 PM	19	22	14	31	86
PM 5:15 PM	17	18	16	15	66
PM 5:30 PM	6	14	12	12	44
PM 5:45 PM	11	11	12	12	46
PM 6:00 PM	11	12	16	15	54
PM 6:15 PM	16	3	4	9	32
PM 6:30 PM	5	12	4	8	29
PM 6:45 PM	10	5	7	5	27
PM TOTAL	95	97	85	107	384

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	10	19	9	46
21	9	20	17	67
15	12	20	7	54
18	13	13	11	55
25	2	25	13	65
14	14	20	7	55
21	12	27	16	76
15	25	27	13	80
137	97	171	93	498
18	20	14	28	80
16	15	14	15	60
5	12	11	12	40
10	7	12	12	41
9	11	16	14	50
13	2	4	9	28
4	10	2	8	24
8	5	6	5	24
83	82	79	103	347

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
3	0	1	0	4
2	1	0	0	3
1	3	2	2	8
2	3	0	0	5
1	0	1	2	4
3	1	1	1	6
2	1	2	3	8
3	1	2	4	10
17	10	9	12	48
1	2	0	3	6
1	3	2	0	6
1	2	1	0	4
1	4	0	0	5
2	1	0	1	4
3	1	0	0	4
1	2	2	0	5
2	0	1	0	3
12	15	6	4	37

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	15
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

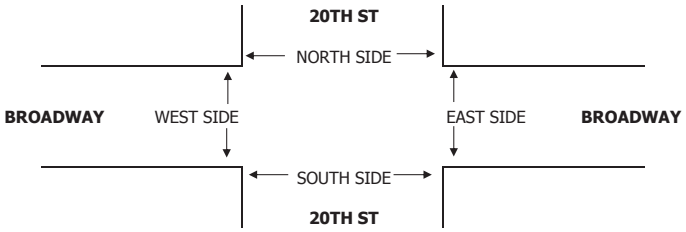
		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	12	130	17	17	109	11	7	72	11	15	64	20	485
	7:45 AM	8	130	16	12	137	11	14	95	16	25	105	30	599
	8:00 AM	15	144	13	22	181	4	11	93	16	20	81	29	629
	8:15 AM	19	172	28	18	137	10	12	108	33	16	90	29	672
	8:30 AM	22	165	24	15	155	16	9	110	28	19	99	30	692
	8:45 AM	17	158	21	15	174	12	18	119	31	15	103	30	713
	9:00 AM	12	147	21	24	154	11	16	104	28	18	102	24	661
	9:15 AM	17	129	25	16	156	12	8	102	26	11	90	32	624
	VOLUMES	122	1,175	165	139	1,203	87	95	803	189	139	734	224	5,075
	APPROACH %	8%	80%	11%	10%	84%	6%	9%	74%	17%	13%	67%	20%	
	APP/DEPART	1,462	/	1,494	1,429	/	1,531	1,087	/	1,107	1,097	/	943	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	70	642	94	72	620	49	55	441	120	68	394	113	2,738
	APPROACH %	9%	80%	12%	10%	84%	7%	9%	72%	19%	12%	69%	20%	
	PEAK HR FACTOR		0.920			0.922			0.917			0.971		0.960
	APP/DEPART	806	/	810	741	/	808	616	/	607	575	/	513	0
PM	5:00 PM	17	121	30	14	228	15	10	89	36	21	96	23	700
	5:15 PM	15	122	28	16	186	16	11	97	13	20	108	31	663
	5:30 PM	17	128	24	10	166	13	9	103	27	20	93	32	642
	5:45 PM	16	132	16	8	141	9	6	80	21	18	101	21	569
	6:00 PM	16	125	15	17	172	7	14	103	25	21	103	31	649
	6:15 PM	16	120	21	6	149	8	8	99	25	17	115	35	619
	6:30 PM	19	126	15	5	148	12	7	80	18	12	103	30	575
	6:45 PM	20	122	23	8	107	11	8	68	21	11	81	40	520
	VOLUMES	136	996	172	84	1,297	91	73	719	186	140	800	243	4,937
	APPROACH %	10%	76%	13%	6%	88%	6%	7%	74%	19%	12%	68%	21%	
	APP/DEPART	1,304	/	1,312	1,472	/	1,623	978	/	975	1,183	/	1,027	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	65	503	98	48	721	53	36	369	97	79	398	107	2,574
	APPROACH %	10%	76%	15%	6%	88%	6%	7%	74%	19%	14%	68%	18%	
	PEAK HR FACTOR		0.985			0.800			0.903			0.918		0.919
	APP/DEPART	666	/	646	822	/	897	502	/	515	584	/	516	0

U-TURNS

NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
0	0	0	0	0
			1	1
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
0	0	0	1	1



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	7	4	7	3	21
7:45 AM	9	15	7	9	40
8:00 AM	9	14	29	4	56
8:15 AM	9	8	3	6	26
8:30 AM	16	14	8	9	47
8:45 AM	14	16	20	12	62
9:00 AM	6	11	10	9	36
9:15 AM	9	14	11	11	45
TOTAL	79	96	95	63	333
PM 5:00 PM	12	12	11	6	41
5:15 PM	6	4	12	13	35
5:30 PM	6	10	5	4	25
5:45 PM	3	11	7	2	23
6:00 PM	8	11	8	8	35
6:15 PM	8	17	6	4	35
6:30 PM	8	3	3	1	15
6:45 PM	7	10	4	2	23
TOTAL	58	78	56	40	232

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	1	6	2	10
7	8	6	8	29
6	10	27	1	44
5	4	3	6	18
14	8	8	7	37
10	13	17	11	51
1	1	9	9	20
5	3	9	7	24
49	48	85	51	233
6	12	11	3	32
1	1	8	12	22
5	8	4	4	21
0	5	7	2	14
3	6	6	8	23
4	7	4	3	18
4	2	3	1	10
2	5	3	0	10
25	46	46	33	150

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
6	3	1	1	11
2	7	1	1	11
3	4	2	3	12
4	4	0	0	8
2	6	0	2	10
4	3	3	1	11
5	10	1	0	16
4	11	2	4	21
30	48	10	12	100
6	0	0	3	9
5	3	4	1	13
1	2	1	0	4
3	6	0	0	9
5	5	2	0	12
4	10	2	1	17
4	1	0	0	5
5	5	1	2	13
33	32	10	7	82

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	16
TUESDAY	EAST & WEST:	COLORADO	CONTROL:	SIGNAL

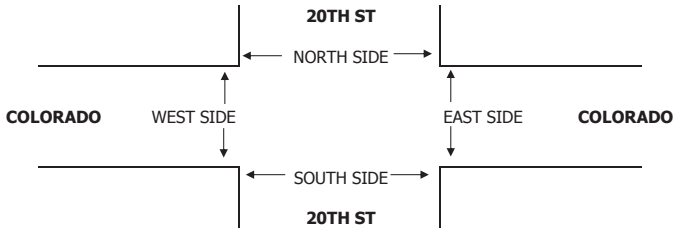
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND COLORADO			WESTBOUND COLORADO			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	9	123	29	37	93	1	2	25	6	18	41	50	434
	7:45 AM	5	114	20	34	109	7	7	39	6	22	60	44	467
	8:00 AM	8	128	34	56	122	13	5	48	2	28	67	57	568
	8:15 AM	14	153	49	80	118	13	5	65	6	20	76	28	627
	8:30 AM	10	184	55	56	124	10	2	57	18	26	81	39	662
	8:45 AM	11	187	70	64	174	12	3	77	10	18	77	24	727
	9:00 AM	16	130	71	63	131	13	6	68	9	14	64	19	604
	9:15 AM	18	158	69	62	149	10	3	64	8	21	53	17	632
	VOLUMES	91	1,177	397	452	1,020	79	33	443	65	167	519	278	4,721
	APPROACH %	5%	71%	24%	29%	66%	5%	6%	82%	12%	17%	54%	29%	
	APP/DEPART	1,665	/	1,488	1,551	/	1,252	541	/	1,292	964	/	689	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	55	659	265	245	578	45	14	266	45	79	275	99	2,625
	APPROACH %	6%	67%	27%	28%	67%	5%	4%	82%	14%	17%	61%	22%	
	PEAK HR FACTOR		0.913			0.868			0.903			0.776		0.903
	APP/DEPART	979	/	772	868	/	702	325	/	776	453	/	375	0
PM	5:00 PM	5	119	34	49	187	4	6	66	9	34	72	32	617
	5:15 PM	8	120	31	48	181	11	6	77	3	40	96	35	656
	5:30 PM	4	112	31	35	150	11	7	47	2	42	107	53	601
	5:45 PM	6	125	17	37	191	5	2	55	7	41	119	41	646
	6:00 PM	6	114	20	29	152	11	2	51	17	36	94	30	562
	6:15 PM	4	105	22	31	180	5	5	74	6	44	111	37	624
	6:30 PM	5	90	27	32	131	8	2	46	9	40	83	39	512
	6:45 PM	6	134	35	26	122	2	4	41	12	35	70	23	510
	VOLUMES	44	919	217	287	1,294	57	34	457	65	312	752	290	4,728
	APPROACH %	4%	78%	18%	18%	79%	3%	6%	82%	12%	23%	56%	21%	
	APP/DEPART	1,180	/	1,243	1,638	/	1,671	556	/	961	1,354	/	853	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	23	476	113	169	709	31	21	245	21	157	394	161	2,520
	APPROACH %	4%	78%	18%	19%	78%	3%	7%	85%	7%	22%	55%	23%	
	PEAK HR FACTOR		0.962			0.947			0.834			0.881		0.960
	APP/DEPART	612	/	658	909	/	887	287	/	527	712	/	448	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
				0				0	0	0
				0				0	0	0
				0				0	1	1
				0				0	0	0
				0				0	0	0
				0				0	0	0
				0				1	1	2
				0				0	0	0
0	0	0	0	0		0	0	1	2	3
				0				0	0	0
				0				0	0	0
				0				0	0	0
				0				0	0	0
				0				0	0	0
				0				0	0	0
				0				0	1	1
0	0	0	0	0		0	0	0	1	1



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	6	4	3	6	19	4	4	3	6	17	2	0	0	0	2
AM 7:45 AM	6	5	9	6	26	5	4	8	2	19	1	1	1	4	7
AM 8:00 AM	10	5	14	5	34	9	2	11	4	26	1	3	3	1	8
AM 8:15 AM	4	8	8	4	24	3	7	8	2	20	1	1	0	2	4
AM 8:30 AM	11	10	10	4	35	10	9	8	3	30	1	1	2	1	5
AM 8:45 AM	14	17	11	5	47	10	16	7	4	37	4	1	4	1	10
AM 9:00 AM	10	11	8	5	34	6	9	8	5	28	4	2	0	0	6
AM 9:15 AM	17	9	15	12	53	14	8	11	11	44	3	1	4	1	9
AM TOTAL	78	69	78	47	272	61	59	64	37	221	17	10	14	10	51
PM 5:00 PM	12	8	19	2	41	9	8	18	2	37	3	0	1	0	4
PM 5:15 PM	12	8	10	8	38	9	4	7	7	27	3	4	3	1	11
PM 5:30 PM	13	6	12	4	35	12	5	10	4	31	1	1	2	0	4
PM 5:45 PM	16	7	9	2	34	15	6	9	2	32	1	1	0	0	2
PM 6:00 PM	7	8	9	2	26	5	8	8	2	23	2	0	1	0	3
PM 6:15 PM	5	9	5	3	22	4	9	4	3	20	1	0	1	0	2
PM 6:30 PM	5	2	7	1	15	5	2	7	1	15	0	0	0	0	0
PM 6:45 PM	1	3	4	0	8	1	2	4	0	7	0	1	0	0	1
PM TOTAL	71	51	75	22	219	60	44	67	21	192	11	7	8	1	27

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/1/16	NORTH & SOUTH:	20TH ST	LOCATION #:	17
TUESDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

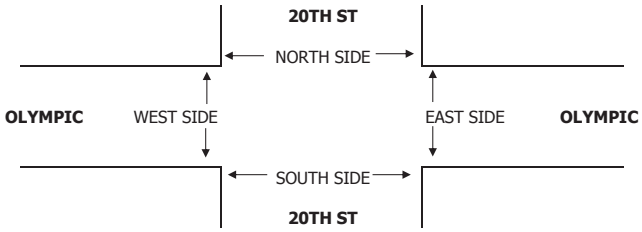
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	15	149	51	39	69	7	1	77	7	37	102	23	577
	7:45 AM	33	123	42	39	78	10	7	107	8	42	137	25	651
	8:00 AM	34	140	85	33	102	10	9	136	8	43	119	25	744
	8:15 AM	24	156	62	45	94	10	10	151	17	39	144	32	784
	8:30 AM	48	216	93	34	101	26	17	144	11	23	120	29	862
	8:45 AM	39	192	74	63	114	16	10	158	10	25	127	28	856
	9:00 AM	37	167	60	32	115	17	15	122	17	32	98	30	742
	9:15 AM	28	209	61	39	124	10	15	154	13	29	105	21	808
	VOLUMES	258	1,352	528	324	797	106	84	1,049	91	270	952	213	6,024
	APPROACH %	12%	63%	25%	26%	65%	9%	7%	86%	7%	19%	66%	15%	
	APP/DEPART	2,138	/	1,649	1,227	/	1,158	1,224	/	1,901	1,435	/	1,316	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	152	784	288	168	454	69	57	578	51	109	450	108	3,268
	APPROACH %	12%	64%	24%	24%	66%	10%	8%	84%	7%	16%	67%	16%	
	PEAK HR FACTOR		0.857			0.895			0.942			0.926		0.948
	APP/DEPART	1,224	/	949	691	/	614	686	/	1,034	667	/	671	0
PM	5:00 PM	13	100	42	40	149	14	12	121	20	63	135	32	741
	5:15 PM	14	113	40	52	207	11	7	102	14	58	119	29	766
	5:30 PM	17	98	42	21	136	8	11	115	22	68	147	25	710
	5:45 PM	16	124	33	32	188	14	5	106	15	73	138	26	770
	6:00 PM	17	103	26	30	150	8	10	111	11	67	161	25	719
	6:15 PM	18	109	34	45	184	11	6	94	20	85	123	30	759
	6:30 PM	9	112	39	31	144	11	4	110	15	76	157	28	736
	6:45 PM	9	131	42	28	132	9	12	100	19	54	126	26	688
	VOLUMES	113	890	298	279	1,290	86	67	859	136	544	1,106	221	5,889
	APPROACH %	9%	68%	23%	17%	78%	5%	6%	81%	13%	29%	59%	12%	
	APP/DEPART	1,301	/	1,178	1,655	/	1,970	1,062	/	1,436	1,871	/	1,305	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	60	435	157	145	680	47	35	444	71	262	539	112	2,987
	APPROACH %	9%	67%	24%	17%	78%	5%	6%	81%	13%	29%	59%	12%	
	PEAK HR FACTOR		0.942			0.807			0.899			0.951		0.970
	APP/DEPART	652	/	582	872	/	1,013	550	/	746	913	/	646	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
		0	2	2						0
		1	3	4						0
		1	10	11						0
		2	16	18						0
		4	6	10						0
		2	8	10						0
		3	11	14						0
		2	7	9						0
0	0	15	63	78		0	0	0	0	0
		2	6	8						0
		2	5	7						0
		3	8	11						0
		1	12	13						0
		3	11	14						0
		2	14	16						0
		2	12	14						0
		5	11	16						0
0	0	20	79	99		0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	8	5	6	1	20	8	4	6	1	19	0	1	0	0	1
	7:45 AM	3	20	7	9	39	3	19	4	7	33	0	1	3	2	6
	8:00 AM	4	21	13	8	46	4	20	12	6	42	0	1	1	2	4
	8:15 AM	3	26	8	6	43	3	23	7	4	37	0	3	1	2	6
	8:30 AM	4	6	6	1	17	4	3	6	1	14	0	3	0	0	3
	8:45 AM	4	6	7	6	23	4	3	3	4	14	0	3	4	2	9
	9:00 AM	9	6	8	5	28	6	5	8	4	23	3	1	0	1	5
	9:15 AM	9	11	12	7	39	7	6	8	4	25	2	5	4	3	14
	TOTAL	44	101	67	43	255	39	83	54	31	207	5	18	13	12	48
PM	5:00 PM	2	7	17	6	32	1	5	13	5	24	1	2	4	1	8
	5:15 PM	6	8	9	6	29	5	5	5	2	17	1	3	4	4	12
	5:30 PM	8	4	10	4	26	8	3	8	3	22	0	1	2	1	4
	5:45 PM	5	11	23	2	41	5	7	11	1	24	0	4	12	1	17
	6:00 PM	6	8	7	1	22	6	6	7	1	20	0	2	0	0	2
	6:15 PM	2	1	9	4	16	2	1	7	2	12	0	0	2	2	4
	6:30 PM	1	4	5	1	11	0	3	5	1	9	1	1	0	0	2
	6:45 PM	2	3	3	4	12	2	2	2	2	8	0	1	1	2	4
	TOTAL	32	46	83	28	189	29	32	58	17	136	3	14	25	11	53

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	20TH ST	LOCATION #:	18
WEDNESDAY	EAST & WEST:	I-10 EB	CONTROL:	SIGNAL

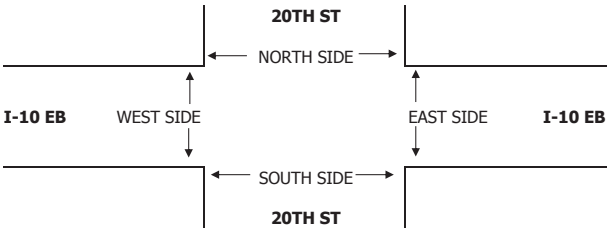
NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

◄ W E ► ▲ N S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND I-10 EB			WESTBOUND I-10 EB				U-TURNS					LEFT TURN BIKES				
	LANES:	NL X	NT 2	NR X	SL X	ST 2	SR X	EL 1.5	ET X	ER 0.5	WL 0.5	WT X	WR 0.5	TOTAL	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
AM	7:30 AM		179			66		146		40				431					0					0
	7:45 AM		166			80		166		33				445					0					0
	8:00 AM		132			81		155		46				414					0					0
	8:15 AM		172			73		131		30				406					0					0
	8:30 AM		173			60		201		47				481					0					0
	8:45 AM		124			83		177		44				428					0					0
	9:00 AM		158			94		187		31				470					0					0
	9:15 AM		158			109		181		54				502					0					0
	VOLUMES	0	1,262	0	0	646	0	1,344	0	325	0	0	0	3,577	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	81%	0%	19%	0%	0%	0%											
	APP/DEPART	1,262	/	2,606	646	/	971	1,669	/	0	0	/	0	0										
	BEGIN PEAK HR		8:30 AM																					
	VOLUMES	0	613	0	0	346	0	746	0	176	0	0	0	1,881										
	APPROACH %	0%	100%	0%	0%	100%	0%	81%	0%	19%	0%	0%	0%											
	PEAK HR FACTOR		0.886			0.794			0.929			0.000		0.937										
	APP/DEPART	613	/	1,359	346	/	522	922	/	0	0	/	0	0										
PM	5:00 PM		155			155		78		91				479					0					0
	5:15 PM		151			161		84		105				501					0					0
	5:30 PM		162			188		88		125				563					0					0
	5:45 PM		148			143		91		101				483					0					0
	6:00 PM		145			176		72		117				510					0					0
	6:15 PM		140			177		88		113				518					0					0
	6:30 PM		157			143		86		106				492					0					0
	6:45 PM		131			102		94		114				441					0					0
	VOLUMES	0	1,189	0	0	1,245	0	681	0	872	0	0	0	3,987	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	44%	0%	56%	0%	0%	0%											
	APP/DEPART	1,189	/	1,870	1,245	/	2,117	1,553	/	0	0	/	0	0										
	BEGIN PEAK HR		5:30 PM																					
	VOLUMES	0	595	0	0	684	0	339	0	456	0	0	0	2,074										
	APPROACH %	0%	100%	0%	0%	100%	0%	43%	0%	57%	0%	0%	0%											
	PEAK HR FACTOR		0.918			0.910			0.933			0.000		0.921										
	APP/DEPART	595	/	934	684	/	1,140	795	/	0	0	/	0	0										



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	0	0	0	5	5	0	0	0	4	4	0	0	0	1	1
	7:45 AM	0	0	0	4	4	0	0	0	1	1	0	0	0	3	3
	8:00 AM	0	0	0	8	8	0	0	0	3	3	0	0	0	5	5
	8:15 AM	0	0	0	7	7	0	0	0	5	5	0	0	0	2	2
	8:30 AM	0	0	0	6	6	0	0	0	2	2	0	0	0	4	4
	8:45 AM	0	0	0	5	5	0	0	0	4	4	0	0	0	1	1
	9:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	9:15 AM	0	1	0	5	6	0	0	0	3	3	0	1	0	2	3
	TOTAL	0	1	0	41	42	0	0	0	23	23	0	1	0	18	19
PM	5:00 PM	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2
	5:15 PM	0	0	0	6	6	0	0	0	1	1	0	0	0	5	5
	5:30 PM	0	0	0	6	6	0	0	0	3	3	0	0	0	3	3
	5:45 PM	0	0	0	8	8	0	0	0	5	5	0	0	0	3	3
	6:00 PM	0	0	0	6	6	0	0	0	5	5	0	0	0	1	1
	6:15 PM	0	0	0	11	11	0	0	0	7	7	0	0	0	4	4
	6:30 PM	0	0	0	6	6	0	0	0	4	4	0	0	0	2	2
	6:45 PM	0	0	0	6	6	0	0	0	3	3	0	0	0	3	3
	TOTAL	0	0	0	53	53	0	0	0	30	30	0	0	0	23	23

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

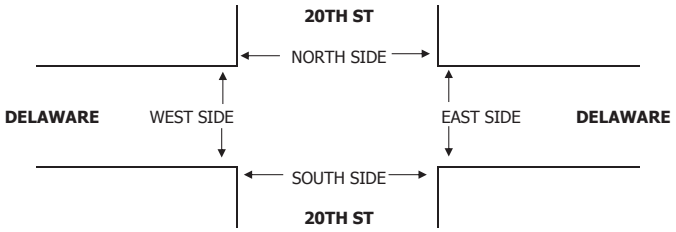
DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	20TH ST	LOCATION #:	19
WEDNESDAY	EAST & WEST:	DELAWARE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND DELAWARE			WESTBOUND DELAWARE				U-TURNS					LEFT TURN BIKES				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
AM	7:30 AM	13	154	7	1	89	12	9	8	16	3	19	7	338	0				0	0				0
	7:45 AM	17	158	3	1	98	13	10	13	20	2	9	5	349	0				0	0				0
	8:00 AM	36	121	4	1	96	23	11	26	24	3	14	2	361	0				0	0				0
	8:15 AM	16	152	5	0	99	4	13	16	16	4	14	11	350	1				1	0				0
	8:30 AM	24	173	3	1	90	9	10	12	16	5	14	4	361	0				0	0				0
	8:45 AM	29	141	9	1	114	10	5	17	19	1	8	9	363	1				1	0				0
	9:00 AM	30	129	6	2	115	8	6	15	18	2	25	3	359	0				0	0				0
	9:15 AM	12	131	2	1	140	9	6	18	18	2	23	6	368	1				1	0				0
	VOLUMES	177	1,159	39	8	841	88	70	125	147	22	126	47	2,849	3	0	0	0	3	0	0	0	0	0
	APPROACH %	13%	84%	3%	1%	90%	9%	20%	37%	43%	11%	65%	24%											
	APP/DEPART	1,375	/	1,276	937	/	1,010	342	/	172	195	/	391	0										
	BEGIN PEAK HR		8:30 AM																					
	VOLUMES	95	574	20	5	459	36	27	62	71	10	70	22	1,451										
	APPROACH %	14%	83%	3%	1%	92%	7%	17%	39%	44%	10%	69%	22%											
	PEAK HR FACTOR		0.861			0.833			0.952			0.823		0.986										
	APP/DEPART	689	/	623	500	/	540	160	/	87	102	/	201	0										
PM	5:00 PM	8	141	5	1	219	11	14	19	21	2	3	7	451	0				0	0				0
	5:15 PM	10	124	1	2	242	20	14	27	17	0	9	7	473	0				0	0				0
	5:30 PM	8	147	7	10	275	27	13	25	21	1	11	6	551	0				0	0				0
	5:45 PM	8	126	9	13	203	22	8	20	11	2	10	6	438	0				0	1				1
	6:00 PM	7	126	4	21	273	13	7	12	16	3	17	11	510	0				0	0				0
	6:15 PM	8	125	5	15	253	18	7	14	21	9	14	12	501	0				0	0				0
	6:30 PM	2	133	5	14	223	13	11	14	11	4	24	9	463	0				0	0				0
	6:45 PM	12	117	5	8	185	22	6	9	10	7	18	9	408	3				3	3				3
	VOLUMES	63	1,039	41	84	1,873	146	80	140	128	28	106	67	3,795	3	0	0	0	3	4	0	0	0	4
	APPROACH %	6%	91%	4%	4%	89%	7%	23%	40%	37%	14%	53%	33%											
	APP/DEPART	1,143	/	1,186	2,103	/	2,029	348	/	265	201	/	315	0										
	BEGIN PEAK HR		5:30 PM																					
	VOLUMES	31	524	25	59	1,004	80	35	71	69	15	52	35	2,000										
	APPROACH %	5%	90%	4%	5%	88%	7%	20%	41%	39%	15%	51%	34%											
	PEAK HR FACTOR		0.895			0.916			0.742			0.729		0.907										
	APP/DEPART	580	/	594	1,143	/	1,088	175	/	155	102	/	163	0										



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	1	3	7	4	15	1	3	6	2	12	0	0	1	2	3
	7:45 AM	4	6	5	6	21	2	5	3	1	11	2	1	2	5	10
	8:00 AM	6	4	2	3	15	5	4	1	2	12	1	0	1	1	3
	8:15 AM	8	6	8	4	26	6	6	5	3	20	2	0	3	1	6
	8:30 AM	4	7	5	0	16	2	7	4	0	13	2	0	1	0	3
	8:45 AM	2	8	6	3	19	1	7	3	0	11	1	1	3	3	8
	9:00 AM	5	6	6	4	21	3	6	6	2	17	2	0	0	2	4
	9:15 AM	3	6	4	3	16	3	6	2	3	14	0	0	2	0	2
	TOTAL	33	46	43	27	149	23	44	30	13	110	10	2	13	14	39
PM	5:00 PM	9	2	11	6	28	9	1	10	3	23	0	1	1	3	5
	5:15 PM	2	10	7	2	21	2	6	7	2	17	0	4	0	0	4
	5:30 PM	1	2	2	4	9	1	2	2	4	9	0	0	0	0	0
	5:45 PM	7	3	3	3	16	6	3	2	3	14	1	0	1	0	2
	6:00 PM	3	0	3	2	8	3	0	2	2	7	0	0	1	0	1
	6:15 PM	1	3	1	3	8	0	3	1	2	6	1	0	0	1	2
	6:30 PM	1	9	6	2	18	1	8	6	2	17	0	1	0	0	1
	6:45 PM	3	5	10	0	18	3	3	8	0	14	0	2	2	0	4
	TOTAL	27	34	43	22	126	25	26	38	18	107	2	8	5	4	19

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	20TH ST	LOCATION #:	20
WEDNESDAY	EAST & WEST:	PICO	CONTROL:	SIGNAL

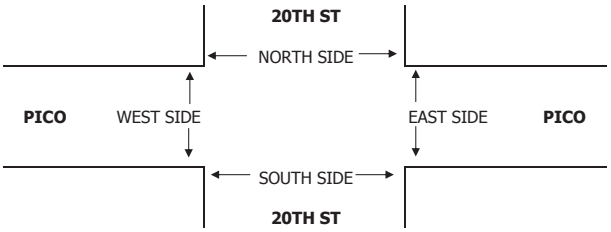
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 20TH ST			SOUTHBOUND 20TH ST			EASTBOUND PICO			WESTBOUND PICO			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	14	106	12	48	38	22	17	106	6	27	224	33	653
	7:45 AM	7	93	21	53	54	27	11	109	8	36	221	47	687
	8:00 AM	13	96	22	65	43	25	20	144	15	28	166	32	669
	8:15 AM	18	92	24	62	35	23	21	159	9	17	207	47	714
	8:30 AM	18	89	15	69	35	19	22	172	3	19	219	63	743
	8:45 AM	25	107	14	72	51	33	21	152	8	13	214	60	770
	9:00 AM	15	87	21	53	46	19	22	160	8	27	196	38	692
	9:15 AM	27	78	12	69	54	31	21	212	14	18	219	38	793
	VOLUMES	137	748	141	491	356	199	155	1,214	71	185	1,666	358	5,721
	APPROACH %	13%	73%	14%	47%	34%	19%	11%	84%	5%	8%	75%	16%	
	APP/DEPART	1,026	/	1,261	1,046	/	612	1,440	/	1,846	2,209	/	2,002	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	85	361	62	263	186	102	86	696	33	77	848	199	2,998
	APPROACH %	17%	71%	12%	48%	34%	19%	11%	85%	4%	7%	75%	18%	
	PEAK HR FACTOR		0.870			0.883			0.825			0.934		0.945
	APP/DEPART	508	/	646	551	/	296	815	/	1,021	1,124	/	1,035	0
PM	5:00 PM	12	58	8	94	106	36	18	226	18	17	211	40	844
	5:15 PM	5	66	12	105	125	45	25	218	22	21	185	45	874
	5:30 PM	8	55	13	97	117	41	22	231	15	18	216	47	880
	5:45 PM	6	57	10	125	128	33	27	225	23	23	207	52	916
	6:00 PM	9	63	17	116	98	38	32	241	28	22	213	59	936
	6:15 PM	11	60	11	107	105	44	25	226	31	25	228	41	914
	6:30 PM	5	55	15	101	97	41	31	218	26	18	219	57	883
	6:45 PM	8	62	13	105	113	35	21	234	22	20	234	42	909
	VOLUMES	64	476	99	850	889	313	201	1,819	185	164	1,713	383	7,156
	APPROACH %	10%	74%	15%	41%	43%	15%	9%	82%	8%	7%	76%	17%	
	APP/DEPART	639	/	1,060	2,052	/	1,238	2,205	/	2,768	2,260	/	2,090	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	31	235	53	449	428	156	115	910	108	88	867	209	3,649
	APPROACH %	10%	74%	17%	43%	41%	15%	10%	80%	10%	8%	74%	18%	
	PEAK HR FACTOR		0.896			0.903			0.941			0.990		0.975
	APP/DEPART	319	/	559	1,033	/	624	1,133	/	1,412	1,164	/	1,054	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	38	25	10	20	93	36	23	9	18	86	2	2	1	2	7
	7:45 AM	46	20	6	20	92	41	18	3	15	77	5	2	3	5	15
	8:00 AM	47	23	20	7	97	44	23	15	7	89	3	0	5	0	8
	8:15 AM	44	25	14	15	98	38	22	12	12	84	6	3	2	3	14
	8:30 AM	30	25	14	14	83	26	25	8	13	72	4	0	6	1	11
	8:45 AM	44	17	13	11	85	37	16	11	9	73	7	1	2	2	12
	9:00 AM	48	19	19	22	108	40	18	13	22	93	8	1	6	0	15
	9:15 AM	41	21	17	24	103	33	15	15	18	81	8	6	2	6	22
	TOTAL	338	175	113	133	759	295	160	86	114	655	43	15	27	19	104
PM	5:00 PM	30	22	31	20	103	28	19	25	18	90	2	3	6	2	13
	5:15 PM	43	35	12	10	100	37	33	12	6	88	6	2	0	4	12
	5:30 PM	37	35	12	11	95	33	28	10	11	82	4	7	2	0	13
	5:45 PM	33	26	11	8	78	26	22	7	5	60	7	4	4	3	18
	6:00 PM	42	24	23	14	103	31	16	18	13	78	11	8	5	1	25
	6:15 PM	40	35	23	10	108	35	29	22	8	94	5	6	1	2	14
	6:30 PM	32	24	17	6	79	24	22	14	6	66	8	2	3	0	13
	6:45 PM	33	24	13	9	79	28	19	11	8	66	5	5	2	1	13
	TOTAL	290	225	142	88	745	242	188	119	75	624	48	37	23	13	121

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	23RD ST	LOCATION #:	21
THURSDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

◄ W E ► ▲ N S ▼

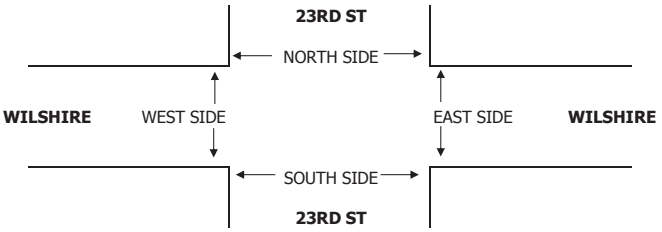
		NORTHBOUND 23RD ST			SOUTHBOUND 23RD ST			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	16	16	3	6	16	7	5	213	11	5	227	4	529
	7:45 AM	9	13	8	12	23	9	8	229	16	5	301	8	641
	8:00 AM	14	19	9	10	34	5	10	242	11	4	291	12	661
	8:15 AM	15	14	4	14	39	8	12	241	14	6	228	9	604
	8:30 AM	15	28	7	10	28	12	9	200	13	10	256	6	594
	8:45 AM	12	20	3	18	41	16	11	224	18	12	293	8	676
	9:00 AM	14	18	8	15	24	11	13	195	20	9	265	11	603
	9:15 AM	12	15	10	20	26	13	11	226	6	6	211	6	562
	VOLUMES	107	143	52	105	231	81	79	1,770	109	57	2,072	64	4,870
	APPROACH %	35%	47%	17%	25%	55%	19%	4%	90%	6%	3%	94%	3%	
	APP/DEPART	302	/	286	417	/	397	1,958	/	1,927	2,193	/	2,260	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	56	81	23	52	142	41	42	907	56	32	1,068	35	2,535
	APPROACH %	35%	51%	14%	22%	60%	17%	4%	90%	6%	3%	94%	3%	
	PEAK HR FACTOR		0.800			0.783			0.941			0.907		0.938
	APP/DEPART	160	/	158	235	/	230	1,005	/	982	1,135	/	1,165	0
PM	5:00 PM	15	27	5	8	25	5	16	261	11	5	184	13	575
	5:15 PM	15	37	10	11	21	10	10	283	9	7	225	14	652
	5:30 PM	8	26	8	13	15	14	12	285	4	4	241	13	643
	5:45 PM	21	35	14	5	16	15	4	280	13	7	216	14	640
	6:00 PM	9	40	7	18	16	12	10	253	9	7	227	16	624
	6:15 PM	18	33	10	13	21	22	16	268	9	3	231	12	656
	6:30 PM	16	21	9	11	16	11	10	245	15	9	258	13	634
	6:45 PM	16	25	15	13	19	19	12	250	7	6	226	9	617
	VOLUMES	118	244	78	92	149	108	90	2,125	77	48	1,808	104	5,041
	APPROACH %	27%	55%	18%	26%	43%	31%	4%	93%	3%	2%	92%	5%	
	APP/DEPART	440	/	438	349	/	274	2,292	/	2,295	1,960	/	2,034	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	56	134	39	49	68	63	42	1,086	35	21	915	55	2,563
	APPROACH %	24%	59%	17%	27%	38%	35%	4%	93%	3%	2%	92%	6%	
	PEAK HR FACTOR		0.818			0.804			0.966			0.960		0.977
	APP/DEPART	229	/	231	180	/	124	1,163	/	1,174	991	/	1,034	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		1	0	1
		1	0	1
		1	0	1
		3	0	3
		2	0	2
		1	0	1
		1	0	1
		1	0	1
		1	0	1
0	0	11	0	11
		1	0	1
		2	0	2
		0	0	0
		0	0	0
		1	1	2
		0	0	0
		0	0	0
		0	1	1
0	0	4	2	6

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	10	4	2	2	18
7:45 AM	11	1	3	3	18
8:00 AM	5	8	4	2	19
8:15 AM	14	9	5	6	34
8:30 AM	3	2	0	6	11
8:45 AM	8	7	1	2	18
9:00 AM	13	12	5	6	36
9:15 AM	10	5	3	14	32
TOTAL	74	48	23	41	186
PM 5:00 PM	12	8	7	3	30
5:15 PM	5	3	4	1	13
5:30 PM	9	9	3	2	23
5:45 PM	2	15	13	1	31
6:00 PM	7	10	2	6	25
6:15 PM	30	25	10	8	73
6:30 PM	15	7	2	6	30
6:45 PM	15	14	3	7	39
TOTAL	95	91	44	34	264

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	3	2	2	15
10	1	2	3	16
5	8	4	1	18
14	9	5	6	34
3	1	0	5	9
8	7	1	2	18
12	11	5	5	33
9	5	3	12	29
69	45	22	36	172
12	8	7	3	30
5	3	4	1	13
7	8	3	2	20
2	15	13	1	31
7	9	2	6	24
28	24	6	7	65
15	7	2	6	30
15	14	3	6	38
91	88	40	32	251

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
2	1	0	0	3
1	0	1	0	2
0	0	0	1	1
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
1	1	0	1	3
1	0	0	2	3
5	3	1	5	14
0	0	0	0	0
0	0	0	0	0
2	1	0	0	3
0	0	0	0	0
0	1	0	0	1
2	1	4	1	8
0	0	0	0	0
0	0	0	1	1
4	3	4	2	13

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	23RD ST	LOCATION #:	22
THURSDAY	EAST & WEST:	ARIZONA	CONTROL:	ALL WAY STOP

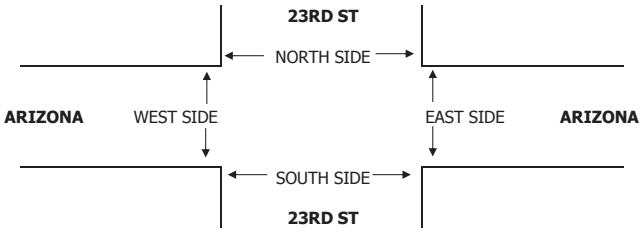
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 23RD ST			SOUTHBOUND 23RD ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	9	28	3	4	25	2	2	18	15	6	22	5	139
	7:45 AM	9	25	2	2	38	3	0	33	14	9	37	6	178
	8:00 AM	6	20	8	15	37	2	6	42	18	6	40	8	208
	8:15 AM	9	25	15	11	45	4	2	62	17	9	49	8	256
	8:30 AM	14	30	9	4	45	6	3	39	15	10	35	8	218
	8:45 AM	10	30	4	6	51	7	4	28	33	11	42	6	232
	9:00 AM	12	24	5	3	44	8	3	37	19	4	38	11	208
	9:15 AM	9	18	8	2	36	6	3	30	23	4	37	7	183
	VOLUMES	78	200	54	47	321	38	23	289	154	59	300	59	1,622
	APPROACH %	23%	60%	16%	12%	79%	9%	5%	62%	33%	14%	72%	14%	
	APP/DEPART	332	/	282	406	/	534	466	/	390	418	/	416	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	45	109	33	24	185	25	12	166	84	34	164	33	914
	APPROACH %	24%	58%	18%	10%	79%	11%	5%	63%	32%	15%	71%	14%	
	PEAK HR FACTOR		0.882			0.914			0.809			0.875		0.893
	APP/DEPART	187	/	154	234	/	303	262	/	223	231	/	234	0
PM	5:00 PM	10	35	6	3	31	7	5	72	50	3	43	3	268
	5:15 PM	12	46	7	4	25	2	7	79	34	4	35	8	263
	5:30 PM	4	33	6	2	20	4	4	80	26	2	58	6	245
	5:45 PM	3	48	2	3	37	5	5	63	17	5	31	12	231
	6:00 PM	14	48	4	6	18	3	6	59	23	6	31	6	224
	6:15 PM	9	45	6	1	32	4	2	44	15	5	28	11	202
	6:30 PM	13	32	2	7	25	5	2	41	20	3	27	7	184
	6:45 PM	19	44	9	2	18	8	7	42	10	5	30	6	200
	VOLUMES	84	331	42	28	206	38	38	480	195	33	283	59	1,817
	APPROACH %	18%	72%	9%	10%	76%	14%	5%	67%	27%	9%	75%	16%	
	APP/DEPART	457	/	428	272	/	434	713	/	550	375	/	405	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	29	162	21	12	113	18	21	294	127	14	167	29	1,007
	APPROACH %	14%	76%	10%	8%	79%	13%	5%	67%	29%	7%	80%	14%	
	PEAK HR FACTOR		0.815			0.794			0.870			0.795		0.939
	APP/DEPART	212	/	212	143	/	254	442	/	327	210	/	214	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM	2	0			2	1				1
7:45 AM	0	0			0	1				1
8:00 AM	0	0			0	0				0
8:15 AM	0	0			0	0				0
8:30 AM	0	0			0	0				0
8:45 AM	0	0			0	0				0
9:00 AM	0	0			0	0				0
9:15 AM	0	0			0	0				0
VOLUMES	2	0	0	0	2	2	0	0	0	2
5:00 PM	0	0			0	0				0
5:15 PM	0	0			0	0				0
5:30 PM	0	0			0	0				0
5:45 PM	0	0			0	0				0
6:00 PM	0	1			1	0				0
6:15 PM	0	0			0	0				0
6:30 PM	0	1			1	0				0
6:45 PM	0	1			1	0				0
VOLUMES	0	3	0	0	3	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	5	4	0	1	10
7:45 AM	3	3	1	4	11
8:00 AM	9	4	3	5	21
8:15 AM	10	11	5	7	33
8:30 AM	18	5	1	9	33
8:45 AM	10	9	3	0	22
9:00 AM	10	6	0	5	21
9:15 AM	5	8	0	7	20
TOTAL	70	50	13	38	171
5:00 PM	2	3	1	4	10
5:15 PM	1	3	0	1	5
5:30 PM	4	4	2	2	12
5:45 PM	5	5	2	3	15
6:00 PM	2	8	0	6	16
6:15 PM	4	6	4	6	20
6:30 PM	4	0	2	1	7
6:45 PM	1	3	0	7	11
TOTAL	23	32	11	30	96

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	3	2	0	1	6
7:45 AM	2	2	1	4	9
8:00 AM	5	1	3	2	11
8:15 AM	8	6	5	7	26
8:30 AM	10	3	1	6	20
8:45 AM	4	4	3	0	11
9:00 AM	6	2	0	4	12
9:15 AM	0	7	0	6	13
TOTAL	38	27	13	30	108
5:00 PM	1	1	1	4	7
5:15 PM	0	1	0	1	2
5:30 PM	2	2	2	2	8
5:45 PM	4	2	2	3	11
6:00 PM	2	2	0	6	10
6:15 PM	2	1	3	4	10
6:30 PM	3	0	2	1	6
6:45 PM	1	0	0	7	8
TOTAL	15	9	10	28	62

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:30 AM	2	2	0	0	4
7:45 AM	1	1	0	0	2
8:00 AM	4	3	0	3	10
8:15 AM	2	5	0	0	7
8:30 AM	8	2	0	3	13
8:45 AM	6	5	0	0	11
9:00 AM	4	4	0	1	9
9:15 AM	5	1	0	1	7
TOTAL	32	23	0	8	63
5:00 PM	1	2	0	0	3
5:15 PM	1	2	0	0	3
5:30 PM	2	2	0	0	4
5:45 PM	1	3	0	0	4
6:00 PM	0	6	0	0	6
6:15 PM	2	5	1	2	10
6:30 PM	1	0	0	0	1
6:45 PM	0	3	0	0	3
TOTAL	8	23	1	2	34

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	23RD ST	LOCATION #:	23
WEDNESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

◄ W E ► N ▲ S ▼

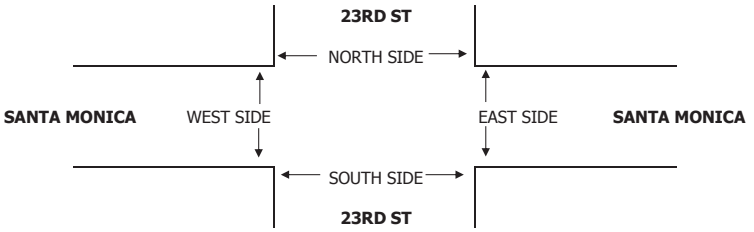
		NORTHBOUND 23RD ST			SOUTHBOUND 23RD ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM				32	6	8	2	173	1	9	313	41	585
	7:45 AM				38	13	13	5	176	2	7	310	30	594
	8:00 AM				34	16	5	4	206	6	7	311	37	626
	8:15 AM				50	16	11	5	191	4	11	273	45	606
	8:30 AM				40	10	15	4	196	6	7	326	49	653
	8:45 AM				52	19	16	3	205	9	9	296	36	645
	9:00 AM				44	10	17	4	206	8	15	285	34	623
	9:15 AM				51	12	9	6	177	10	7	284	34	590
	VOLUMES	0	0	0	341	102	94	33	1,530	46	72	2,398	306	4,922
	APPROACH %	0%	0%	0%	64%	19%	18%	2%	95%	3%	3%	86%	11%	
	APP/DEPART	0	/	339	537	/	220	1,609	/	1,871	2,776	/	2,492	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	176	61	47	16	798	25	34	1,206	167	2,530
	APPROACH %	0%	0%	0%	62%	21%	17%	2%	95%	3%	2%	86%	12%	
	PEAK HR FACTOR		0.000			0.816			0.967			0.921		0.969
	APP/DEPART	0	/	183	284	/	120	839	/	974	1,407	/	1,253	0
PM	5:00 PM				34	35	12	6	267	4	4	278	48	688
	5:15 PM				29	28	11	5	258	5	4	315	52	707
	5:30 PM				20	16	7	5	235	3	5	304	46	641
	5:45 PM				22	24	10	6	247	3	2	347	45	706
	6:00 PM				23	11	11	7	234	5	8	315	65	679
	6:15 PM				25	11	10	3	255	3	5	353	49	714
	6:30 PM				24	15	6	3	246	2	7	299	52	654
	6:45 PM				19	7	9	7	236	3	3	313	55	652
	VOLUMES	0	0	0	196	147	76	42	1,978	28	38	2,524	412	5,441
	APPROACH %	0%	0%	0%	47%	35%	18%	2%	97%	1%	1%	85%	14%	
	APP/DEPART	0	/	454	419	/	213	2,048	/	2,174	2,974	/	2,600	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	94	61	37	19	982	13	22	1,314	211	2,753
	APPROACH %	0%	0%	0%	49%	32%	19%	2%	97%	1%	1%	85%	14%	
	PEAK HR FACTOR		0.000			0.857			0.971			0.950		0.964
	APP/DEPART	0	/	230	192	/	96	1,014	/	1,076	1,547	/	1,351	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
			0	0
			0	0
			1	1
			0	0
			0	0
			0	0
			1	1
			0	0
0	0	0	2	2
			0	0
			0	0
			1	1
			0	0
			0	0
			0	0
			1	1
			0	0
0	0	0	2	2

LEFT TURN BIKES

NL X	SL X	EL X	WL X	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	0	7	3	7	17
7:45 AM	0	3	5	10	18
8:00 AM	0	1	3	10	14
8:15 AM	0	6	7	19	32
8:30 AM	0	8	9	9	26
8:45 AM	0	5	5	12	22
9:00 AM	0	2	13	11	26
9:15 AM	0	6	7	6	19
TOTAL	0	38	52	84	174
PM 5:00 PM	0	8	8	10	26
5:15 PM	1	2	7	8	18
5:30 PM	0	1	12	4	17
5:45 PM	0	1	12	7	20
6:00 PM	0	5	7	8	20
6:15 PM	0	1	6	8	15
6:30 PM	0	6	8	9	23
6:45 PM	0	2	4	5	11
TOTAL	1	26	64	59	150

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	0	7	3	6	16
7:45 AM	0	2	4	8	14
8:00 AM	0	1	2	10	13
8:15 AM	0	6	6	17	29
8:30 AM	0	7	8	8	23
8:45 AM	0	3	5	10	18
9:00 AM	0	1	12	11	24
9:15 AM	0	5	7	5	17
TOTAL	0	32	47	75	154
PM 5:00 PM	0	7	6	7	20
5:15 PM	0	2	7	8	17
5:30 PM	0	1	11	4	16
5:45 PM	0	1	8	7	16
6:00 PM	0	5	7	7	19
6:15 PM	0	1	5	8	14
6:30 PM	0	6	7	8	21
6:45 PM	0	1	4	5	10
TOTAL	0	24	55	54	133

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
AM 7:30 AM	0	0	0	1	1
7:45 AM	0	1	1	2	4
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	2	3
8:30 AM	0	1	1	1	3
8:45 AM	0	2	0	2	4
9:00 AM	0	1	1	0	2
9:15 AM	0	1	0	1	2
TOTAL	0	6	5	9	20
PM 5:00 PM	0	1	2	3	6
5:15 PM	1	0	0	0	1
5:30 PM	0	0	1	0	1
5:45 PM	0	0	4	0	4
6:00 PM	0	0	0	1	1
6:15 PM	0	0	1	0	1
6:30 PM	0	0	1	1	2
6:45 PM	0	1	0	0	1
TOTAL	1	2	9	5	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	23RD ST	LOCATION #:	24
WEDNESDAY	EAST & WEST:	PICO	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

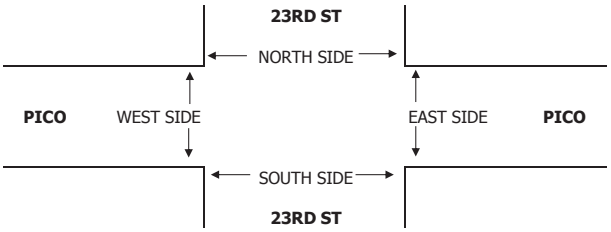
		NORTHBOUND 23RD ST			SOUTHBOUND 23RD ST			EASTBOUND PICO			WESTBOUND PICO			
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	44	2	48	0	1	2	2	157	14	15	227	3	515
	7:45 AM	45	1	44	2	2	0	0	182	13	22	238	1	550
	8:00 AM	57	5	55	2	0	1	3	206	18	27	189	5	568
	8:15 AM	58	3	60	0	1	0	0	229	22	33	221	5	632
	8:30 AM	63	0	57	1	0	1	3	237	20	26	235	8	651
	8:45 AM	46	2	51	3	2	4	1	216	17	22	238	4	606
	9:00 AM	54	2	43	2	4	0	2	237	20	28	220	6	618
	9:15 AM	57	3	50	3	1	2	4	256	16	20	232	7	651
	VOLUMES	424	18	408	13	11	10	15	1,720	140	193	1,800	39	4,791
	APPROACH %	50%	2%	48%	38%	32%	29%	1%	92%	7%	9%	89%	2%	
	APP/DEPART	850	/	72	34	/	344	1,875	/	2,141	2,032	/	2,234	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	220	7	201	9	7	7	10	946	73	96	925	25	2,526
	APPROACH %	51%	2%	47%	39%	30%	30%	1%	92%	7%	9%	88%	2%	
	PEAK HR FACTOR		0.892			0.639			0.932			0.972		0.970
	APP/DEPART	428	/	42	23	/	176	1,029	/	1,156	1,046	/	1,152	0
PM	5:00 PM	44	1	23	1	0	0	3	296	37	54	219	2	680
	5:15 PM	36	0	28	3	0	1	5	305	33	37	229	5	682
	5:30 PM	42	2	36	5	1	0	2	318	29	44	245	7	731
	5:45 PM	47	2	24	7	0	2	4	322	38	48	237	7	738
	6:00 PM	35	0	22	2	3	0	1	294	44	55	256	3	715
	6:15 PM	38	3	29	4	0	1	6	303	55	49	267	6	761
	6:30 PM	44	4	31	1	1	3	3	322	40	51	252	9	761
	6:45 PM	50	1	33	3	1	0	0	306	37	40	251	4	726
	VOLUMES	336	13	226	26	6	7	24	2,466	313	378	1,956	43	5,794
	APPROACH %	58%	2%	39%	67%	15%	18%	1%	88%	11%	16%	82%	2%	
	APP/DEPART	575	/	80	39	/	697	2,803	/	2,718	2,377	/	2,299	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	164	9	106	14	4	6	14	1,241	177	203	1,012	25	2,975
	APPROACH %	59%	3%	38%	58%	17%	25%	1%	87%	12%	16%	82%	2%	
	PEAK HR FACTOR		0.883			0.667			0.981			0.963		0.977
	APP/DEPART	279	/	48	24	/	384	1,432	/	1,361	1,240	/	1,182	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	11	13	0	2	26	7	13	0	2	22	4	0	0	0	4
	7:45 AM	16	7	0	2	25	13	5	0	2	20	3	2	0	0	5
	8:00 AM	17	9	0	1	27	9	8	0	1	18	8	1	0	0	9
	8:15 AM	12	6	0	0	18	6	6	0	0	12	6	0	0	0	6
	8:30 AM	23	22	0	4	49	14	19	0	3	36	9	3	0	1	13
	8:45 AM	18	15	0	2	35	10	14	0	1	25	8	1	0	1	10
	9:00 AM	12	17	0	2	31	7	13	0	2	22	5	4	0	0	9
	9:15 AM	12	12	0	3	27	9	11	0	3	23	3	1	0	0	4
	TOTAL	121	101	0	16	238	75	89	0	14	178	46	12	0	2	60
PM	5:00 PM	6	11	0	3	20	4	8	0	1	13	2	3	0	2	7
	5:15 PM	10	14	0	5	29	8	8	0	5	21	2	6	0	0	8
	5:30 PM	9	15	0	3	27	6	13	0	2	21	3	2	0	1	6
	5:45 PM	6	22	0	6	34	3	17	0	6	26	3	5	0	0	8
	6:00 PM	8	12	0	3	23	7	9	0	3	19	1	3	0	0	4
	6:15 PM	11	17	0	10	38	9	11	0	7	27	2	6	0	3	11
	6:30 PM	6	9	0	4	19	5	8	0	4	17	1	1	0	0	2
	6:45 PM	7	8	0	2	17	6	4	0	1	11	1	4	0	1	6
	TOTAL	63	108	0	36	207	48	78	0	29	155	15	30	0	7	52

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	23RD ST	LOCATION #:	25
WEDNESDAY	EAST & WEST:	OCEAN PARK	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

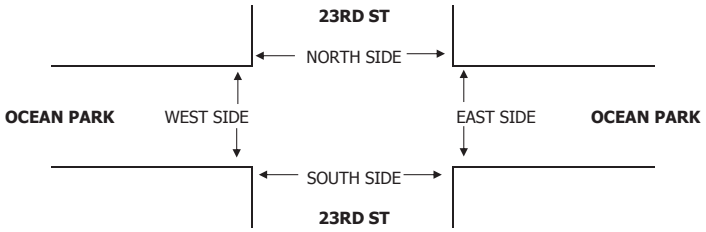
		NORTHBOUND 23RD ST			SOUTHBOUND 23RD ST			EASTBOUND OCEAN PARK			WESTBOUND OCEAN PARK			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	74	90	46	6	33	2	0	132	6	13	169	2	573
	7:45 AM	53	87	51	1	40	5	0	157	8	33	174	4	613
	8:00 AM	38	82	73	2	48	4	0	170	6	30	168	7	628
	8:15 AM	40	76	72	3	49	2	0	164	9	45	188	6	654
	8:30 AM	38	82	68	2	49	1	1	173	6	34	158	1	613
	8:45 AM	34	77	80	4	48	6	0	173	9	32	186	5	654
	9:00 AM	36	90	76	4	45	4	0	156	12	33	184	4	644
	9:15 AM	36	100	56	2	47	3	0	180	5	30	155	4	618
	VOLUMES	349	684	522	24	359	27	1	1,305	61	250	1,382	33	4,997
	APPROACH %	22%	44%	34%	6%	88%	7%	0%	95%	4%	15%	83%	2%	
	APP/DEPART	1,555	/	718	410	/	670	1,367	/	1,851	1,665	/	1,758	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	148	325	296	13	191	13	1	666	36	144	716	16	2,565
	APPROACH %	19%	42%	38%	6%	88%	6%	0%	95%	5%	16%	82%	2%	
	PEAK HR FACTOR		0.952			0.935			0.966			0.916		0.981
	APP/DEPART	769	/	342	217	/	371	703	/	975	876	/	877	0
PM	5:00 PM	21	57	25	1	64	10	0	144	16	33	176	4	551
	5:15 PM	38	67	32	8	77	8	0	126	17	35	152	2	562
	5:30 PM	29	59	22	6	54	9	0	127	14	36	204	3	563
	5:45 PM	34	53	20	4	80	13	0	105	13	45	186	5	558
	6:00 PM	30	63	25	5	46	12	1	135	14	31	216	0	578
	6:15 PM	43	76	28	3	62	18	0	128	14	43	170	3	588
	6:30 PM	40	54	28	6	51	9	0	144	23	33	199	2	589
	6:45 PM	35	64	36	10	53	23	0	128	14	34	186	1	584
	VOLUMES	270	493	216	43	487	102	1	1,037	125	290	1,489	20	4,573
	APPROACH %	28%	50%	22%	7%	77%	16%	0%	89%	11%	16%	83%	1%	
	APP/DEPART	979	/	514	632	/	902	1,163	/	1,296	1,799	/	1,861	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	148	257	117	24	212	62	1	535	65	141	771	6	2,339
	APPROACH %	28%	49%	22%	8%	71%	21%	0%	89%	11%	15%	84%	1%	
	PEAK HR FACTOR		0.888			0.866			0.900			0.929		0.993
	APP/DEPART	522	/	264	298	/	418	601	/	676	918	/	981	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0			0	0
0			0	0
0			0	0
1			0	1
0			0	0
1			1	2
0			1	1
0			0	0
2	0	0	2	4
0			1	1
0			0	0
0			1	1
0			1	1
0			0	0
0			1	1
0			0	0
0			0	0
0	0	0	4	4



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	5	7	2	4	18
	7:45 AM	12	10	1	3	26
	8:00 AM	8	9	0	4	21
	8:15 AM	10	2	2	2	16
	8:30 AM	6	10	0	2	18
	8:45 AM	7	11	2	2	22
	9:00 AM	1	12	0	2	15
	9:15 AM	9	12	4	6	31
	TOTAL	58	73	11	25	167
PM	5:00 PM	5	15	0	10	30
	5:15 PM	3	16	1	6	26
	5:30 PM	12	14	1	5	32
	5:45 PM	6	15	1	5	27
	6:00 PM	8	3	0	2	13
	6:15 PM	6	8	0	1	15
	6:30 PM	13	11	1	3	28
	6:45 PM	4	6	1	3	14
	TOTAL	57	88	5	35	185

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	4	2	3	13
9	8	0	3	20
7	6	0	4	17
8	1	0	1	10
4	6	0	1	11
3	9	0	1	13
0	9	0	0	9
4	9	0	4	17
39	52	2	17	110
0	13	0	6	19
3	15	0	6	24
9	9	0	1	19
1	13	0	4	18
6	2	0	1	9
3	5	0	0	8
9	9	1	3	22
3	4	0	1	8
34	70	1	22	127

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	3	0	1	5
3	2	1	0	6
1	3	0	0	4
2	1	2	1	6
2	4	0	1	7
4	2	2	1	9
1	3	0	2	6
5	3	4	2	14
19	21	9	8	57
5	2	0	4	11
0	1	1	0	2
3	5	1	4	13
5	2	1	1	9
2	1	0	1	4
3	3	0	1	7
4	2	0	0	6
1	2	1	2	6
23	18	4	13	58

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

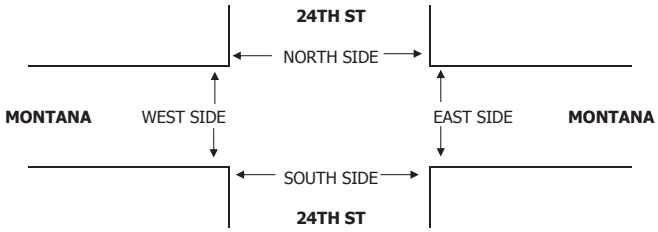
DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	24TH ST	LOCATION #:	26
WEDNESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 24TH ST			SOUTHBOUND 24TH ST			EASTBOUND MONTANA			WESTBOUND MONTANA				U-TURNS					LEFT TURN BIKES				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
AM	7:30 AM				4		4	4	106			88	3	209					0					0
	7:45 AM				3		2	5	100			117	4	231					0					0
	8:00 AM				9		5	5	120			115	6	260					0					0
	8:15 AM				14		5	7	137			117	11	291					0					0
	8:30 AM				8		6	6	128			119	6	273					0					0
	8:45 AM				2		1	4	115			112	1	235					0					0
	9:00 AM				2		4	6	143			121	0	276					0					0
	9:15 AM				5		2	6	142			96	3	254					0					0
	VOLUMES	0	0	0	47	0	29	43	991	0	0	885	34	2,029	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	62%	0%	38%	4%	96%	0%	0%	96%	4%											
	APP/DEPART	0	/	77	76	/	0	1,034	/	1,038	919	/	914	0										
	BEGIN PEAK HR		8:15 AM																					
	VOLUMES	0	0	0	26	0	16	23	523	0	0	469	18	1,075										
	APPROACH %	0%	0%	0%	62%	0%	38%	4%	96%	0%	0%	96%	4%											
	PEAK HR FACTOR		0.000			0.553			0.916			0.951		0.924										
	APP/DEPART	0	/	41	42	/	0	546	/	549	487	/	485	0										
PM	5:00 PM				2		2	4	144			144	0	296					0					0
	5:15 PM				1		2	0	122			135	2	262					0					0
	5:30 PM				3		1	6	147			135	3	295					0					0
	5:45 PM				1		3	7	144			119	3	277					0					0
	6:00 PM				2		5	9	150			116	4	286					0					0
	6:15 PM				1		2	6	137			125	2	273					0					0
	6:30 PM				2		7	6	145			114	5	279					0					0
	6:45 PM				1		3	2	129			128	1	264					0					0
	VOLUMES	0	0	0	13	0	25	40	1,118	0	0	1,016	20	2,232	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	34%	0%	66%	3%	97%	0%	0%	98%	2%											
	APP/DEPART	0	/	60	38	/	0	1,158	/	1,131	1,036	/	1,041	0										
	BEGIN PEAK HR		5:30 PM																					
	VOLUMES	0	0	0	7	0	11	28	578	0	0	495	12	1,131										
	APPROACH %	0%	0%	0%	39%	0%	61%	5%	95%	0%	0%	98%	2%											
	PEAK HR FACTOR		0.000			0.643			0.953			0.918		0.958										
	APP/DEPART	0	/	40	18	/	0	606	/	585	507	/	506	0										



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	10	0	2	12	24	9	0	2	12	23	1	0	0	0	1
	7:45 AM	11	0	0	20	31	9	0	0	20	29	2	0	0	0	2
	8:00 AM	16	0	0	36	52	13	0	0	34	47	3	0	0	2	5
	8:15 AM	50	0	1	169	220	49	0	0	169	218	1	0	1	0	2
	8:30 AM	12	0	0	61	73	12	0	0	61	73	0	0	0	0	0
	8:45 AM	1	0	0	1	2	0	0	0	1	1	1	0	0	0	1
	9:00 AM	2	0	0	3	5	2	0	0	3	5	0	0	0	0	0
	9:15 AM	3	0	0	4	7	2	0	0	4	6	1	0	0	0	1
	TOTAL	105	0	3	306	414	96	0	2	304	402	9	0	1	2	12
PM	5:00 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3
	5:15 PM	5	0	0	2	7	4	0	0	2	6	1	0	0	0	1
	5:30 PM	2	0	0	1	3	2	0	0	1	3	0	0	0	0	0
	5:45 PM	5	0	0	9	14	4	0	0	9	13	1	0	0	0	1
	6:00 PM	4	0	0	5	9	4	0	0	5	9	0	0	0	0	0
	6:15 PM	3	0	0	5	8	1	0	0	5	6	2	0	0	0	2
	6:30 PM	14	0	0	11	25	13	0	0	11	24	1	0	0	0	1
	6:45 PM	2	0	0	3	5	1	0	0	3	4	1	0	0	0	1
	TOTAL	38	0	0	36	74	29	0	0	36	65	9	0	0	0	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	27
THURSDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

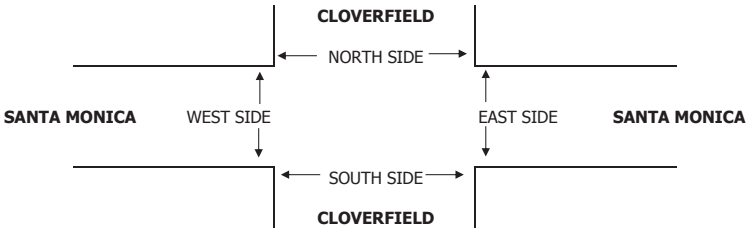
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
AM	7:30 AM	115		52					122	75	17	217		598
	7:45 AM	136		50					111	102	47	209		655
	8:00 AM	111		43					160	94	50	244		702
	8:15 AM	125		55					151	79	47	213		670
	8:30 AM	122		56					173	81	53	259		744
	8:45 AM	117		45					178	86	54	231		711
	9:00 AM	97		40					177	69	50	238		671
	9:15 AM	102		46					160	70	55	214		647
	VOLUMES	925	0	387	0	0	0	0	1,232	656	373	1,825	0	5,398
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	65%	35%	17%	83%	0%	
	APP/DEPART	1,312	/	0	0	/	1,029	1,888	/	1,619	2,198	/	2,750	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	475	0	199	0	0	0	0	662	340	204	947	0	2,827
	APPROACH %	70%	0%	30%	0%	0%	0%	0%	66%	34%	18%	82%	0%	
	PEAK HR FACTOR		0.936			0.000			0.949			0.922		0.950
	APP/DEPART	674	/	0	0	/	544	1,002	/	861	1,151	/	1,422	0
PM	5:00 PM	111		54					237	75	33	218		728
	5:15 PM	104		66					225	64	39	254		752
	5:30 PM	117		57					223	46	28	238		709
	5:45 PM	110		59					224	39	34	262		728
	6:00 PM	157		56					184	67	42	247		753
	6:15 PM	116		51					240	54	40	282		783
	6:30 PM	134		42					244	50	28	235		733
	6:45 PM	136		41					229	38	22	239		705
	VOLUMES	985	0	426	0	0	0	0	1,806	433	266	1,975	0	5,891
	APPROACH %	70%	0%	30%	0%	0%	0%	0%	81%	19%	12%	88%	0%	
	APP/DEPART	1,411	/	0	0	/	699	2,239	/	2,232	2,241	/	2,960	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	517	0	208	0	0	0	0	892	210	144	1,026	0	2,997
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	81%	19%	12%	88%	0%	
	PEAK HR FACTOR		0.851			0.000			0.937			0.908		0.957
	APP/DEPART	725	/	0	0	/	354	1,102	/	1,100	1,170	/	1,543	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM					0	0				0
7:45 AM					0	1				1
8:00 AM					0	0				0
8:15 AM					0	1				1
8:30 AM					0	2				2
8:45 AM					0	0				0
9:00 AM					0	0				0
9:15 AM					0	0				0
VOLUMES	0	0	0	0	0	4	0	0	0	4
5:00 PM					0	0				0
5:15 PM					0	0				0
5:30 PM					0	0				0
5:45 PM					0	0				0
6:00 PM					0	0				0
6:15 PM					0	0				0
6:30 PM					0	0				0
6:45 PM					0	0				0
VOLUMES	0	0	0	0	0	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
7:30 AM	1	6	5	0	12	0	6	5	0	11	1	0	0	0	1
7:45 AM	0	2	5	0	7	0	2	4	0	6	0	0	1	0	1
8:00 AM	0	4	6	0	10	0	4	6	0	10	0	0	0	0	0
8:15 AM	0	11	13	0	24	0	11	13	0	24	0	0	0	0	0
8:30 AM	0	10	24	0	34	0	10	24	0	34	0	0	0	0	0
8:45 AM	1	8	10	1	20	1	8	10	0	19	0	0	0	1	1
9:00 AM	1	11	7	0	19	0	11	7	0	18	1	0	0	0	1
9:15 AM	0	5	4	0	9	0	5	4	0	9	0	0	0	0	0
TOTAL	3	57	74	1	135	1	57	73	0	131	2	0	1	1	4
5:00 PM	0	11	7	0	18	0	9	7	0	16	0	2	0	0	2
5:15 PM	1	12	9	0	22	1	12	9	0	22	0	0	0	0	0
5:30 PM	1	10	9	0	20	1	9	9	0	19	0	1	0	0	1
5:45 PM	0	11	5	0	16	0	8	5	0	13	0	3	0	0	3
6:00 PM	0	4	2	0	6	0	3	2	0	5	0	1	0	0	1
6:15 PM	0	6	4	0	10	0	6	4	0	10	0	0	0	0	0
6:30 PM	0	5	7	0	12	0	5	7	0	12	0	0	0	0	0
6:45 PM	0	5	1	0	6	0	5	1	0	6	0	0	0	0	0
TOTAL	2	64	44	0	110	2	57	44	0	103	0	7	0	0	7

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	28
THURSDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

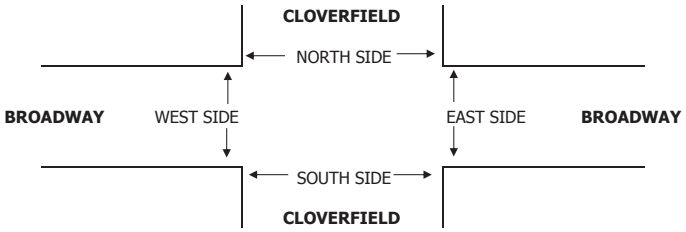
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	61	183	8	0	105	2	3	43	68	9	47	3	532
	7:45 AM	64	176	11	5	146	0	8	58	45	23	68	5	609
	8:00 AM	70	143	19	4	130	3	4	72	64	16	79	8	612
	8:15 AM	68	159	14	6	147	1	5	85	73	13	59	5	635
	8:30 AM	59	169	11	12	125	3	5	94	71	16	66	7	638
	8:45 AM	47	154	22	6	133	5	9	93	56	18	67	8	618
	9:00 AM	46	140	26	7	120	8	8	87	59	14	64	9	588
	9:15 AM	54	131	15	7	123	6	7	75	44	15	57	7	541
	VOLUMES	469	1,255	126	47	1,029	28	49	607	480	124	507	52	4,773
	APPROACH %	25%	68%	7%	4%	93%	3%	4%	53%	42%	18%	74%	8%	
	APP/DEPART	1,850	/	1,356	1,104	/	1,633	1,136	/	780	683	/	1,004	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	244	625	66	28	535	12	23	344	264	63	271	28	2,503
	APPROACH %	26%	67%	7%	5%	93%	2%	4%	55%	42%	17%	75%	8%	
	PEAK HR FACTOR		0.970			0.933			0.928			0.879		0.981
	APP/DEPART	935	/	676	575	/	862	631	/	438	362	/	527	0
PM	5:00 PM	54	138	17	4	127	5	6	109	46	28	62	9	605
	5:15 PM	64	159	20	13	128	6	13	97	28	19	94	3	644
	5:30 PM	49	147	14	8	113	1	9	115	35	20	76	6	593
	5:45 PM	70	132	31	5	78	5	6	88	44	20	58	18	555
	6:00 PM	76	187	18	6	119	3	8	90	30	12	52	9	610
	6:15 PM	69	157	22	2	109	3	4	89	49	13	55	10	582
	6:30 PM	54	147	16	4	84	3	3	115	48	14	68	6	562
	6:45 PM	57	184	22	7	72	4	4	89	31	5	54	3	532
	VOLUMES	493	1,251	160	49	830	30	53	792	311	131	519	64	4,683
	APPROACH %	26%	66%	8%	5%	91%	3%	5%	69%	27%	18%	73%	9%	
	APP/DEPART	1,904	/	1,368	909	/	1,272	1,156	/	1,001	714	/	1,042	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	259	625	83	32	438	15	36	390	137	71	280	36	2,402
	APPROACH %	27%	65%	9%	7%	90%	3%	6%	69%	24%	18%	72%	9%	
	PEAK HR FACTOR		0.860			0.825			0.885			0.834		0.932
	APP/DEPART	967	/	697	485	/	646	563	/	505	387	/	554	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
AM TOTAL	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
					0
PM TOTAL	0	0	0	0	0

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
AM	0				0
	0				0
	0				0
	0				0
	0				0
	0				0
	0				0
	0				0
AM TOTAL	0	0	0	0	0
PM	0				0
	0				0
	0				0
	1				1
	0				0
	0				0
	0				0
	1				1
PM TOTAL	2	0	0	0	2



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	13	11	4	7	35
7:45 AM	18	11	12	8	49
8:00 AM	13	20	8	4	45
8:15 AM	13	16	10	18	57
8:30 AM	10	28	19	16	73
8:45 AM	24	25	16	17	82
9:00 AM	19	20	9	10	58
9:15 AM	12	29	6	9	56
TOTAL	122	160	84	89	455
PM 5:00 PM	17	29	8	6	60
5:15 PM	14	18	5	5	42
5:30 PM	12	17	12	8	49
5:45 PM	16	24	16	8	64
6:00 PM	15	22	9	11	57
6:15 PM	18	20	6	9	53
6:30 PM	6	19	11	11	47
6:45 PM	9	18	3	9	39
TOTAL	107	167	70	67	411

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	6	5	4	7	22
7:45 AM	10	4	10	7	31
8:00 AM	8	12	7	3	30
8:15 AM	7	13	9	18	47
8:30 AM	6	23	19	16	64
8:45 AM	15	19	16	17	67
9:00 AM	10	16	8	8	42
9:15 AM	7	23	5	8	43
TOTAL	69	115	78	84	346
PM 5:00 PM	10	22	8	6	46
5:15 PM	6	13	5	4	28
5:30 PM	6	13	11	8	38
5:45 PM	10	15	15	8	48
6:00 PM	3	11	8	10	32
6:15 PM	8	14	5	8	35
6:30 PM	4	13	8	10	35
6:45 PM	4	9	2	8	23
TOTAL	51	110	62	62	285

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	7	6	0	0	13
7:45 AM	8	7	2	1	18
8:00 AM	5	8	1	1	15
8:15 AM	6	3	1	0	10
8:30 AM	4	5	0	0	9
8:45 AM	9	6	0	0	15
9:00 AM	9	4	1	2	16
9:15 AM	5	6	1	1	13
TOTAL	53	45	6	5	109
PM 5:00 PM	7	7	0	0	14
5:15 PM	8	5	0	1	14
5:30 PM	6	4	1	0	11
5:45 PM	6	9	1	0	16
6:00 PM	12	11	1	1	25
6:15 PM	10	6	1	1	18
6:30 PM	2	6	3	1	12
6:45 PM	5	9	1	1	16
TOTAL	56	57	8	5	126

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	29
THURSDAY	EAST & WEST:	COLORADO	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

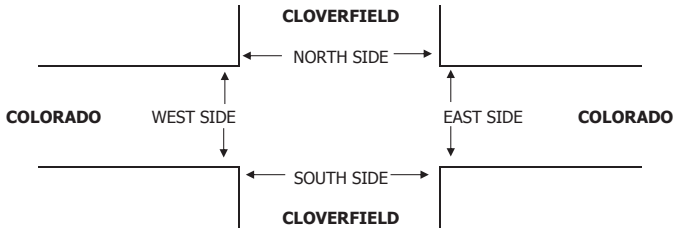
		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND COLORADO			WESTBOUND COLORADO			
	LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 2	WR 0	TOTAL
AM	7:30 AM	71	242	30	4	193	3	5	34	60	14	64	11	731
	7:45 AM	76	241	34	2	187	8	6	48	62	22	121	14	821
	8:00 AM	59	229	45	5	210	10	9	64	67	32	112	13	855
	8:15 AM	88	245	40	5	200	6	15	70	97	24	124	13	927
	8:30 AM	64	248	47	10	194	15	9	85	77	11	72	12	844
	8:45 AM	82	221	61	12	181	13	6	94	66	29	101	11	877
	9:00 AM	58	238	72	7	182	6	14	71	74	35	96	14	867
	9:15 AM	99	203	54	4	152	9	14	86	71	34	101	15	842
	VOLUMES	597	1,867	383	49	1,499	70	78	552	574	201	791	103	6,764
	APPROACH %	21%	66%	13%	3%	93%	4%	6%	46%	48%	18%	72%	9%	
	APP/DEPART	2,847	/	2,048	1,618	/	2,274	1,204	/	984	1,095	/	1,458	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	292	952	220	34	757	40	44	320	314	99	393	50	3,515
	APPROACH %	20%	65%	15%	4%	91%	5%	6%	47%	46%	18%	73%	9%	
	PEAK HR FACTOR		0.981			0.949			0.931			0.842		0.948
	APP/DEPART	1,464	/	1,046	831	/	1,170	678	/	574	542	/	725	0
PM	5:00 PM	40	205	38	11	184	7	6	107	99	59	100	24	880
	5:15 PM	39	168	44	11	164	9	15	110	115	78	119	15	887
	5:30 PM	50	213	62	7	155	11	9	85	80	55	96	12	835
	5:45 PM	39	236	55	7	143	11	13	91	94	52	108	19	868
	6:00 PM	50	226	53	7	136	8	12	101	84	58	84	12	831
	6:15 PM	38	194	71	11	145	8	17	89	115	79	94	21	882
	6:30 PM	48	228	60	9	125	3	6	95	98	72	76	13	833
	6:45 PM	43	183	58	6	113	8	8	79	81	71	77	19	746
	VOLUMES	347	1,653	441	69	1,165	65	86	757	766	524	754	135	6,762
	APPROACH %	14%	68%	18%	5%	90%	5%	5%	47%	48%	37%	53%	10%	
	APP/DEPART	2,441	/	1,874	1,299	/	2,455	1,609	/	1,267	1,413	/	1,166	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	168	822	199	36	646	38	43	393	388	244	423	70	3,470
	APPROACH %	14%	69%	17%	5%	90%	5%	5%	48%	47%	33%	57%	9%	
	PEAK HR FACTOR		0.901			0.891			0.858			0.869		0.978
	APP/DEPART	1,189	/	935	720	/	1,278	824	/	628	737	/	629	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		0		0
		1		1
		0		0
		0		0
		0		0
		0		0
		0		0
		1		1
0	0	2	0	2
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
			0	0
			0	0
			1	1
			0	0
			1	1
			0	0
			0	0
			0	0
0	0	0	2	2
			0	0
			0	0
			0	0
			1	1
			0	0
			0	0
			0	0
			0	0
0	0	0	1	1



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	5	12	13	10	40
7:45 AM	7	9	7	10	33
8:00 AM	4	13	6	8	31
8:15 AM	4	20	10	8	42
8:30 AM	5	23	16	16	60
8:45 AM	5	27	12	14	58
9:00 AM	18	29	20	9	76
9:15 AM	6	32	12	7	57
TOTAL	54	165	96	82	397
PM 5:00 PM	4	11	4	3	22
5:15 PM	3	23	6	15	47
5:30 PM	2	11	10	2	25
5:45 PM	7	14	9	13	43
6:00 PM	6	10	0	10	26
6:15 PM	14	14	11	8	47
6:30 PM	8	15	6	14	43
6:45 PM	7	24	8	8	47
TOTAL	51	122	54	73	300

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	11	13	8	36
6	8	6	9	29
4	13	6	8	31
4	20	9	7	40
5	22	15	16	58
4	25	8	14	51
16	27	16	9	68
5	31	10	7	53
48	157	83	78	366
4	10	4	3	21
2	18	5	15	40
1	10	8	2	21
7	12	7	13	39
5	10	0	7	22
12	12	10	7	41
8	13	4	13	38
7	22	7	6	42
46	107	45	66	264

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	1	0	2	4
1	1	1	1	4
0	0	0	0	0
0	0	1	1	2
0	1	1	0	2
1	2	4	0	7
2	2	4	0	8
1	1	2	0	4
6	8	13	4	31
0	1	0	0	1
1	5	1	0	7
1	1	2	0	4
0	2	2	0	4
1	0	0	3	4
2	2	1	1	6
0	2	2	1	5
0	2	1	2	5
5	15	9	7	36

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	30
THURSDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

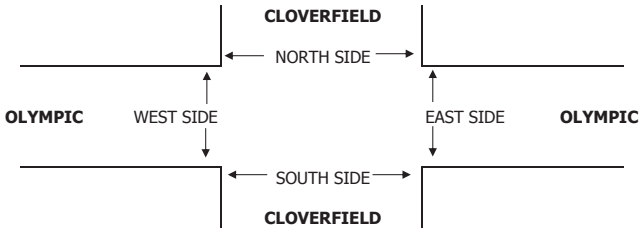
		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:30 AM	47	253	3	14	215	4	19	70	62	34	131	23	875
	7:45 AM	65	304	6	18	206	2	40	89	48	50	116	33	977
	8:00 AM	63	255	7	27	221	6	53	118	83	81	137	29	1,080
	8:15 AM	60	314	11	30	243	4	46	134	100	48	104	40	1,134
	8:30 AM	50	277	4	38	198	6	31	162	75	42	110	27	1,020
	8:45 AM	56	317	8	22	207	8	36	142	88	56	118	50	1,108
	9:00 AM	48	307	10	23	205	8	37	134	85	32	107	45	1,041
	9:15 AM	62	294	8	20	188	12	39	105	83	50	89	28	978
	VOLUMES	451	2,321	57	192	1,683	50	301	954	624	393	912	275	8,213
	APPROACH %	16%	82%	2%	10%	87%	3%	16%	51%	33%	25%	58%	17%	
	APP/DEPART	2,829	/	2,897	1,925	/	2,700	1,879	/	1,203	1,580	/	1,413	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	229	1,163	30	117	869	24	166	556	346	227	469	146	4,342
	APPROACH %	16%	82%	2%	12%	86%	2%	16%	52%	32%	27%	56%	17%	
	PEAK HR FACTOR		0.923			0.912			0.954			0.852		0.957
	APP/DEPART	1,422	/	1,475	1,010	/	1,442	1,068	/	703	842	/	722	0
PM	5:00 PM	66	191	9	29	275	18	10	115	66	72	159	17	1,027
	5:15 PM	75	196	7	37	294	18	28	102	62	92	164	18	1,093
	5:30 PM	83	219	8	52	256	16	21	128	42	74	177	20	1,096
	5:45 PM	85	290	6	30	270	13	22	63	35	78	172	21	1,085
	6:00 PM	71	241	7	34	255	10	20	114	49	69	168	19	1,057
	6:15 PM	85	240	7	25	246	22	18	77	51	68	169	22	1,030
	6:30 PM	57	229	12	39	220	24	19	93	55	58	189	14	1,009
	6:45 PM	71	227	22	42	145	15	21	99	34	59	151	21	907
	VOLUMES	593	1,833	78	288	1,961	136	159	791	394	570	1,349	152	8,304
	APPROACH %	24%	73%	3%	12%	82%	6%	12%	59%	29%	28%	65%	7%	
	APP/DEPART	2,504	/	2,144	2,385	/	2,925	1,344	/	1,157	2,071	/	2,078	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	314	946	28	153	1,075	57	91	407	188	313	681	78	4,331
	APPROACH %	24%	73%	2%	12%	84%	4%	13%	59%	27%	29%	64%	7%	
	PEAK HR FACTOR		0.845			0.920			0.893			0.978		0.988
	APP/DEPART	1,288	/	1,115	1,285	/	1,576	686	/	588	1,072	/	1,052	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		8	0	8
		19	0	19
		44	0	44
		25	0	25
		4	0	4
		9	1	10
		7	1	8
		6	0	6
0	0	122	2	124
		7	1	8
		15	1	16
		6	0	6
		6	0	6
		11	0	11
		6	1	7
		17	0	17
		11	0	11
0	0	79	3	82

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	4	20	9	7	40	3	16	8	7	34	1	4	1	0	6
	7:45 AM	11	37	21	16	85	10	31	15	16	72	1	6	6	0	13
	8:00 AM	10	21	14	14	59	8	17	12	13	50	2	4	2	1	9
	8:15 AM	5	13	10	4	32	5	10	6	3	24	0	3	4	1	8
	8:30 AM	14	16	13	11	54	11	10	8	10	39	3	6	5	1	15
	8:45 AM	8	20	24	9	61	7	13	15	9	44	1	7	9	0	17
	9:00 AM	5	19	20	12	56	5	8	18	9	40	0	11	2	3	16
	9:15 AM	7	15	15	7	44	7	11	13	7	38	0	4	2	0	6
	TOTAL	64	161	126	80	431	56	116	95	74	341	8	45	31	6	90
PM	5:00 PM	6	21	13	8	48	4	9	11	5	29	2	12	2	3	19
	5:15 PM	9	12	14	6	41	8	6	11	5	30	1	6	3	1	11
	5:30 PM	6	12	24	8	50	6	6	16	5	33	0	6	8	3	17
	5:45 PM	11	15	20	12	58	10	12	15	11	48	1	3	5	1	10
	6:00 PM	9	14	12	14	49	7	10	12	14	43	2	4	0	0	6
	6:15 PM	9	13	10	8	40	9	6	5	7	27	0	7	5	1	13
	6:30 PM	9	11	24	5	49	6	10	18	4	38	3	1	6	1	11
	6:45 PM	6	9	16	8	39	5	8	14	8	35	1	1	2	0	4
	TOTAL	65	107	133	69	374	55	67	102	59	283	10	40	31	10	91

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	31
THURSDAY	EAST & WEST:	MICHIGAN	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

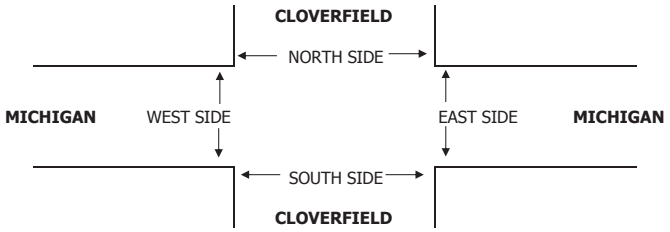
		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND MICHIGAN			WESTBOUND MICHIGAN			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:30 AM	31	389	10	8	269	14	19	3	18	10	1	11	783
	7:45 AM	49	368	23	13	296	29	25	3	24	8	1	12	851
	8:00 AM	67	363	14	17	283	86	71	0	34	6	5	12	958
	8:15 AM	35	398	14	21	392	31	41	5	39	5	3	13	997
	8:30 AM	18	394	23	16	301	10	18	6	27	9	3	14	839
	8:45 AM	16	409	21	16	335	9	8	6	22	7	1	20	870
	9:00 AM	22	383	17	11	271	6	22	4	21	11	7	11	786
	9:15 AM	21	405	13	18	321	8	21	6	20	14	1	18	866
	VOLUMES	259	3,109	135	120	2,468	193	225	33	205	70	22	111	6,950
	APPROACH %	7%	89%	4%	4%	89%	7%	49%	7%	44%	34%	11%	55%	
	APP/DEPART	3,503	/	3,445	2,781	/	2,743	463	/	288	203	/	474	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	136	1,564	72	70	1,311	136	138	17	122	27	12	59	3,664
	APPROACH %	8%	88%	4%	5%	86%	9%	50%	6%	44%	28%	12%	60%	
	PEAK HR FACTOR		0.991			0.854			0.660			0.875		0.919
	APP/DEPART	1,772	/	1,761	1,517	/	1,460	277	/	159	98	/	284	0
PM	5:00 PM	12	345	4	12	345	3	25	2	39	27	0	22	836
	5:15 PM	8	331	6	4	391	8	15	2	48	12	2	22	849
	5:30 PM	12	353	4	8	248	5	19	0	30	26	0	24	729
	5:45 PM	19	366	2	7	328	9	21	1	37	19	0	22	831
	6:00 PM	17	375	3	3	355	7	11	2	27	25	0	27	852
	6:15 PM	14	380	4	9	379	2	14	0	29	16	1	12	860
	6:30 PM	13	363	2	13	367	4	4	1	17	16	0	20	820
	6:45 PM	11	355	9	6	365	8	12	2	35	12	0	11	826
	VOLUMES	106	2,868	34	62	2,778	46	121	10	262	153	3	160	6,603
	APPROACH %	4%	95%	1%	2%	96%	2%	31%	3%	67%	48%	1%	51%	
	APP/DEPART	3,008	/	3,149	2,886	/	3,193	393	/	106	316	/	155	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	63	1,484	11	32	1,429	22	50	4	110	76	1	81	3,363
	APPROACH %	4%	95%	1%	2%	96%	1%	30%	2%	67%	48%	1%	51%	
	PEAK HR FACTOR		0.979			0.951			0.695			0.760		0.978
	APP/DEPART	1,558	/	1,615	1,483	/	1,615	164	/	47	158	/	86	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM		0			0
7:45 AM		0			0
8:00 AM		0			0
8:15 AM		1			1
8:30 AM		0			0
8:45 AM		0			0
9:00 AM		0			0
9:15 AM		0			0
VOLUMES	0	1	0	0	1
5:00 PM		0			0
5:15 PM		0			0
5:30 PM		1			1
5:45 PM		0			0
6:00 PM		0			0
6:15 PM		1			1
6:30 PM		1			1
6:45 PM		0			0
VOLUMES	0	3	0	0	3

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM	0			0	0
7:45 AM	0			0	0
8:00 AM	0			0	0
8:15 AM	0			0	0
8:30 AM	0			0	0
8:45 AM	0			0	0
9:00 AM	0			0	0
9:15 AM	0			0	0
VOLUMES	0	0	0	0	0
5:00 PM	1			0	1
5:15 PM	0			0	0
5:30 PM	0			0	0
5:45 PM	0			1	1
6:00 PM	0			0	0
6:15 PM	0			0	0
6:30 PM	0			0	0
6:45 PM	0			2	2
VOLUMES	1	0	0	3	4



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	2	2	11	1	16
7:45 AM	2	4	6	2	14
8:00 AM	1	0	5	1	7
8:15 AM	5	2	6	1	14
8:30 AM	9	0	12	2	23
8:45 AM	0	1	9	3	13
9:00 AM	0	2	6	1	9
9:15 AM	1	3	7	2	13
TOTAL	20	14	62	13	109
5:00 PM	2	2	4	4	12
5:15 PM	2	2	3	2	9
5:30 PM	3	1	3	7	14
5:45 PM	4	4	6	9	23
6:00 PM	2	2	1	3	8
6:15 PM	0	1	2	3	6
6:30 PM	0	2	4	2	8
6:45 PM	0	3	1	4	8
TOTAL	13	17	24	34	88

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	2	2	9	1	14
7:45 AM	2	4	5	2	13
8:00 AM	1	0	5	1	7
8:15 AM	5	2	3	1	11
8:30 AM	9	0	7	2	18
8:45 AM	0	1	6	3	10
9:00 AM	0	2	4	1	7
9:15 AM	1	3	4	2	10
TOTAL	20	14	43	13	90
5:00 PM	2	2	4	4	12
5:15 PM	2	2	1	2	7
5:30 PM	3	1	3	6	13
5:45 PM	4	4	5	8	21
6:00 PM	2	2	1	3	8
6:15 PM	0	1	2	3	6
6:30 PM	0	2	4	2	8
6:45 PM	0	1	1	2	4
TOTAL	13	15	21	30	79

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	3	0	3
8:30 AM	0	0	5	0	5
8:45 AM	0	0	3	0	3
9:00 AM	0	0	2	0	2
9:15 AM	0	0	3	0	3
TOTAL	0	0	19	0	19
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	1	1	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	2	0	2	4
TOTAL	0	2	3	4	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	32
TUESDAY	EAST & WEST:	I-10 WB	CONTROL:	SIGNAL

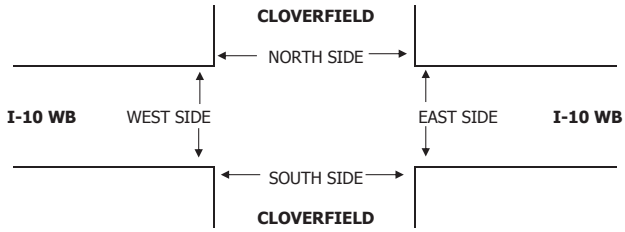
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND I-10 WB			WESTBOUND I-10 WB			
	LANES:	NL X	NT 2	NR X	SL X	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL
AM	7:30 AM		98			322					147		338	905
	7:45 AM		126			319					89		339	873
	8:00 AM		119			349					76		317	861
	8:15 AM		122			386					70		360	938
	8:30 AM		150			341					48		338	877
	8:45 AM		151			348					62		351	912
	9:00 AM		136			322					81		334	873
	9:15 AM		122			357					86		331	896
	VOLUMES	0	1,024	0	0	2,744	0	0	0	0	659	0	2,708	7,135
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	20%	0%	80%	
	APP/DEPART	1,024	/	3,732	2,744	/	3,403	0	/	0	3,367	/	0	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	559	0	0	1,397	0	0	0	0	261	0	1,383	3,600
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	16%	0%	84%	
	PEAK HR FACTOR		0.925			0.905			0.000			0.956		0.959
	APP/DEPART	559	/	1,942	1,397	/	1,658	0	/	0	1,644	/	0	0
PM	5:00 PM		68			438					118		244	868
	5:15 PM		67			463					110		284	924
	5:30 PM		62			388					145		323	918
	5:45 PM		74			372					121		349	916
	6:00 PM		72			423					145		338	978
	6:15 PM		70			434					124		328	956
	6:30 PM		75			373					128		341	917
	6:45 PM		58			326					133		317	834
	VOLUMES	0	546	0	0	3,217	0	0	0	0	1,024	0	2,524	7,311
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	29%	0%	71%	
	APP/DEPART	546	/	3,070	3,217	/	4,241	0	/	0	3,548	/	0	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	278	0	0	1,617	0	0	0	0	535	0	1,338	3,768
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	29%	0%	71%	
	PEAK HR FACTOR		0.939			0.931			0.000			0.969		0.963
	APP/DEPART	278	/	1,616	1,617	/	2,152	0	/	0	1,873	/	0	0

U-TURNS						LEFT TURN BIKES					
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	
				0						0	
0	0	0	0	0		0	0	0	0	0	



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0
	7:45 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0
	8:00 AM	0	0	8	0	8	0	0	8	0	8	0	0	0	0	0
	8:15 AM	0	0	4	0	4	0	0	1	0	1	0	0	3	0	3
	8:30 AM	0	0	11	0	11	0	0	5	0	5	0	0	6	0	6
	8:45 AM	0	0	11	0	11	0	0	6	0	6	0	0	5	0	5
	9:00 AM	0	0	8	0	8	0	0	5	0	5	0	0	3	0	3
	9:15 AM	0	0	7	0	7	0	0	6	0	6	0	0	1	0	1
	TOTAL	0	0	60	0	60	0	0	42	0	42	0	0	18	0	18
PM	5:00 PM	0	0	5	0	5	0	0	4	0	4	0	0	1	0	1
	5:15 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0
	5:30 PM	0	0	4	0	4	0	0	3	0	3	0	0	1	0	1
	5:45 PM	0	0	7	0	7	0	0	6	0	6	0	0	1	0	1
	6:00 PM	0	0	7	0	7	0	0	6	0	6	0	0	1	0	1
	6:15 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0
	6:30 PM	0	0	5	0	5	0	0	4	0	4	0	0	1	0	1
	6:45 PM	0	0	5	0	5	0	0	2	0	2	0	0	3	0	3
	TOTAL	0	0	41	0	41	0	0	33	0	33	0	0	8	0	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	33
TUESDAY	EAST & WEST:	I-10 EB	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND I-10 EB			WESTBOUND I-10 EB			
	LANES:	NL X	NT 2	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:30 AM		95	109	284	174	9			5				676
	7:45 AM		124	77	225	177	3			7				613
	8:00 AM		125	104	279	148	3			20				679
	8:15 AM		127	116	326	128	4			16				717
	8:30 AM		145	92	318	70	4			9				638
	8:45 AM		150	82	302	98	6			9				647
	9:00 AM		136	103	298	92	14			8				651
	9:15 AM		121	111	297	124	21			10				684
	VOLUMES	0	1,023	794	2,329	1,011	64	0	0	84	0	0	0	5,305
	APPROACH %	0%	56%	44%	68%	30%	2%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	1,817	/	1,023	3,404	/	1,095	84	/	3,123	0	/	64	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	471	406	1,114	627	19	0	0	48	0	0	0	2,685
	APPROACH %	0%	54%	46%	63%	36%	1%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.902			0.942			0.600			0.000		0.936
	APP/DEPART	877	/	471	1,760	/	675	48	/	1,520	0	/	19	0
PM	5:00 PM		66	41	247	298	7			8				667
	5:15 PM		69	73	302	261	16			13				734
	5:30 PM		66	49	203	317	9			12				656
	5:45 PM		72	27	184	296	19			9				607
	6:00 PM		70	38	194	340	31			11				684
	6:15 PM		73	29	236	292	35			11				676
	6:30 PM		72	54	212	257	28			9				632
	6:45 PM		60	45	176	260	21			10				572
	VOLUMES	0	548	356	1,754	2,321	166	0	0	83	0	0	0	5,228
	APPROACH %	0%	61%	39%	41%	55%	4%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	904	/	548	4,241	/	2,404	83	/	2,110	0	/	166	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	277	187	883	1,214	75	0	0	45	0	0	0	2,681
	APPROACH %	0%	60%	40%	41%	56%	3%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.817			0.938			0.865			0.000		0.913
	APP/DEPART	464	/	277	2,172	/	1,259	45	/	1,070	0	/	75	0

U-TURNS						LEFT TURN BIKES					
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						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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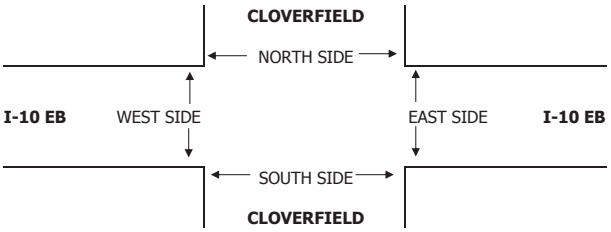
0	0	0	0	0		0	0	0	0	0	



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	0	0	8	3	11	0	0	5	3	8	0	0	3	0	3
	7:45 AM	0	0	6	1	7	0	0	3	1	4	0	0	3	0	3
	8:00 AM	0	1	9	2	12	0	1	7	0	8	0	0	2	2	4
	8:15 AM	0	0	7	3	10	0	0	5	2	7	0	0	2	1	3
	8:30 AM	0	0	11	3	14	0	0	8	3	11	0	0	3	0	3
	8:45 AM	0	0	11	6	17	0	0	6	3	9	0	0	5	3	8
	9:00 AM	0	0	6	2	8	0	0	5	2	7	0	0	1	0	1
	9:15 AM	0	0	8	3	11	0	0	6	2	8	0	0	2	1	3
	TOTAL	0	1	66	23	90	0	1	45	16	62	0	0	21	7	28
PM	5:00 PM	0	0	4	2	6	0	0	2	2	4	0	0	2	0	2
	5:15 PM	0	0	9	2	11	0	0	8	1	9	0	0	1	1	2
	5:30 PM	0	0	4	11	15	0	0	3	8	11	0	0	1	3	4
	5:45 PM	0	0	5	9	14	0	0	4	7	11	0	0	1	2	3
	6:00 PM	0	0	9	8	17	0	0	7	8	15	0	0	2	0	2
	6:15 PM	0	0	5	2	7	0	0	5	2	7	0	0	0	0	0
	6:30 PM	0	0	5	2	7	0	0	5	2	7	0	0	0	0	0
	6:45 PM	0	0	3	4	7	0	0	3	3	6	0	0	0	1	1
	TOTAL	0	0	44	40	84	0	0	37	33	70	0	0	7	7	14

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	34
THURSDAY	EAST & WEST:	VIRGINIA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

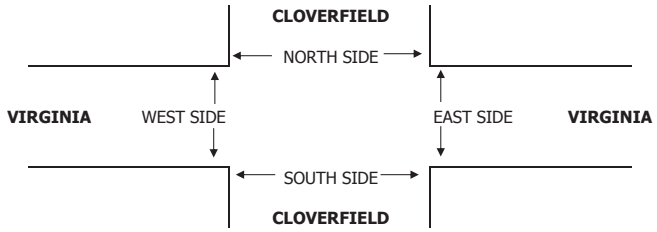
		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND VIRGINIA			WESTBOUND VIRGINIA			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	9	151	14	15	168	7	5	4	9	4	12	24	422
	7:45 AM	9	172	11	10	136	5	7	16	11	13	33	21	444
	8:00 AM	16	177	38	11	158	6	9	16	13	21	19	22	506
	8:15 AM	9	219	25	13	136	2	3	22	16	17	11	22	495
	8:30 AM	4	234	9	13	109	3	7	1	9	9	9	15	422
	8:45 AM	3	198	5	8	134	2	11	5	3	7	4	12	392
	9:00 AM	5	178	4	6	112	3	23	6	4	12	6	10	369
	9:15 AM	4	211	3	8	148	8	20	3	5	4	3	19	436
	VOLUMES	59	1,540	109	84	1,101	36	85	73	70	87	97	145	3,486
	APPROACH %	3%	90%	6%	7%	90%	3%	37%	32%	31%	26%	29%	44%	
	APP/DEPART	1,708	/	1,770	1,221	/	1,258	228	/	266	329	/	192	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	38	802	83	47	539	16	26	55	49	60	72	80	1,867
	APPROACH %	4%	87%	9%	8%	90%	3%	20%	42%	38%	28%	34%	38%	
	PEAK HR FACTOR		0.912			0.792			0.793			0.791		0.922
	APP/DEPART	923	/	908	602	/	648	130	/	185	212	/	126	0
PM	5:00 PM	2	106	15	16	327	6	1	10	12	6	9	7	517
	5:15 PM	5	126	9	26	285	9	6	15	15	9	9	12	526
	5:30 PM	1	97	10	25	316	10	8	6	16	5	4	5	503
	5:45 PM	8	94	11	11	351	7	5	6	11	1	3	12	520
	6:00 PM	9	100	11	14	331	9	5	6	14	3	4	4	510
	6:15 PM	9	113	7	15	315	13	6	10	15	4	3	7	517
	6:30 PM	7	109	5	13	276	10	6	9	7	5	5	12	464
	6:45 PM	7	101	9	13	284	8	10	7	17	3	1	2	462
	VOLUMES	48	846	77	133	2,485	72	47	69	107	36	38	61	4,019
	APPROACH %	5%	87%	8%	5%	92%	3%	21%	31%	48%	27%	28%	45%	
	APP/DEPART	971	/	954	2,690	/	2,628	223	/	279	135	/	158	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	16	423	45	78	1,279	32	20	37	54	21	25	36	2,066
	APPROACH %	3%	87%	9%	6%	92%	2%	18%	33%	49%	26%	30%	44%	
	PEAK HR FACTOR		0.864			0.941			0.771			0.683		0.982
	APP/DEPART	484	/	479	1,389	/	1,354	111	/	160	82	/	73	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM		2			2
7:45 AM		0			0
8:00 AM		0			0
8:15 AM		0			0
8:30 AM		0			0
8:45 AM		1			1
9:00 AM		0			0
9:15 AM		0			0
VOLUMES	0	3	0	0	3
5:00 PM		0			0
5:15 PM		0			0
5:30 PM		1			1
5:45 PM		1			1
6:00 PM		0			0
6:15 PM		0			0
6:30 PM		0			0
6:45 PM		0			0
VOLUMES	0	2	0	0	2

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
9:00 AM					0
9:15 AM					0
VOLUMES	0	0	0	0	0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
6:00 PM					0
6:15 PM					0
6:30 PM					0
6:45 PM					0
VOLUMES	0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	9	10	9	13	41
7:45 AM	8	19	9	5	41
8:00 AM	2	30	15	2	49
8:15 AM	3	38	8	3	52
8:30 AM	3	13	7	6	29
8:45 AM	6	8	7	3	24
9:00 AM	4	6	6	6	22
9:15 AM	3	2	3	5	13
TOTAL	38	126	64	43	271
5:00 PM	14	11	11	7	43
5:15 PM	8	10	6	10	34
5:30 PM	7	12	10	11	40
5:45 PM	6	7	8	12	33
6:00 PM	11	6	3	7	27
6:15 PM	3	6	5	4	18
6:30 PM	6	4	3	4	17
6:45 PM	5	7	4	6	22
TOTAL	60	63	50	61	234

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	7	9	7	11	34
7:45 AM	7	19	7	5	38
8:00 AM	2	30	12	1	45
8:15 AM	3	37	5	3	48
8:30 AM	1	13	4	4	22
8:45 AM	2	8	6	1	17
9:00 AM	4	6	3	5	18
9:15 AM	1	2	2	4	9
TOTAL	27	124	46	34	231
5:00 PM	11	9	9	6	35
5:15 PM	7	7	6	7	27
5:30 PM	5	11	10	10	36
5:45 PM	6	7	7	11	31
6:00 PM	8	4	3	7	22
6:15 PM	3	6	5	4	18
6:30 PM	5	3	2	2	12
6:45 PM	5	6	4	5	20
TOTAL	50	53	46	52	201

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	2	1	2	2	7
7:45 AM	1	0	2	0	3
8:00 AM	0	0	3	1	4
8:15 AM	0	1	3	0	4
8:30 AM	2	0	3	2	7
8:45 AM	4	0	1	2	7
9:00 AM	0	0	3	1	4
9:15 AM	2	0	1	1	4
TOTAL	11	2	18	9	40
5:00 PM	3	2	2	1	8
5:15 PM	1	3	0	3	7
5:30 PM	2	1	0	1	4
5:45 PM	0	0	1	1	2
6:00 PM	3	2	0	0	5
6:15 PM	0	0	0	0	0
6:30 PM	1	1	1	2	5
6:45 PM	0	1	0	1	2
TOTAL	10	10	4	9	33

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	35
WEDNESDAY	EAST & WEST:	PICO	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

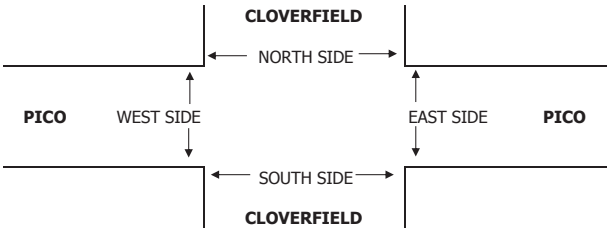
		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND PICO			WESTBOUND PICO			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	6	75	6	36	45	105	96	111	4	9	141	33	667
	7:45 AM	4	77	3	31	61	96	88	135	8	4	155	45	707
	8:00 AM	8	66	8	30	40	101	102	148	5	6	119	36	669
	8:15 AM	12	74	4	35	32	88	97	186	2	5	151	28	714
	8:30 AM	6	81	9	27	27	71	90	195	6	12	188	39	751
	8:45 AM	8	75	5	23	36	78	113	158	6	9	175	35	721
	9:00 AM	4	68	7	40	31	97	102	180	3	13	157	30	732
	9:15 AM	7	74	12	31	42	101	96	194	7	7	154	28	753
	VOLUMES	55	590	54	253	314	737	784	1,307	41	65	1,240	274	5,714
	APPROACH %	8%	84%	8%	19%	24%	57%	37%	61%	2%	4%	79%	17%	
	APP/DEPART	699	/	1,648	1,304	/	420	2,132	/	1,614	1,579	/	2,032	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	25	298	33	121	136	347	401	727	22	41	674	132	2,957
	APPROACH %	7%	84%	9%	20%	23%	57%	35%	63%	2%	5%	80%	16%	
	PEAK HR FACTOR		0.927			0.868			0.968			0.886		0.982
	APP/DEPART	356	/	831	604	/	199	1,150	/	881	847	/	1,046	0
PM	5:00 PM	8	46	5	64	86	137	58	255	3	15	127	23	827
	5:15 PM	8	35	8	75	94	148	71	264	6	8	119	20	856
	5:30 PM	5	38	6	70	99	164	67	278	4	6	125	16	878
	5:45 PM	11	44	3	91	88	176	63	274	7	11	111	19	898
	6:00 PM	6	32	7	84	92	158	86	241	2	14	148	26	896
	6:15 PM	9	29	7	76	80	165	91	236	5	10	145	31	884
	6:30 PM	10	41	11	80	93	161	80	264	5	16	144	24	929
	6:45 PM	9	38	5	72	87	152	72	258	8	9	133	17	860
	VOLUMES	66	303	52	612	719	1,261	588	2,070	40	89	1,052	176	7,028
	APPROACH %	16%	72%	12%	24%	28%	49%	22%	77%	1%	7%	80%	13%	
	APP/DEPART	421	/	1,067	2,592	/	848	2,698	/	2,734	1,317	/	2,379	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	36	146	28	331	353	660	320	1,015	19	51	548	100	3,607
	APPROACH %	17%	70%	13%	25%	26%	49%	24%	75%	1%	7%	78%	14%	
	PEAK HR FACTOR		0.847			0.946			0.970			0.930		0.971
	APP/DEPART	210	/	566	1,344	/	423	1,354	/	1,374	699	/	1,244	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	13	15	19	3	50
7:45 AM	13	16	7	9	45
8:00 AM	13	10	12	0	35
8:15 AM	15	17	8	6	46
8:30 AM	23	24	8	10	65
8:45 AM	13	17	14	5	49
9:00 AM	9	13	10	4	36
9:15 AM	7	15	20	7	49
TOTAL	106	127	98	44	375
PM 5:00 PM	17	18	14	5	54
5:15 PM	15	22	12	2	51
5:30 PM	21	17	11	5	54
5:45 PM	16	16	11	10	53
6:00 PM	15	7	7	9	38
6:15 PM	16	16	9	6	47
6:30 PM	11	13	12	3	39
6:45 PM	11	18	20	9	58
TOTAL	122	127	96	49	394

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
11	14	13	2	40
8	16	5	6	35
6	10	11	0	27
9	15	8	4	36
15	21	5	8	49
9	16	13	5	43
7	13	10	3	33
5	11	15	4	35
70	116	80	32	298
12	12	13	3	40
15	16	7	1	39
18	13	11	5	47
11	9	8	7	35
13	4	6	4	27
16	15	9	6	46
10	11	10	2	33
8	13	15	5	41
103	93	79	33	308

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
2	1	6	1	10
5	0	2	3	10
7	0	1	0	8
6	2	0	2	10
8	3	3	2	16
4	1	1	0	6
2	0	0	1	3
2	4	5	3	14
36	11	18	12	77
5	6	1	2	14
0	6	5	1	12
3	4	0	0	7
5	7	3	3	18
2	3	1	5	11
0	1	0	0	1
1	2	2	1	6
3	5	5	4	17
19	34	17	16	86

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	CLOVERFIELD	LOCATION #:	36
WEDNESDAY	EAST & WEST:	OCEAN PARK	CONTROL:	SIGNAL

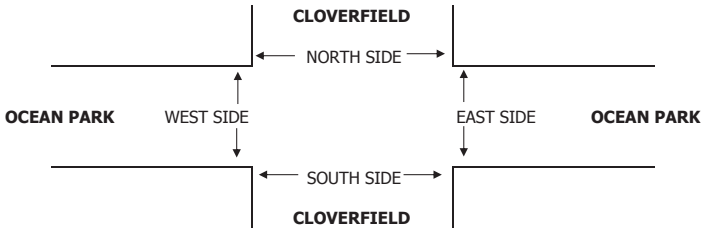
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CLOVERFIELD			SOUTHBOUND CLOVERFIELD			EASTBOUND OCEAN PARK			WESTBOUND OCEAN PARK			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 1	TOTAL
AM	7:30 AM	0	0	0	8	0	18	37	139	0	0	166	13	381
	7:45 AM	1	0	0	15	0	16	39	167	1	0	183	10	432
	8:00 AM	0	1	1	16	0	15	45	202	0	0	208	9	497
	8:15 AM	0	1	0	14	1	26	47	184	0	0	204	13	490
	8:30 AM	0	1	1	15	0	18	53	204	0	0	186	9	487
	8:45 AM	0	0	0	14	0	27	61	187	0	0	193	14	496
	9:00 AM	1	0	0	14	0	20	42	196	0	0	203	18	494
	9:15 AM	0	0	0	11	0	12	55	185	0	0	185	16	464
	VOLUMES	2	3	2	107	1	152	379	1,464	1	0	1,528	102	3,741
	APPROACH %	29%	43%	29%	41%	0%	58%	21%	79%	0%	0%	94%	6%	
	APP/DEPART	7	/	484	260	/	2	1,844	/	1,573	1,630	/	1,682	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	3	2	59	1	86	206	777	0	0	791	45	1,970
	APPROACH %	0%	60%	40%	40%	1%	59%	21%	79%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.625			0.890			0.956			0.963		0.991
	APP/DEPART	5	/	254	146	/	1	983	/	838	836	/	877	0
PM	5:00 PM	0	0	0	37	0	46	23	139	0	1	174	13	433
	5:15 PM	0	0	0	22	2	31	22	150	0	1	161	17	406
	5:30 PM	0	0	1	26	0	34	19	126	2	0	192	16	416
	5:45 PM	0	0	0	31	0	35	18	127	0	0	204	13	428
	6:00 PM	0	0	0	21	0	37	13	137	1	0	198	9	416
	6:15 PM	1	0	1	16	0	41	17	148	0	0	182	16	422
	6:30 PM	1	0	0	15	0	45	20	150	2	0	173	12	418
	6:45 PM	0	1	0	24	0	42	20	160	0	0	203	14	464
	VOLUMES	2	1	2	192	2	311	152	1,137	5	2	1,487	110	3,403
	APPROACH %	40%	20%	40%	38%	0%	62%	12%	88%	0%	0%	93%	7%	
	APP/DEPART	5	/	263	505	/	9	1,294	/	1,331	1,599	/	1,800	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	2	1	1	76	0	165	70	595	3	0	756	51	1,720
	APPROACH %	50%	25%	25%	32%	0%	68%	10%	89%	0%	0%	94%	6%	
	PEAK HR FACTOR		0.500			0.913			0.928			0.930		0.927
	APP/DEPART	4	/	122	241	/	3	668	/	672	807	/	923	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM				0	0					0
7:45 AM				0	0					0
8:00 AM				0	0					0
8:15 AM				0	0					0
8:30 AM				0	0					0
8:45 AM				0	0					0
9:00 AM				0	0					0
9:15 AM				0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0
5:00 PM				0	0					0
5:15 PM				1	1					0
5:30 PM				1	1					0
5:45 PM				0	0					0
6:00 PM				0	0					0
6:15 PM				0	0					0
6:30 PM				0	0					0
6:45 PM				0	0					0
VOLUMES	0	0	0	2	2	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	6	8	0	0	14	5	4	0	0	9	1	4	0	0	5
7:45 AM	6	9	0	3	18	5	4	0	2	11	1	5	0	1	7
8:00 AM	14	5	0	7	26	6	0	0	5	11	8	5	0	2	15
8:15 AM	16	7	0	6	29	13	2	0	6	21	3	5	0	0	8
8:30 AM	4	6	0	2	12	2	3	0	2	7	2	3	0	0	5
8:45 AM	6	7	0	6	19	3	4	0	5	12	3	3	0	1	7
9:00 AM	2	6	1	0	9	1	4	0	0	5	1	2	1	0	4
9:15 AM	7	12	1	2	22	3	7	1	2	13	4	5	0	0	9
TOTAL	61	60	2	26	149	38	28	1	22	89	23	32	1	4	60
PM 5:00 PM	13	11	0	2	26	10	7	0	1	18	3	4	0	1	8
5:15 PM	3	19	0	7	29	3	16	0	7	26	0	3	0	0	3
5:30 PM	6	9	0	1	16	5	6	0	1	12	1	3	0	0	4
5:45 PM	9	8	0	2	19	7	5	0	2	14	2	3	0	0	5
6:00 PM	8	7	0	2	17	6	5	0	2	13	2	2	0	0	4
6:15 PM	9	7	0	2	18	4	4	0	2	10	5	3	0	0	8
6:30 PM	13	11	0	5	29	7	8	0	5	20	6	3	0	0	9
6:45 PM	3	6	0	2	11	3	4	0	2	9	0	2	0	0	2
TOTAL	64	78	0	23	165	45	55	0	22	122	19	23	0	1	43

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	26TH ST	LOCATION #:	37
TUESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

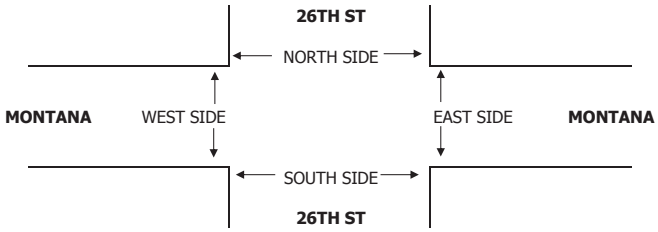
		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND MONTANA			WESTBOUND MONTANA			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	17	69	6	14	80	17	10	83	10	15	84	19	424
	7:45 AM	12	78	13	21	108	10	26	110	16	8	84	11	497
	8:00 AM	14	75	20	15	86	16	13	85	9	11	95	23	462
	8:15 AM	18	98	10	18	110	13	17	95	28	11	122	14	554
	8:30 AM	15	70	3	31	107	11	13	98	29	17	99	24	517
	8:45 AM	20	89	15	22	121	18	10	112	21	22	107	16	573
	9:00 AM	16	61	15	19	99	22	23	103	24	8	80	15	485
	9:15 AM	16	67	17	28	103	20	23	100	10	11	75	11	481
	VOLUMES	128	607	99	168	814	127	135	786	147	103	746	133	3,993
	APPROACH %	15%	73%	12%	15%	73%	11%	13%	74%	14%	10%	76%	14%	
	APP/DEPART	834	/	875	1,109	/	1,064	1,068	/	1,053	982	/	1,001	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	69	318	43	90	437	64	63	408	102	58	408	69	2,129
	APPROACH %	16%	74%	10%	15%	74%	11%	11%	71%	18%	11%	76%	13%	
	PEAK HR FACTOR		0.853			0.918			0.955			0.910		0.929
	APP/DEPART	430	/	450	591	/	597	573	/	541	535	/	541	0
PM	5:00 PM	14	130	32	20	72	15	32	126	15	9	98	29	592
	5:15 PM	18	138	44	21	105	14	23	132	7	6	117	23	648
	5:30 PM	16	125	52	19	87	21	24	91	16	9	119	31	610
	5:45 PM	25	122	29	20	88	17	19	110	17	9	103	23	582
	6:00 PM	14	108	35	12	88	17	28	112	17	12	100	22	565
	6:15 PM	22	109	33	13	75	23	19	107	14	8	103	17	543
	6:30 PM	15	125	15	18	73	16	20	82	7	6	81	22	480
	6:45 PM	15	90	25	8	44	14	8	84	14	8	75	14	399
	VOLUMES	139	947	265	131	632	137	173	844	107	67	796	181	4,419
	APPROACH %	10%	70%	20%	15%	70%	15%	15%	75%	10%	6%	76%	17%	
	APP/DEPART	1,351	/	1,301	900	/	806	1,124	/	1,240	1,044	/	1,072	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	73	515	157	80	352	67	98	459	55	33	437	106	2,432
	APPROACH %	10%	69%	21%	16%	71%	13%	16%	75%	9%	6%	76%	18%	
	PEAK HR FACTOR		0.931			0.891			0.884			0.906		0.938
	APP/DEPART	745	/	719	499	/	440	612	/	696	576	/	577	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
9:00 AM					0
9:15 AM					0
VOLUMES	0	0	0	0	0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
6:00 PM					0
6:15 PM					0
6:30 PM					0
6:45 PM					0
VOLUMES	0	0	0	0	0

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM	1			0	1
7:45 AM	0			0	0
8:00 AM	0			0	0
8:15 AM	0			1	1
8:30 AM	0			0	0
8:45 AM	0			0	0
9:00 AM	0			0	0
9:15 AM	0			0	0
VOLUMES	1	0	0	1	2
5:00 PM	0			0	0
5:15 PM	0			0	0
5:30 PM	0			0	0
5:45 PM	0			0	0
6:00 PM	0			1	1
6:15 PM	0			0	0
6:30 PM	0			0	0
6:45 PM	0			0	0
VOLUMES	0	0	0	1	1



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	1	7	5	5	18
7:45 AM	5	10	3	6	24
8:00 AM	7	7	2	3	19
8:15 AM	5	33	0	1	39
8:30 AM	2	11	2	4	19
8:45 AM	3	5	2	2	12
9:00 AM	4	5	5	2	16
9:15 AM	6	7	2	0	15
TOTAL	33	85	21	23	162
5:00 PM	5	4	1	1	11
5:15 PM	4	5	2	0	11
5:30 PM	3	2	0	1	6
5:45 PM	9	0	3	3	15
6:00 PM	5	4	4	2	15
6:15 PM	6	7	1	4	18
6:30 PM	4	1	4	2	11
6:45 PM	3	4	1	3	11
TOTAL	39	27	16	16	98

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	1	4	5	5	15
7:45 AM	3	8	2	1	14
8:00 AM	5	7	2	3	17
8:15 AM	5	32	0	1	38
8:30 AM	2	10	2	4	18
8:45 AM	1	5	2	2	10
9:00 AM	4	4	5	1	14
9:15 AM	5	6	2	0	13
TOTAL	26	76	20	17	139
5:00 PM	2	4	0	0	6
5:15 PM	4	3	2	0	9
5:30 PM	1	2	0	1	4
5:45 PM	6	0	2	3	11
6:00 PM	2	3	3	1	9
6:15 PM	5	3	1	4	13
6:30 PM	2	1	3	2	8
6:45 PM	2	3	1	3	9
TOTAL	24	19	12	14	69

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	0	3	0	0	3
7:45 AM	2	2	1	5	10
8:00 AM	2	0	0	0	2
8:15 AM	0	1	0	0	1
8:30 AM	0	1	0	0	1
8:45 AM	2	0	0	0	2
9:00 AM	0	1	0	1	2
9:15 AM	1	1	0	0	2
TOTAL	7	9	1	6	23
5:00 PM	3	0	1	1	5
5:15 PM	0	2	0	0	2
5:30 PM	2	0	0	0	2
5:45 PM	3	0	1	0	4
6:00 PM	3	1	1	1	6
6:15 PM	1	4	0	0	5
6:30 PM	2	0	1	0	3
6:45 PM	1	1	0	0	2
TOTAL	15	8	4	2	29

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	38
THURSDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

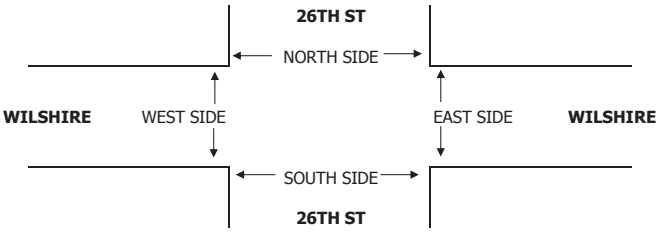
		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	17	63	15	40	76	12	3	199	13	17	219	15	689
	7:45 AM	18	79	13	29	124	12	8	197	14	18	270	26	808
	8:00 AM	30	78	14	30	110	16	13	209	17	17	251	19	804
	8:15 AM	23	106	12	35	111	14	7	226	16	15	225	29	819
	8:30 AM	18	82	13	30	109	21	10	175	4	24	223	24	733
	8:45 AM	23	89	15	45	133	15	12	188	17	20	256	19	832
	9:00 AM	15	77	15	38	96	24	8	193	17	33	231	23	770
	9:15 AM	18	80	23	22	101	17	26	194	14	26	199	13	733
	VOLUMES	162	654	120	269	860	131	87	1,581	112	170	1,874	168	6,188
	APPROACH %	17%	70%	13%	21%	68%	10%	5%	89%	6%	8%	85%	8%	
	APP/DEPART	936	/	909	1,260	/	1,142	1,780	/	1,970	2,212	/	2,167	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	94	355	54	140	463	66	42	798	54	76	955	91	3,188
	APPROACH %	19%	71%	11%	21%	69%	10%	5%	89%	6%	7%	85%	8%	
	PEAK HR FACTOR		0.892			0.867			0.898			0.951		0.958
	APP/DEPART	503	/	488	669	/	593	894	/	992	1,122	/	1,115	0
PM	5:00 PM	22	116	15	34	106	18	18	203	12	26	184	27	781
	5:15 PM	17	112	16	35	93	20	14	244	15	14	218	30	828
	5:30 PM	16	129	13	35	106	22	21	248	18	16	196	23	843
	5:45 PM	14	126	12	37	96	15	23	219	14	19	205	33	813
	6:00 PM	13	111	21	32	125	20	17	233	16	23	233	36	880
	6:15 PM	23	113	18	39	115	15	25	214	13	19	234	17	845
	6:30 PM	19	69	23	33	90	18	18	190	17	16	231	25	749
	6:45 PM	21	98	20	35	71	17	16	239	11	17	246	24	815
	VOLUMES	145	874	138	280	802	145	152	1,790	116	150	1,747	215	6,554
	APPROACH %	13%	76%	12%	23%	65%	12%	7%	87%	6%	7%	83%	10%	
	APP/DEPART	1,157	/	1,241	1,227	/	1,068	2,058	/	2,208	2,112	/	2,037	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	66	479	64	143	442	72	86	914	61	77	868	109	3,381
	APPROACH %	11%	79%	11%	22%	67%	11%	8%	86%	6%	7%	82%	10%	
	PEAK HR FACTOR		0.964			0.928			0.924			0.902		0.961
	APP/DEPART	609	/	674	657	/	580	1,061	/	1,121	1,054	/	1,006	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		1	0	1
		0	0	0
0	0	1	0	1
		0	0	0
		1	0	1
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	1	1
0	0	1	1	2



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	28	9	11	8	56	28	9	11	7	55	0	0	0	1	1
	7:45 AM	10	7	8	7	32	9	6	7	5	27	1	1	1	2	5
	8:00 AM	7	10	10	6	33	7	9	10	2	28	0	1	0	4	5
	8:15 AM	19	10	5	4	38	18	10	5	4	37	1	0	0	0	1
	8:30 AM	18	9	12	4	43	17	9	11	4	41	1	0	1	0	2
	8:45 AM	7	18	6	12	43	4	14	6	8	32	3	4	0	4	11
	9:00 AM	19	7	8	8	42	19	6	8	5	38	0	1	0	3	4
	9:15 AM	25	16	13	12	66	23	15	10	10	58	2	1	3	2	8
	TOTAL	133	86	73	61	353	125	78	68	45	316	8	8	5	16	37
PM	5:00 PM	19	14	16	9	58	18	14	14	7	53	1	0	2	2	5
	5:15 PM	23	21	14	7	65	21	19	14	6	60	2	2	0	1	5
	5:30 PM	20	19	4	11	54	17	15	2	9	43	3	4	2	2	11
	5:45 PM	36	34	25	19	114	29	30	22	17	98	7	4	3	2	16
	6:00 PM	15	23	8	16	62	15	19	8	12	54	0	4	0	4	8
	6:15 PM	14	13	8	4	39	13	13	7	3	36	1	0	1	1	3
	6:30 PM	8	17	3	10	38	7	17	3	9	36	1	0	0	1	2
	6:45 PM	6	20	11	8	45	6	19	11	6	42	0	1	0	2	3
	TOTAL	141	161	89	84	475	126	146	81	69	422	15	15	8	15	53

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	39
THURSDAY	EAST & WEST:	ARIZONA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

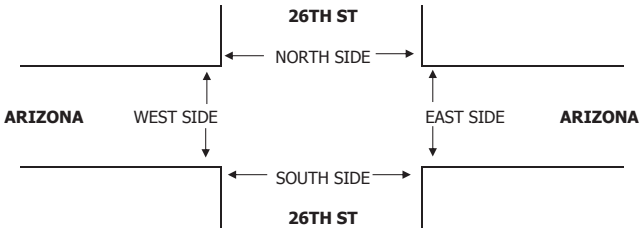
		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	4	91	4	2	100	5	0	8	15	5	14	6	254
	7:45 AM	7	97	4	7	140	4	4	18	20	3	22	8	334
	8:00 AM	17	114	7	7	125	11	2	28	21	5	30	10	377
	8:15 AM	14	117	7	6	130	8	1	29	26	3	39	14	394
	8:30 AM	11	107	3	3	131	3	6	36	33	0	21	5	359
	8:45 AM	13	112	8	7	148	12	1	15	12	5	18	10	361
	9:00 AM	16	98	4	4	136	6	7	23	28	1	25	10	358
	9:15 AM	11	104	2	6	137	0	8	16	16	0	20	7	327
	VOLUMES	93	840	39	42	1,047	49	29	173	171	22	189	70	2,764
	APPROACH %	10%	86%	4%	4%	92%	4%	8%	46%	46%	8%	67%	25%	
	APP/DEPART	972	/	939	1,138	/	1,240	373	/	254	281	/	331	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	55	450	25	23	534	34	10	108	92	13	108	39	1,491
	APPROACH %	10%	85%	5%	4%	90%	6%	5%	51%	44%	8%	68%	24%	
	PEAK HR FACTOR		0.960			0.885			0.700			0.714		0.946
	APP/DEPART	530	/	499	591	/	639	210	/	156	160	/	197	0
PM	5:00 PM	9	131	6	7	128	5	4	60	27	2	26	19	424
	5:15 PM	13	118	18	11	117	6	12	62	22	0	28	13	420
	5:30 PM	9	142	8	8	120	9	3	66	20	4	32	12	433
	5:45 PM	13	137	8	7	120	5	5	59	17	3	24	8	406
	6:00 PM	7	138	12	13	134	7	5	58	21	1	23	6	425
	6:15 PM	10	138	8	9	144	11	9	40	15	3	26	8	421
	6:30 PM	12	132	8	10	101	5	5	40	17	4	22	8	364
	6:45 PM	7	140	6	4	101	5	4	38	12	4	18	4	343
	VOLUMES	80	1,076	74	69	965	53	47	423	151	21	199	78	3,236
	APPROACH %	7%	87%	6%	6%	89%	5%	8%	68%	24%	7%	67%	26%	
	APP/DEPART	1,230	/	1,201	1,087	/	1,137	621	/	566	298	/	332	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	39	555	36	37	518	32	22	223	73	11	105	34	1,685
	APPROACH %	6%	88%	6%	6%	88%	5%	7%	70%	23%	7%	70%	23%	
	PEAK HR FACTOR		0.991			0.895			0.893			0.781		0.973
	APP/DEPART	630	/	611	587	/	602	318	/	296	150	/	176	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
1	0			1
0	0			0
1	0			1
1	0			1
0	0			0
1	0			1
0	0			0
0	1			1
4	1	0	0	5
0	0			0
1	0			1
0	0			0
1	0			1
0	0			0
1	0			1
0	0			0
0	0			0
3	0	0	0	3



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	2	3	3	7	15
7:45 AM	2	8	13	5	28
8:00 AM	6	10	10	3	29
8:15 AM	15	30	10	2	57
8:30 AM	10	11	4	6	31
8:45 AM	9	10	4	1	24
9:00 AM	5	3	2	0	10
9:15 AM	7	1	5	1	14
TOTAL	56	76	51	25	208
PM 5:00 PM	6	9	4	4	23
5:15 PM	12	8	7	8	35
5:30 PM	8	7	5	7	27
5:45 PM	5	6	9	3	23
6:00 PM	6	8	5	7	26
6:15 PM	4	7	5	7	23
6:30 PM	3	3	8	5	19
6:45 PM	0	1	1	1	3
TOTAL	44	49	44	42	179

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	2	3	6	12
1	8	13	5	27
2	7	9	3	21
9	30	10	2	51
6	10	4	6	26
3	8	4	1	16
0	2	2	0	4
3	1	4	1	9
25	68	49	24	166
2	4	2	4	12
7	4	7	8	26
5	5	5	6	21
4	5	8	2	19
3	3	3	6	15
2	2	4	6	14
2	1	8	5	16
0	0	0	1	1
25	24	37	38	124

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	1	0	1	3
1	0	0	0	1
4	3	1	0	8
6	0	0	0	6
4	1	0	0	5
6	2	0	0	8
5	1	0	0	6
4	0	1	0	5
31	8	2	1	42
4	5	2	0	11
5	4	0	0	9
3	2	0	1	6
1	1	1	1	4
3	5	2	1	11
2	5	1	1	9
1	2	0	0	3
0	1	1	0	2
19	25	7	4	55

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	40
THURSDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

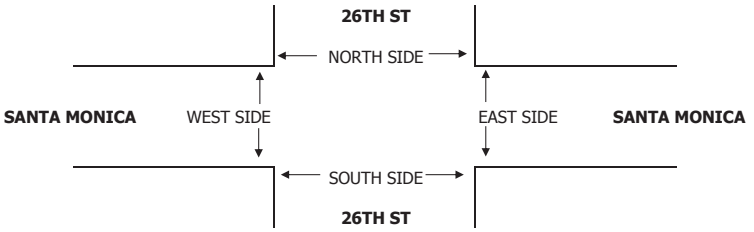
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	9	67	15	35	68	17	8	94	2	20	194	18	547
	7:45 AM	18	68	14	25	86	26	11	107	10	30	261	19	675
	8:00 AM	20	86	14	30	117	31	15	113	6	28	223	27	710
	8:15 AM	21	102	16	35	111	22	15	144	6	26	242	22	762
	8:30 AM	16	93	9	45	100	18	16	142	7	32	227	15	720
	8:45 AM	10	101	16	27	116	20	19	141	11	39	238	23	761
	9:00 AM	16	82	7	35	108	23	15	167	10	40	230	24	757
	9:15 AM	10	87	10	32	95	26	10	152	22	37	220	21	722
	VOLUMES	120	686	101	264	801	183	109	1,060	74	252	1,835	169	5,654
	APPROACH %	13%	76%	11%	21%	64%	15%	9%	85%	6%	11%	81%	7%	
	APP/DEPART	907	/	964	1,248	/	1,127	1,243	/	1,425	2,256	/	2,138	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	63	378	48	142	435	83	65	594	34	137	937	84	3,000
	APPROACH %	13%	77%	10%	22%	66%	13%	9%	86%	5%	12%	81%	7%	
	PEAK HR FACTOR		0.879			0.982			0.902			0.965		0.984
	APP/DEPART	489	/	527	660	/	606	693	/	784	1,158	/	1,083	0
PM	5:00 PM	16	108	23	46	110	15	19	214	17	22	198	25	813
	5:15 PM	16	121	18	27	107	17	21	236	12	15	230	20	840
	5:30 PM	12	110	21	32	102	16	22	218	9	11	228	22	803
	5:45 PM	13	112	21	35	87	21	21	177	7	15	241	20	770
	6:00 PM	13	120	23	22	91	15	27	182	14	10	229	20	766
	6:15 PM	11	113	23	34	110	23	23	205	5	15	251	18	831
	6:30 PM	14	114	22	24	100	18	24	225	5	15	238	17	816
	6:45 PM	14	118	18	20	79	22	14	200	4	11	210	19	729
	VOLUMES	109	916	169	240	786	147	171	1,657	73	114	1,825	161	6,368
	APPROACH %	9%	77%	14%	20%	67%	13%	9%	87%	4%	5%	87%	8%	
	APP/DEPART	1,194	/	1,248	1,173	/	973	1,901	/	2,066	2,100	/	2,081	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	57	451	83	140	406	69	83	845	45	63	897	87	3,226
	APPROACH %	10%	76%	14%	23%	66%	11%	9%	87%	5%	6%	86%	8%	
	PEAK HR FACTOR		0.953			0.899			0.904			0.948		0.960
	APP/DEPART	591	/	621	615	/	514	973	/	1,068	1,047	/	1,023	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0		0	0			0
				0		0	0			0
				0		1	0			1
				0		0	2			2
				0		0	0			0
				0		0	0			0
				0		0	0			0
				0		0	0			0
0	0	0	0	0		1	2	0	0	3
				0		0	0			0
				0		0	1			1
				0		0	0			0
				0		0	0			0
				0		0	0			0
				0		0	0			0
				0		0	0			0
				0		0	0			0
0	0	0	0	0		0	1	0	0	1



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	24	9	9	15	57	23	9	8	14	54	1	0	1	1	3
	7:45 AM	12	5	8	15	40	10	5	6	15	36	2	0	2	0	4
	8:00 AM	26	15	11	18	70	26	13	10	15	64	0	2	1	3	6
	8:15 AM	59	25	20	44	148	58	25	19	44	146	1	0	1	0	2
	8:30 AM	34	13	15	19	81	34	12	15	18	79	0	1	0	1	2
	8:45 AM	16	5	6	16	43	14	5	4	15	38	2	0	2	1	5
	9:00 AM	12	3	6	14	35	11	3	5	11	30	1	0	1	3	5
	9:15 AM	12	3	8	13	36	11	3	8	8	30	1	0	0	5	6
	TOTAL	195	78	83	154	510	187	75	75	140	477	8	3	8	14	33
PM	5:00 PM	16	8	8	13	45	15	5	6	10	36	1	3	2	3	9
	5:15 PM	10	10	15	20	55	8	9	11	19	47	2	1	4	1	8
	5:30 PM	18	18	13	20	69	18	17	12	17	64	0	1	1	3	5
	5:45 PM	15	11	10	20	56	14	9	8	17	48	1	2	2	3	8
	6:00 PM	18	17	4	15	54	18	15	4	15	52	0	2	0	0	2
	6:15 PM	16	12	14	11	53	13	9	13	11	46	3	3	1	0	7
	6:30 PM	20	10	5	14	49	20	10	3	14	47	0	0	2	0	2
	6:45 PM	15	5	12	13	45	14	5	9	9	37	1	0	3	4	8
	TOTAL	128	91	81	126	426	120	79	66	112	377	8	12	15	14	49

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	41
THURSDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

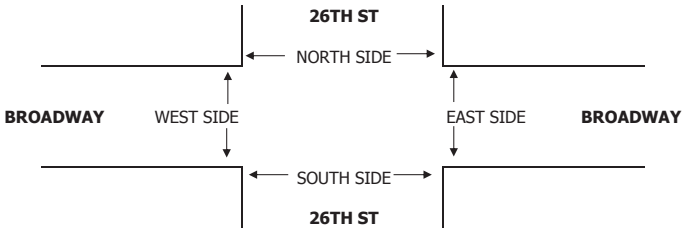
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	4	90	4	0	56	8	6	20	5	3	29	4	229
	7:45 AM	5	92	3	2	78	16	5	34	7	6	36	6	290
	8:00 AM	13	74	7	2	86	18	10	37	8	7	60	7	329
	8:15 AM	12	91	2	5	127	25	11	46	10	11	75	14	429
	8:30 AM	8	102	9	8	110	22	8	63	15	12	61	9	427
	8:45 AM	12	109	8	1	118	21	7	59	21	8	73	8	445
	9:00 AM	12	83	6	2	132	23	23	50	16	17	84	10	458
	9:15 AM	6	92	5	5	159	18	17	47	38	29	92	4	512
	VOLUMES	72	733	44	25	866	151	87	356	120	93	510	62	3,119
	APPROACH %	8%	86%	5%	2%	83%	14%	15%	63%	21%	14%	77%	9%	
	APP/DEPART	849	/	882	1,042	/	1,079	563	/	425	665	/	733	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	38	386	28	16	519	84	55	219	90	66	310	31	1,842
	APPROACH %	8%	85%	6%	3%	84%	14%	15%	60%	25%	16%	76%	8%	
	PEAK HR FACTOR		0.876			0.850			0.892			0.814		0.899
	APP/DEPART	452	/	472	619	/	675	364	/	263	407	/	432	0
PM	5:00 PM	7	112	10	4	121	13	15	108	21	4	31	7	453
	5:15 PM	2	109	17	6	113	14	16	98	29	5	44	9	462
	5:30 PM	10	130	20	9	125	20	21	118	39	2	53	8	555
	5:45 PM	17	121	21	5	104	19	12	112	39	1	63	4	518
	6:00 PM	7	128	24	5	97	11	21	110	28	2	53	6	492
	6:15 PM	11	125	26	7	90	13	17	96	26	5	34	6	456
	6:30 PM	10	121	17	4	118	14	25	109	20	4	46	4	492
	6:45 PM	12	122	18	11	99	16	27	108	20	4	38	6	481
	VOLUMES	76	968	153	51	867	120	154	859	222	27	362	50	3,909
	APPROACH %	6%	81%	13%	5%	84%	12%	12%	70%	18%	6%	82%	11%	
	APP/DEPART	1,197	/	1,172	1,038	/	1,116	1,235	/	1,063	439	/	558	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	36	488	82	25	439	64	70	438	135	10	213	27	2,027
	APPROACH %	6%	81%	14%	5%	83%	12%	11%	68%	21%	4%	85%	11%	
	PEAK HR FACTOR		0.947			0.857			0.903			0.919		0.913
	APP/DEPART	606	/	585	528	/	584	643	/	545	250	/	313	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
AM	0	1	0	0	1
	0	0	0	0	0
	1	1	2	0	4
	0	0	1	0	1
	1	1	0	0	2
	2	1	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	7	4	3	0	14
PM	1	0	1	0	2
	1	0	2	1	4
	1	0	0	1	2
	0	1	2	0	3
	0	0	0	0	0
	0	1	0	1	2
	0	1	0	1	2
	1	0	0	0	1
	4	3	5	4	16



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	6	6	10	4	26
	7:45 AM	11	9	6	12	38
	8:00 AM	14	13	7	13	47
	8:15 AM	4	10	8	1	23
	8:30 AM	12	10	6	16	44
	8:45 AM	23	23	16	24	86
	9:00 AM	22	23	10	21	76
	9:15 AM	10	12	4	10	36
	TOTAL	102	106	67	101	376
PM	5:00 PM	8	10	6	13	37
	5:15 PM	25	23	16	23	87
	5:30 PM	9	22	3	10	44
	5:45 PM	10	26	11	13	60
	6:00 PM	10	23	9	11	53
	6:15 PM	6	27	14	15	62
	6:30 PM	7	21	7	11	46
	6:45 PM	9	20	6	8	43
	TOTAL	84	172	72	104	432

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	5	9	4	20
0	8	6	11	25
2	9	7	12	30
0	7	8	1	16
2	9	5	16	32
2	20	15	23	60
2	19	10	21	52
1	8	3	10	22
11	85	63	98	257
4	7	6	11	28
10	11	13	20	54
4	16	3	9	32
3	18	10	12	43
3	16	8	11	38
0	23	12	14	49
1	18	6	10	35
4	11	6	7	28
29	120	64	94	307

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
4	1	1	0	6
11	1	0	1	13
12	4	0	1	17
4	3	0	0	7
10	1	1	0	12
21	3	1	1	26
20	4	0	0	24
9	4	1	0	14
91	21	4	3	119
4	3	0	2	9
15	12	3	3	33
5	6	0	1	12
7	8	1	1	17
7	7	1	0	15
6	4	2	1	13
6	3	1	1	11
5	9	0	1	15
55	52	8	10	125

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	42
THURSDAY	EAST & WEST:	COLORADO	CONTROL:	SIGNAL

NOTES:

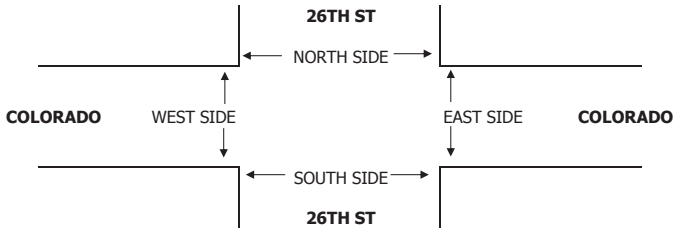
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND COLORADO			WESTBOUND COLORADO			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	4	54	6	16	73	12	16	32	8	34	81	23	359
	7:45 AM	11	68	6	12	98	13	14	35	12	35	153	18	475
	8:00 AM	8	68	11	14	95	16	34	59	16	49	148	26	544
	8:15 AM	8	82	17	24	83	19	11	68	10	36	146	39	543
	8:30 AM	5	73	10	26	86	21	19	86	17	29	118	28	518
	8:45 AM	12	69	14	30	122	25	19	89	22	49	147	25	623
	9:00 AM	12	60	20	34	110	25	12	76	19	55	140	32	595
	9:15 AM	11	50	13	33	102	20	22	73	25	39	135	26	549
	VOLUMES	71	524	97	189	769	151	147	518	129	326	1,068	217	4,206
	APPROACH %	10%	76%	14%	17%	69%	14%	19%	65%	16%	20%	66%	13%	
	APP/DEPART	692	/	888	1,109	/	1,224	794	/	804	1,611	/	1,290	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	40	252	57	123	420	91	72	324	83	172	540	111	2,285
	APPROACH %	11%	72%	16%	19%	66%	14%	15%	68%	17%	21%	66%	13%	
	PEAK HR FACTOR		0.918			0.895			0.921			0.906		0.917
	APP/DEPART	349	/	435	634	/	675	479	/	504	823	/	671	0
PM	5:00 PM	6	90	26	51	124	21	26	147	22	17	108	37	675
	5:15 PM	5	94	36	38	128	11	24	115	29	21	127	28	656
	5:30 PM	3	92	18	42	121	11	30	123	20	18	115	30	623
	5:45 PM	10	82	34	38	82	14	31	125	15	11	116	34	592
	6:00 PM	9	82	28	46	107	11	24	131	25	20	108	25	616
	6:15 PM	4	81	46	33	93	22	31	128	23	7	109	26	603
	6:30 PM	7	74	28	38	103	13	26	134	22	10	88	30	573
	6:45 PM	5	100	40	27	60	17	23	118	12	8	97	33	540
	VOLUMES	49	695	256	313	818	120	215	1,021	168	112	868	243	4,878
	APPROACH %	5%	70%	26%	25%	65%	10%	15%	73%	12%	9%	71%	20%	
	APP/DEPART	1,000	/	1,153	1,251	/	1,098	1,404	/	1,590	1,223	/	1,037	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	24	358	114	169	455	57	111	510	86	67	466	129	2,546
	APPROACH %	5%	72%	23%	25%	67%	8%	16%	72%	12%	10%	70%	19%	
	PEAK HR FACTOR		0.919			0.869			0.906			0.940		0.943
	APP/DEPART	496	/	598	681	/	608	707	/	793	662	/	547	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
AM	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
PM	0	0	0	0	0

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
AM	0	0	2	0	2
	0	0	0	0	0
	0	0	0	1	1
	1	1	0	0	2
	0	0	0	0	0
	0	0	0	1	1
	1	0	0	0	1
	0	0	0	1	1
AM	2	1	2	3	8
PM	0	0	0	0	0
	0	0	1	0	1
	0	1	0	0	1
	0	0	1	0	1
	1	0	0	0	1
	0	3	0	0	3
	0	0	0	0	0
	0	0	0	1	1
PM	1	4	2	1	8



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	6	15	8	10	39
7:45 AM	13	8	10	11	42
8:00 AM	11	7	10	10	38
8:15 AM	7	9	9	11	36
8:30 AM	6	15	10	14	45
8:45 AM	14	14	13	15	56
9:00 AM	15	15	11	10	51
9:15 AM	18	20	12	11	61
TOTAL	90	103	83	92	368
PM 5:00 PM	12	19	9	25	65
5:15 PM	21	16	16	18	71
5:30 PM	16	15	23	10	64
5:45 PM	16	10	16	12	54
6:00 PM	25	15	22	24	86
6:15 PM	22	11	16	18	67
6:30 PM	18	17	15	11	61
6:45 PM	9	15	8	6	38
TOTAL	139	118	125	124	506

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	5	13	8	10	36
7:45 AM	10	8	10	8	36
8:00 AM	9	6	10	9	34
8:15 AM	5	6	8	9	28
8:30 AM	6	13	8	13	40
8:45 AM	13	10	12	12	47
9:00 AM	11	12	8	8	39
9:15 AM	17	18	11	10	56
TOTAL	76	86	75	79	316
PM 5:00 PM	12	15	8	20	55
5:15 PM	19	11	14	17	61
5:30 PM	13	14	22	9	58
5:45 PM	16	7	16	11	50
6:00 PM	23	14	21	23	81
6:15 PM	22	10	16	16	64
6:30 PM	16	13	14	11	54
6:45 PM	9	10	8	4	31
TOTAL	130	94	119	111	454

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	1	2	0	0	3
7:45 AM	3	0	0	3	6
8:00 AM	2	1	0	1	4
8:15 AM	2	3	1	2	8
8:30 AM	0	2	2	1	5
8:45 AM	1	4	1	3	9
9:00 AM	4	3	3	2	12
9:15 AM	1	2	1	1	5
TOTAL	14	17	8	13	52
PM 5:00 PM	0	4	1	5	10
5:15 PM	2	5	2	1	10
5:30 PM	3	1	1	1	6
5:45 PM	0	3	0	1	4
6:00 PM	2	1	1	1	5
6:15 PM	0	1	0	2	3
6:30 PM	2	4	1	0	7
6:45 PM	0	5	0	2	7
TOTAL	9	24	6	13	52

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	YALE	LOCATION #:	43
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

N ▲ S ▼ W ◄ E ►

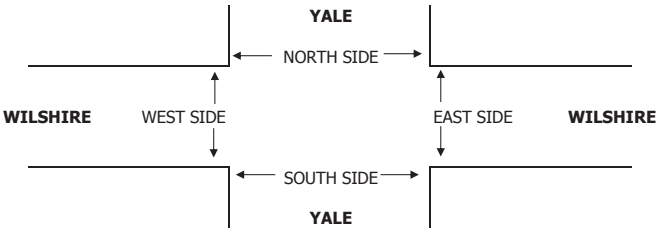
		NORTHBOUND YALE			SOUTHBOUND YALE			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	8	12	5	12	14	7	3	259	6	7	334	9	676
	7:45 AM	14	39	7	9	50	1	6	212	10	10	312	13	683
	8:00 AM	24	12	4	9	10	10	6	263	10	11	293	7	659
	8:15 AM	24	9	11	19	11	3	1	242	4	10	324	9	667
	8:30 AM	7	13	9	10	20	4	7	281	11	15	323	11	711
	8:45 AM	8	10	6	11	24	7	8	255	11	15	346	9	710
	9:00 AM	10	18	6	10	18	6	6	247	8	8	312	10	659
	9:15 AM	12	9	8	11	14	3	5	268	13	4	277	6	630
	VOLUMES	107	122	56	91	161	41	42	2,027	73	80	2,521	74	5,395
	APPROACH %	38%	43%	20%	31%	55%	14%	2%	95%	3%	3%	94%	3%	
	APP/DEPART	285	/	238	293	/	314	2,142	/	2,174	2,675	/	2,669	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	49	50	32	50	73	20	22	1,025	34	48	1,305	39	2,747
	APPROACH %	37%	38%	24%	35%	51%	14%	2%	95%	3%	3%	94%	3%	
	PEAK HR FACTOR		0.744			0.851			0.904			0.941		0.966
	APP/DEPART	131	/	111	143	/	155	1,081	/	1,107	1,392	/	1,374	0
PM	5:00 PM	8	20	12	12	23	9	3	302	9	11	274	10	693
	5:15 PM	14	24	13	14	4	2	8	289	11	22	287	12	700
	5:30 PM	16	28	13	8	21	4	8	259	17	14	292	7	687
	5:45 PM	11	26	6	5	17	3	6	242	17	21	295	7	656
	6:00 PM	14	29	9	6	13	3	8	246	28	11	283	7	657
	6:15 PM	0	20	10	2	17	2	11	201	26	14	285	8	596
	6:30 PM	8	16	12	6	11	2	6	215	8	10	264	3	561
	6:45 PM	5	15	13	4	10	4	5	192	12	9	253	6	528
	VOLUMES	76	178	88	57	116	29	55	1,946	128	112	2,233	60	5,078
	APPROACH %	22%	52%	26%	28%	57%	14%	3%	91%	6%	5%	93%	2%	
	APP/DEPART	342	/	293	202	/	356	2,129	/	2,091	2,405	/	2,338	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	49	98	44	39	65	18	25	1,092	54	68	1,148	36	2,736
	APPROACH %	26%	51%	23%	32%	53%	15%	2%	93%	5%	5%	92%	3%	
	PEAK HR FACTOR		0.838			0.693			0.932			0.969		0.977
	APP/DEPART	191	/	159	122	/	187	1,171	/	1,175	1,252	/	1,215	0

U-TURNS

	NB	SB	EB	WB	TTL
	X	X	X	X	
7:30 AM			0	0	0
7:45 AM			0	0	0
8:00 AM			0	1	1
8:15 AM			0	0	0
8:30 AM			0	0	0
8:45 AM			2	1	3
9:00 AM			1	0	1
9:15 AM			1	1	2
VOLUMES	0	0	4	3	7
5:00 PM			0	2	2
5:15 PM			0	1	1
5:30 PM			0	0	0
5:45 PM			1	0	1
6:00 PM			0	0	0
6:15 PM			0	0	0
6:30 PM			0	0	0
6:45 PM			1	1	2
VOLUMES	0	0	2	4	6

LEFT TURN BIKES

	NL	SL	EL	WL	TTL
	X	X	X	X	
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
9:00 AM					0
9:15 AM					0
VOLUMES	0	0	0	0	0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
6:00 PM					0
6:15 PM					0
6:30 PM					0
6:45 PM					0
VOLUMES	0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	8	5	4	1	18
7:45 AM	5	3	2	6	16
8:00 AM	6	10	4	1	21
8:15 AM	3	5	5	4	17
8:30 AM	10	7	5	4	26
8:45 AM	14	5	10	3	32
9:00 AM	9	7	7	4	27
9:15 AM	5	7	4	2	18
TOTAL	60	49	41	25	175
5:00 PM	16	5	3	5	29
5:15 PM	18	1	7	5	31
5:30 PM	12	0	8	7	27
5:45 PM	20	1	10	6	37
6:00 PM	14	7	9	10	40
6:15 PM	8	10	15	1	34
6:30 PM	6	8	2	5	21
6:45 PM	7	6	2	8	23
TOTAL	101	38	56	47	242

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	7	4	4	0	15
7:45 AM	5	3	1	3	12
8:00 AM	4	9	4	1	18
8:15 AM	2	5	5	2	14
8:30 AM	10	6	5	4	25
8:45 AM	13	5	10	3	31
9:00 AM	9	7	7	2	25
9:15 AM	5	6	4	2	17
TOTAL	55	45	40	17	157
5:00 PM	15	5	3	4	27
5:15 PM	17	0	7	5	29
5:30 PM	12	0	8	6	26
5:45 PM	20	1	9	6	36
6:00 PM	12	6	8	9	35
6:15 PM	7	8	15	1	31
6:30 PM	5	7	2	5	19
6:45 PM	5	6	2	7	20
TOTAL	93	33	54	43	223

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	1	1	0	1	3
7:45 AM	0	0	1	3	4
8:00 AM	2	1	0	0	3
8:15 AM	1	0	0	2	3
8:30 AM	0	1	0	0	1
8:45 AM	1	0	0	0	1
9:00 AM	0	0	0	2	2
9:15 AM	0	1	0	0	1
TOTAL	5	4	1	8	18
5:00 PM	1	0	0	1	2
5:15 PM	1	1	0	0	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	1	0	1
6:00 PM	2	1	1	1	5
6:15 PM	1	2	0	0	3
6:30 PM	1	1	0	0	2
6:45 PM	2	0	0	1	3
TOTAL	8	5	2	4	19

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	YALE	LOCATION #:	44
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
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OTHER

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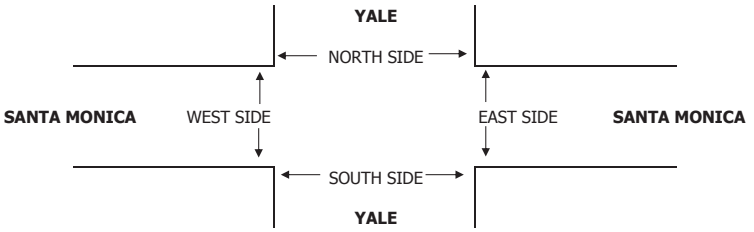
		NORTHBOUND YALE			SOUTHBOUND YALE			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	11	23	12	18	18	4	4	150	0	7	237	2	486
	7:45 AM	6	18	4	17	26	17	5	146	6	9	315	15	584
	8:00 AM	17	22	11	20	15	13	5	141	4	6	290	11	555
	8:15 AM	17	29	13	17	25	5	6	168	3	10	339	12	644
	8:30 AM	13	8	7	26	30	10	6	178	6	4	263	8	559
	8:45 AM	6	26	5	19	38	15	11	210	6	13	348	6	703
	9:00 AM	14	18	7	20	23	9	8	185	8	13	341	7	653
	9:15 AM	4	13	9	13	22	11	11	181	11	23	257	16	571
	VOLUMES	88	157	68	150	197	84	56	1,359	44	85	2,390	77	4,755
	APPROACH %	28%	50%	22%	35%	46%	19%	4%	93%	3%	3%	94%	3%	
	APP/DEPART	313	/	290	431	/	326	1,459	/	1,577	2,552	/	2,562	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	50	81	32	82	116	39	31	741	23	40	1,291	33	2,559
	APPROACH %	31%	50%	20%	35%	49%	16%	4%	93%	3%	3%	95%	2%	
	PEAK HR FACTOR		0.691			0.823			0.876			0.929		0.910
	APP/DEPART	163	/	145	237	/	179	795	/	855	1,364	/	1,380	0
PM	5:00 PM	6	17	12	16	41	5	13	304	10	4	234	10	672
	5:15 PM	6	27	10	13	30	13	10	316	8	12	238	10	693
	5:30 PM	4	34	15	15	33	7	12	293	10	4	225	9	661
	5:45 PM	9	37	11	12	29	11	7	275	9	6	241	9	656
	6:00 PM	8	25	22	29	24	11	9	281	5	9	221	12	656
	6:15 PM	10	14	15	26	17	5	10	280	9	15	242	14	657
	6:30 PM	6	22	11	10	17	10	5	305	8	12	236	7	649
	6:45 PM	8	20	4	12	19	7	3	210	8	6	204	9	510
	VOLUMES	57	196	100	133	210	69	69	2,264	67	68	1,841	80	5,154
	APPROACH %	16%	56%	28%	32%	51%	17%	3%	94%	3%	3%	93%	4%	
	APP/DEPART	353	/	345	412	/	345	2,400	/	2,497	1,989	/	1,967	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	25	115	48	56	133	36	42	1,188	37	26	938	38	2,682
	APPROACH %	13%	61%	26%	25%	59%	16%	3%	94%	3%	3%	94%	4%	
	PEAK HR FACTOR		0.825			0.907			0.948			0.963		0.968
	APP/DEPART	188	/	195	225	/	196	1,267	/	1,292	1,002	/	999	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		0	0	0
		0	0	0
		1	0	1
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		1	0	1
0	0	2	0	2
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	1	1
		0	0	0
		0	1	1
		0	0	0
0	0	0	2	2

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
			0	0
			0	0
			0	0
			0	0
			1	1
			0	0
			0	0
			0	0
0	0	0	1	1
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
			0	0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	4	11	6	7	28	4	11	5	6	26	0	0	1	1	2
	7:45 AM	12	8	8	11	39	11	6	7	10	34	1	2	1	1	5
	8:00 AM	16	6	7	12	41	15	5	6	11	37	1	1	1	1	4
	8:15 AM	16	6	2	19	43	16	5	2	14	37	0	1	0	5	6
	8:30 AM	12	10	16	13	51	12	9	16	11	48	0	1	0	2	3
	8:45 AM	16	12	6	8	42	15	10	6	5	36	1	2	0	3	6
	9:00 AM	8	11	3	15	37	7	11	3	14	35	1	0	0	1	2
	9:15 AM	13	8	4	9	34	12	8	4	8	32	1	0	0	1	2
	TOTAL	97	72	52	94	315	92	65	49	79	285	5	7	3	15	30
PM	5:00 PM	8	11	16	4	39	7	8	15	4	34	1	3	1	0	5
	5:15 PM	27	8	7	15	57	26	7	7	14	54	1	1	0	1	3
	5:30 PM	9	15	9	6	39	8	12	9	4	33	1	3	0	2	6
	5:45 PM	5	8	1	7	21	4	4	0	6	14	1	4	1	1	7
	6:00 PM	10	10	3	6	29	9	9	3	4	25	1	1	0	2	4
	6:15 PM	8	10	4	16	38	7	10	3	16	36	1	0	1	0	2
	6:30 PM	6	9	2	6	23	6	8	1	5	20	0	1	1	1	3
	6:45 PM	14	3	12	7	36	11	2	11	5	29	3	1	1	2	7
	TOTAL	87	74	54	67	282	78	60	49	58	245	9	14	5	9	37

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BERKELEY	LOCATION #:	45
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

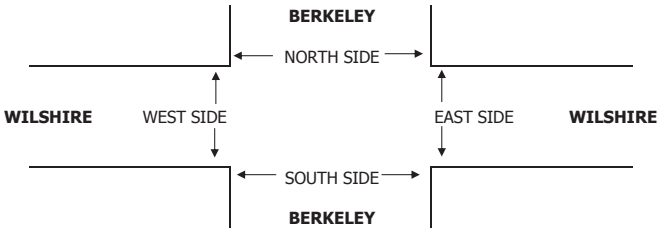
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BERKELEY			SOUTHBOUND BERKELEY			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	9	12	5	40	18	13	5	269	3	7	319	23	723
	7:45 AM	9	30	9	38	19	10	10	232	7	6	334	22	726
	8:00 AM	12	22	3	45	21	10	10	247	7	3	288	30	698
	8:15 AM	14	26	5	41	20	8	10	244	8	9	304	28	717
	8:30 AM	9	35	5	52	27	4	9	303	11	6	331	26	818
	8:45 AM	5	30	4	44	29	6	11	256	8	5	313	19	730
	9:00 AM	6	19	7	37	26	7	22	253	2	6	287	14	686
	9:15 AM	8	23	1	35	27	10	8	237	8	13	258	18	646
	VOLUMES	72	197	39	332	187	68	85	2,041	54	55	2,434	180	5,744
	APPROACH %	23%	64%	13%	57%	32%	12%	4%	94%	2%	2%	91%	7%	
	APP/DEPART	308	/	462	587	/	296	2,180	/	2,412	2,669	/	2,574	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	40	113	17	182	97	28	40	1,050	34	23	1,236	103	2,963
	APPROACH %	24%	66%	10%	59%	32%	9%	4%	93%	3%	2%	91%	8%	
	PEAK HR FACTOR		0.867			0.925			0.870			0.938		0.906
	APP/DEPART	170	/	256	307	/	154	1,124	/	1,249	1,362	/	1,304	0
PM	5:00 PM	9	37	5	24	27	14	22	277	8	10	284	33	750
	5:15 PM	8	48	12	25	33	18	12	249	12	17	282	17	733
	5:30 PM	8	49	10	18	42	12	19	202	17	15	276	22	690
	5:45 PM	13	42	14	14	30	8	21	178	23	18	274	35	670
	6:00 PM	7	27	8	11	25	9	17	193	22	22	271	18	630
	6:15 PM	10	42	9	19	25	11	17	152	16	15	284	21	621
	6:30 PM	3	24	9	11	35	13	26	209	14	12	263	30	649
	6:45 PM	7	17	11	20	17	15	13	193	10	9	254	21	587
	VOLUMES	65	286	78	142	234	100	147	1,653	122	118	2,188	197	5,330
	APPROACH %	15%	67%	18%	30%	49%	21%	8%	86%	6%	5%	87%	8%	
	APP/DEPART	429	/	630	476	/	474	1,922	/	1,873	2,503	/	2,353	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	38	176	41	81	132	52	74	906	60	60	1,116	107	2,843
	APPROACH %	15%	69%	16%	31%	50%	20%	7%	87%	6%	5%	87%	8%	
	PEAK HR FACTOR		0.924			0.872			0.847			0.981		0.948
	APP/DEPART	255	/	357	265	/	252	1,040	/	1,028	1,283	/	1,206	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM					0		0			0
7:45 AM					0		1			1
8:00 AM					0		0			0
8:15 AM					0		0			0
8:30 AM					0		0			0
8:45 AM					0		0			0
9:00 AM					0		1			1
9:15 AM					0		0			0
VOLUMES	0	0	0	0	0	0	2	0	0	2
5:00 PM					0		0			0
5:15 PM					0		0			0
5:30 PM					0		0			0
5:45 PM					0		0			0
6:00 PM					0		0			0
6:15 PM					0		0			0
6:30 PM					0		0			0
6:45 PM					0		0			0
VOLUMES	0	0	0	0	0	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
7:30 AM	7	5	10	4	26	5	5	10	4	24	2	0	0	0	2
7:45 AM	4	4	6	7	21	4	4	6	6	20	0	0	0	1	1
8:00 AM	9	11	1	2	23	7	10	1	2	20	2	1	0	0	3
8:15 AM	3	13	4	0	20	1	10	3	0	14	2	3	1	0	6
8:30 AM	10	10	8	8	36	9	9	8	8	34	1	1	0	0	2
8:45 AM	6	4	3	7	20	5	3	2	7	17	1	1	1	0	3
9:00 AM	6	12	10	8	36	4	12	10	8	34	2	0	0	0	2
9:15 AM	16	7	9	13	45	16	7	9	13	45	0	0	0	0	0
TOTAL	61	66	51	49	227	51	60	49	48	208	10	6	2	1	19
5:00 PM	5	12	10	7	34	5	12	10	7	34	0	0	0	0	0
5:15 PM	6	9	10	2	27	6	9	10	2	27	0	0	0	0	0
5:30 PM	8	13	9	6	36	8	12	8	6	34	0	1	1	0	2
5:45 PM	7	13	10	2	32	6	12	10	2	30	1	1	0	0	2
6:00 PM	7	10	14	4	35	6	9	14	4	33	1	1	0	0	2
6:15 PM	12	16	12	5	45	12	15	12	5	44	0	1	0	0	1
6:30 PM	8	8	12	2	30	8	7	12	2	29	0	1	0	0	1
6:45 PM	3	1	6	1	11	1	1	6	1	9	2	0	0	0	2
TOTAL	56	82	83	29	250	52	77	82	29	240	4	5	1	0	10

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CENTINELA	LOCATION #:	46
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

◄ W E ► ▲ N S ▼

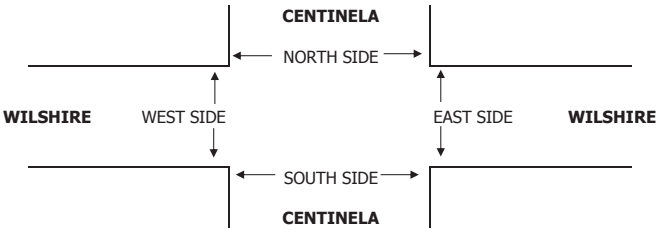
		NORTHBOUND CENTINELA			SOUTHBOUND CENTINELA			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
AM	7:30 AM	40		12					296	20	8	316		692
	7:45 AM	40		19					286	19	15	384		763
	8:00 AM	59		7					275	27	11	279		658
	8:15 AM	41		19					317	23	18	365		783
	8:30 AM	47		14					313	21	10	342		747
	8:45 AM	33		33					295	32	17	386		796
	9:00 AM	47		20					326	35	25	360		813
	9:15 AM	27		17					265	21	17	298		645
	VOLUMES	334	0	141	0	0	0	0	2,373	198	121	2,730	0	5,897
	APPROACH %	70%	0%	30%	0%	0%	0%	0%	92%	8%	4%	96%	0%	
	APP/DEPART	475	/	0	0	/	319	2,571	/	2,514	2,851	/	3,064	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	168	0	86	0	0	0	0	1,251	111	70	1,453	0	3,139
	APPROACH %	66%	0%	34%	0%	0%	0%	0%	92%	8%	5%	95%	0%	
	PEAK HR FACTOR		0.948			0.000			0.943			0.945		0.965
	APP/DEPART	254	/	0	0	/	181	1,362	/	1,337	1,523	/	1,621	0
PM	5:00 PM	58		23					280	26	28	305		720
	5:15 PM	60		32					271	22	24	359		768
	5:30 PM	64		23					188	20	22	283		600
	5:45 PM	58		41					201	22	20	336		678
	6:00 PM	52		43					162	27	29	292		605
	6:15 PM	64		26					187	19	19	306		621
	6:30 PM	61		17					214	19	22	285		618
	6:45 PM	62		23					196	18	14	247		560
	VOLUMES	479	0	228	0	0	0	0	1,699	173	178	2,413	0	5,170
	APPROACH %	68%	0%	32%	0%	0%	0%	0%	91%	9%	7%	93%	0%	
	APP/DEPART	707	/	0	0	/	351	1,872	/	1,927	2,591	/	2,892	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	240	0	119	0	0	0	0	940	90	94	1,283	0	2,766
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	91%	9%	7%	93%	0%	
	PEAK HR FACTOR		0.907			0.000			0.842			0.899		0.900
	APP/DEPART	359	/	0	0	/	184	1,030	/	1,059	1,377	/	1,523	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
			0	0
			0	0
			1	1
			1	1
			0	0
			1	1
			0	0
			0	0
			0	0
0	0	0	3	3
			0	0
			0	0
			0	0
			1	1
			0	0
			0	0
			0	0
			0	0
0	0	0	1	1

LEFT TURN BIKES

NL X	SL X	EL X	WL X	TTL
1				1
0				0
0				0
0				0
1				1
0				0
0				0
0				0
2	0	0	0	2
1				1
0				0
0				0
0				0
0				0
0				0
0				0
1	0	0	0	1



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	0	10	1	4	15
7:45 AM	0	17	3	5	25
8:00 AM	0	8	4	1	13
8:15 AM	0	14	3	3	20
8:30 AM	0	8	5	1	14
8:45 AM	0	9	3	1	13
9:00 AM	0	17	4	4	25
9:15 AM	0	12	5	5	22
TOTAL	0	95	28	24	147
PM 5:00 PM	0	18	8	8	34
5:15 PM	0	8	1	7	16
5:30 PM	0	7	6	6	19
5:45 PM	0	9	4	9	22
6:00 PM	0	10	9	3	22
6:15 PM	0	14	2	5	21
6:30 PM	0	9	8	8	25
6:45 PM	0	12	2	5	19
TOTAL	0	87	40	51	178

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	10	1	4	15
	16	3	5	24
	8	3	1	12
	12	3	3	18
	8	5	1	14
	8	3	1	12
	17	4	4	25
	11	5	5	21
0	90	27	24	141
	17	8	8	33
	8	1	7	16
	7	6	6	19
	8	4	6	18
	10	9	2	21
	13	2	4	19
	9	8	8	25
	12	2	5	19
0	84	40	46	170

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
	0	0	0	0
	1	0	0	1
	0	1	0	1
	2	0	0	2
	0	0	0	0
	1	0	0	1
	0	0	0	0
	1	0	0	1
0	5	1	0	6
	1	0	0	1
	0	0	0	0
	0	0	0	0
	1	0	3	4
	0	0	1	1
	1	0	1	2
	0	0	0	0
	0	0	0	0
0	3	0	5	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CENTINELA	LOCATION #:	47
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

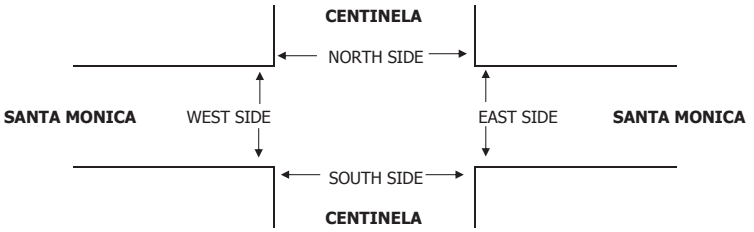
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CENTINELA			SOUTHBOUND CENTINELA			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	23	66	4	16	28	0	9	165	14	7	226	5	563
	7:45 AM	25	66	15	7	42	0	9	173	14	14	334	9	708
	8:00 AM	22	76	11	13	52	0	15	159	18	14	283	19	682
	8:15 AM	27	65	6	14	37	0	13	175	18	17	327	12	711
	8:30 AM	29	74	17	15	42	1	10	203	15	22	282	10	720
	8:45 AM	27	79	13	14	47	1	9	229	19	20	359	11	828
	9:00 AM	24	49	14	20	47	0	15	221	19	16	374	18	817
	9:15 AM	17	44	12	18	44	0	10	198	17	27	290	14	691
	VOLUMES	194	519	92	117	339	2	90	1,523	134	137	2,475	98	5,720
	APPROACH %	24%	64%	11%	26%	74%	0%	5%	87%	8%	5%	91%	4%	
	APP/DEPART	805	/	707	458	/	610	1,747	/	1,732	2,710	/	2,671	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	107	267	50	63	173	2	47	828	71	75	1,342	51	3,076
	APPROACH %	25%	63%	12%	26%	73%	1%	5%	88%	8%	5%	91%	3%	
	PEAK HR FACTOR		0.883			0.888			0.920			0.900		0.929
	APP/DEPART	424	/	365	238	/	319	946	/	941	1,468	/	1,451	0
PM	5:00 PM	18	75	18	12	55	6	3	218	15	13	197	13	643
	5:15 PM	26	86	12	8	67	9	4	243	10	8	211	15	699
	5:30 PM	22	94	15	12	76	13	7	216	13	7	216	22	713
	5:45 PM	13	85	22	10	62	11	6	197	15	8	223	13	665
	6:00 PM	17	96	16	7	59	8	2	202	8	15	218	10	658
	6:15 PM	18	76	23	5	60	7	5	212	11	12	217	17	663
	6:30 PM	13	88	19	8	51	9	7	236	14	16	211	9	681
	6:45 PM	20	68	22	8	40	12	6	226	15	10	203	8	638
	VOLUMES	147	668	147	70	470	75	40	1,750	101	89	1,696	107	5,360
	APPROACH %	15%	69%	15%	11%	76%	12%	2%	93%	5%	5%	90%	6%	
	APP/DEPART	962	/	815	615	/	660	1,891	/	1,967	1,892	/	1,918	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	78	361	65	37	264	41	19	858	46	38	868	60	2,735
	APPROACH %	15%	72%	13%	11%	77%	12%	2%	93%	5%	4%	90%	6%	
	PEAK HR FACTOR		0.962			0.847			0.898			0.986		0.959
	APP/DEPART	504	/	440	342	/	348	923	/	960	966	/	987	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0				0		0
				0				0		0
				0				1		1
				0				2		2
				0				0		0
				0				0		0
				0				0		0
				0				0		0
0	0	0	0	0		0	0	3	0	3
				0				0		0
				0				0		0
				0				0		0
				0				1		1
				0				0		0
				0				0		0
				0				0		0
				0				0		0
0	0	0	0	0		0	0	1	0	1



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	9	5	5	16	35
	7:45 AM	10	4	3	27	44
	8:00 AM	8	8	6	15	37
	8:15 AM	21	5	8	14	48
	8:30 AM	8	6	2	15	31
	8:45 AM	9	1	9	19	38
	9:00 AM	16	6	3	13	38
	9:15 AM	6	8	3	8	25
	TOTAL	87	43	39	127	296
PM	5:00 PM	15	7	10	2	34
	5:15 PM	5	8	14	5	32
	5:30 PM	8	4	4	10	26
	5:45 PM	8	10	3	7	28
	6:00 PM	12	13	6	3	34
	6:15 PM	11	7	3	7	28
	6:30 PM	6	8	7	5	26
	6:45 PM	8	7	9	5	29
	TOTAL	73	64	56	44	237

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	4	5	14	31
10	3	3	27	43
8	8	4	15	35
19	4	7	14	44
4	5	1	13	23
7	1	9	19	36
10	6	3	12	31
6	8	3	7	24
72	39	35	121	267
11	5	8	2	26
4	6	8	5	23
8	3	4	8	23
6	7	2	6	21
9	9	6	3	27
7	5	3	7	22
2	8	5	4	19
6	4	5	3	18
53	47	41	38	179

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	0	2	4
0	1	0	0	1
0	0	2	0	2
2	1	1	0	4
4	1	1	2	8
2	0	0	0	2
6	0	0	1	7
0	0	0	1	1
15	4	4	6	29
4	2	2	0	8
1	2	6	0	9
0	1	0	2	3
2	3	1	1	7
3	4	0	0	7
4	2	0	0	6
4	0	2	1	7
2	3	4	2	11
20	17	15	6	58

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	BARRINGTON	LOCATION #:	53
WEDNESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

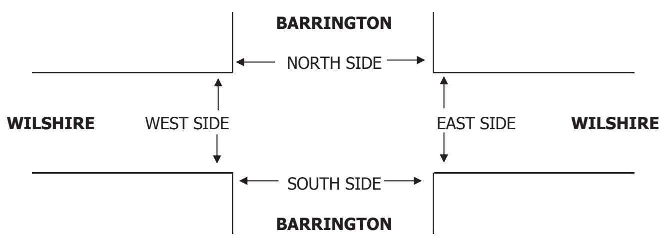
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND BARRINGTON			SOUTHBOUND BARRINGTON			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
AM	7:30 AM	25	62	28	56	54	14	19	345	5	14	308	14	944
	7:45 AM	24	78	29	47	64	22	15	315	7	13	370	13	997
	8:00 AM	29	95	27	32	89	15	18	323	7	13	334	21	1,003
	8:15 AM	23	81	33	40	84	18	20	276	12	11	300	15	913
	8:30 AM	27	92	28	23	85	17	17	214	24	10	341	19	897
	8:45 AM	28	88	15	37	106	28	17	192	20	15	357	9	912
	9:00 AM	20	90	26	34	101	22	21	194	25	9	349	21	912
	9:15 AM	33	80	21	37	95	14	16	218	10	16	354	25	919
	VOLUMES	209	666	207	306	678	150	143	2,077	110	101	2,713	137	7,497
	APPROACH %	19%	62%	19%	27%	60%	13%	6%	89%	5%	3%	92%	5%	
	APP/DEPART	1,082	/	946	1,134	/	889	2,330	/	2,590	2,951	/	3,072	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	101	316	117	175	291	69	72	1,259	31	51	1,312	63	3,857
	APPROACH %	19%	59%	22%	33%	54%	13%	5%	92%	2%	4%	92%	4%	
	PEAK HR FACTOR		0.884			0.942			0.923			0.900		0.961
	APP/DEPART	534	/	451	535	/	373	1,362	/	1,551	1,426	/	1,482	0
PM	5:00 PM	19	95	49	36	112	28	14	140	8	21	227	30	779
	5:15 PM	29	72	69	20	99	15	8	122	15	31	239	15	734
	5:30 PM	16	98	36	23	137	19	3	82	11	30	285	28	768
	5:45 PM	22	107	34	28	114	26	13	120	14	21	293	27	819
	6:00 PM	17	119	42	23	108	15	3	96	5	26	272	31	757
	6:15 PM	24	75	38	21	142	24	10	57	12	31	249	29	712
	6:30 PM	30	101	39	22	115	23	5	82	13	31	271	29	761
	6:45 PM	30	85	33	35	123	21	6	166	10	34	275	32	850
	VOLUMES	187	752	340	208	950	171	62	865	88	225	2,111	221	6,180
	APPROACH %	15%	59%	27%	16%	71%	13%	6%	85%	9%	9%	83%	9%	
	APP/DEPART	1,279	/	1,035	1,329	/	1,263	1,015	/	1,413	2,557	/	2,469	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	86	372	188	107	462	88	38	464	48	103	1,044	100	3,100
	APPROACH %	13%	58%	29%	16%	70%	13%	7%	84%	9%	8%	84%	8%	
	PEAK HR FACTOR		0.950			0.918			0.849			0.909		0.946
	APP/DEPART	646	/	510	657	/	613	550	/	759	1,247	/	1,218	0

		U-TURNS					LEFT TURN BIKES				
		NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
		X	X	X	X		X	X	X	X	
AM	7:30 AM					0	0				0
	7:45 AM					0	0				0
	8:00 AM					0	0				0
	8:15 AM					0	1				1
	8:30 AM					0	0				0
	8:45 AM					0	0				0
	9:00 AM					0	0				0
	9:15 AM					0	0				0
	VOLUMES	0	0	0	0	0	1	0	0	0	1
PM	5:00 PM					0	0				0
	5:15 PM					0	0				0
	5:30 PM					0	0				0
	5:45 PM					0	0				0
	6:00 PM					0	0				0
	6:15 PM					0	0				0
	6:30 PM					0	0				0
	6:45 PM					0	1				1
	VOLUMES	0	0	0	0	0	1	0	0	0	1



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	8	33	6	44	91	8	33	6	44	91	0	0	0	0	0
	7:45 AM	6	18	9	33	66	5	16	8	33	62	1	2	1	0	4
	8:00 AM	11	29	12	32	84	10	28	12	32	82	1	1	0	0	2
	8:15 AM	12	21	12	35	80	11	18	10	35	74	1	3	2	0	6
	8:30 AM	18	17	18	34	87	17	17	15	34	83	1	0	3	0	4
	8:45 AM	21	22	10	12	65	19	21	10	12	62	2	1	0	0	3
	9:00 AM	15	22	6	14	57	14	18	6	13	51	1	4	0	1	6
	9:15 AM	13	23	10	23	69	12	20	10	22	64	1	3	0	1	5
	TOTAL	104	185	83	227	599	96	171	77	225	569	8	14	6	2	30
PM	5:00 PM	22	40	21	54	137	22	38	20	54	134	0	2	1	0	3
	5:15 PM	16	16	14	22	68	15	15	13	21	64	1	1	1	1	4
	5:30 PM	22	26	10	24	82	22	25	10	24	81	0	1	0	0	1
	5:45 PM	17	19	17	15	68	17	18	16	15	66	0	1	1	0	2
	6:00 PM	27	25	24	25	101	27	24	21	24	96	0	1	3	1	5
	6:15 PM	14	18	17	21	70	14	17	17	21	69	0	1	0	0	1
	6:30 PM	18	15	9	20	62	18	14	9	18	59	0	1	0	2	3
	6:45 PM	19	18	10	15	62	19	17	10	15	61	0	1	0	0	1
	TOTAL	155	177	122	196	650	154	168	116	192	630	1	9	6	4	20

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BARRINGTON	LOCATION #:	54
TUESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

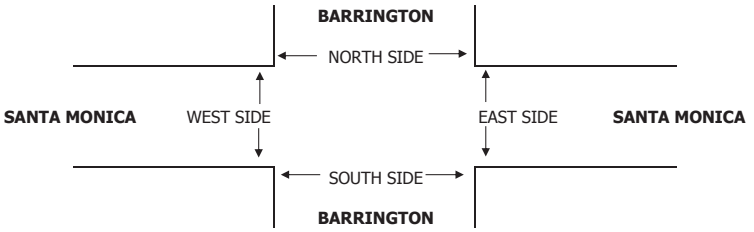
AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND BARRINGTON			SOUTHBOUND BARRINGTON			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:30 AM	31	116	19	21	98	21	9	260	23	5	348	23	974
	7:45 AM	30	118	13	28	109	17	9	222	21	8	308	24	907
	8:00 AM	30	116	16	30	101	17	6	241	20	11	333	26	947
	8:15 AM	29	122	15	17	118	15	14	244	14	14	320	24	946
	8:30 AM	26	118	14	31	102	24	10	268	26	10	353	27	1,009
	8:45 AM	22	127	13	19	113	19	10	274	27	10	390	14	1,038
	9:00 AM	32	118	11	25	117	17	9	259	34	19	339	9	989
	9:15 AM	35	102	13	27	112	18	9	281	16	18	335	17	983
	VOLUMES	235	937	114	198	870	148	76	2,049	181	95	2,726	164	7,793
	APPROACH %	18%	73%	9%	16%	72%	12%	3%	89%	8%	3%	91%	5%	
	APP/DEPART	1,286	/	1,177	1,216	/	1,146	2,306	/	2,361	2,985	/	3,109	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	115	465	51	102	444	78	38	1,082	103	57	1,417	67	4,019
	APPROACH %	18%	74%	8%	16%	71%	13%	3%	88%	8%	4%	92%	4%	
	PEAK HR FACTOR		0.974			0.981			0.983			0.931		0.968
	APP/DEPART	631	/	570	624	/	604	1,223	/	1,235	1,541	/	1,610	0
PM	5:00 PM	20	20	7	13	93	1	11	206	25	25	247	24	692
	5:15 PM	20	58	6	20	70	7	13	222	15	22	225	18	696
	5:30 PM	23	73	10	10	92	6	15	191	34	27	203	20	704
	5:45 PM	22	87	15	15	97	6	9	178	57	26	211	25	748
	6:00 PM	3	77	9	17	107	5	14	211	48	32	186	29	738
	6:15 PM	16	77	12	16	68	4	20	221	50	28	195	31	738
	6:30 PM	10	62	14	21	97	6	15	185	44	17	227	14	712
	6:45 PM	9	48	9	9	58	5	8	160	34	20	202	19	581
	VOLUMES	123	502	82	121	682	40	105	1,574	307	197	1,696	180	5,609
	APPROACH %	17%	71%	12%	14%	81%	5%	5%	79%	15%	10%	82%	9%	
	APP/DEPART	707	/	787	843	/	1,186	1,986	/	1,777	2,073	/	1,859	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	51	303	50	69	369	21	58	795	199	103	819	99	2,936
	APPROACH %	13%	75%	12%	15%	80%	5%	6%	76%	19%	10%	80%	10%	
	PEAK HR FACTOR		0.815			0.890			0.904			0.974		0.981
	APP/DEPART	404	/	460	459	/	671	1,052	/	914	1,021	/	891	0

U-TURNS					
	NB X	SB X	EB X	WB X	TTL
AM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL X	SL X	EL X	WL X	TTL
AM	0	0			0
	0	1			1
	0	0			0
	0	0			0
	0	0			0
	1	0			1
	0	0			0
	0	0			0
	1	1	0	0	2
PM	0	0			0
	0	0			0
	0	0			0
	1	0			1
	0	0			0
	0	0			0
	0	0			0
	0	0			0
	1	0	0	0	1



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	14	7	11	13	45	14	7	11	11	43	0	0	0	2	2
	7:45 AM	18	2	7	8	35	12	2	5	8	27	6	0	2	0	8
	8:00 AM	4	2	8	9	23	2	1	6	8	17	2	1	2	1	6
	8:15 AM	5	6	8	3	22	4	6	5	3	18	1	0	3	0	4
	8:30 AM	4	10	8	7	29	3	9	6	4	22	1	1	2	3	7
	8:45 AM	3	10	4	5	22	2	7	3	3	15	1	3	1	2	7
	9:00 AM	3	10	3	7	23	1	8	2	5	16	2	2	1	2	7
	9:15 AM	5	11	8	7	31	4	9	5	6	24	1	2	3	1	7
	TOTAL	56	58	57	59	230	42	49	43	48	182	14	9	14	11	48
PM	5:00 PM	3	4	10	6	23	2	4	7	5	18	1	0	3	1	5
	5:15 PM	5	3	11	6	25	4	2	10	4	20	1	1	1	2	5
	5:30 PM	2	6	13	18	39	2	4	9	13	28	0	2	4	5	11
	5:45 PM	3	4	11	6	24	2	3	9	5	19	1	1	2	1	5
	6:00 PM	3	1	15	9	28	2	1	12	9	24	1	0	3	0	4
	6:15 PM	1	3	8	11	23	1	2	7	9	19	0	1	1	2	4
	6:30 PM	2	1	9	1	13	2	1	9	1	13	0	0	0	0	0
	6:45 PM	0	0	6	7	13	0	0	5	6	11	0	0	1	1	2
	TOTAL	19	22	83	64	188	15	17	68	52	152	4	5	15	12	36

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	BUNDY	LOCATION #:	55
WEDNESDAY	EAST & WEST:	TEXAS	CONTROL:	SIGNAL

NOTES:

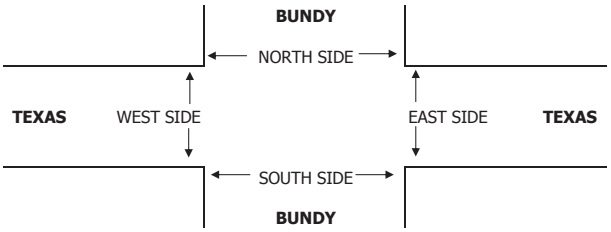
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND TEXAS			WESTBOUND TEXAS			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	6	232	15	3	170	0	6	6	16	6	11	6	477
	7:45 AM	11	230	11	4	170	5	6	20	11	14	13	9	504
	8:00 AM	14	230	9	1	200	8	5	16	14	15	18	10	540
	8:15 AM	8	210	4	3	177	2	7	16	11	11	14	14	477
	8:30 AM	16	184	4	4	179	1	2	22	18	9	24	9	472
	8:45 AM	22	222	11	2	196	4	6	21	24	12	24	17	561
	9:00 AM	19	224	1	5	197	4	9	19	25	13	24	14	554
	9:15 AM	11	204	6	4	154	4	5	16	19	13	14	14	464
	VOLUMES	107	1,736	61	26	1,443	28	46	136	138	93	142	93	4,049
	APPROACH %	6%	91%	3%	2%	96%	2%	14%	43%	43%	28%	43%	28%	
	APP/DEPART	1,904	/	1,875	1,497	/	1,674	320	/	223	328	/	277	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	65	840	20	14	749	11	24	78	78	45	86	54	2,064
	APPROACH %	7%	91%	2%	2%	97%	1%	13%	43%	43%	24%	46%	29%	
	PEAK HR FACTOR		0.907			0.939			0.849			0.873		0.920
	APP/DEPART	925	/	918	774	/	872	180	/	112	185	/	162	0
PM	5:00 PM	7	199	5	23	243	5	10	70	21	14	24	14	635
	5:15 PM	5	225	7	18	192	6	10	73	14	12	19	5	586
	5:30 PM	6	223	11	20	163	4	14	67	14	9	27	3	561
	5:45 PM	6	192	16	20	175	6	10	50	12	6	26	14	533
	6:00 PM	9	182	5	27	161	12	13	65	15	4	25	13	531
	6:15 PM	9	198	11	11	174	2	7	73	23	12	28	10	558
	6:30 PM	9	172	12	23	172	9	6	63	21	9	28	12	536
	6:45 PM	8	219	10	18	166	4	9	47	14	9	11	13	528
	VOLUMES	59	1,610	77	160	1,446	48	79	508	134	75	188	84	4,468
	APPROACH %	3%	92%	4%	10%	87%	3%	11%	70%	19%	22%	54%	24%	
	APP/DEPART	1,746	/	1,773	1,654	/	1,655	721	/	745	347	/	295	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	24	839	39	81	773	21	44	260	61	41	96	36	2,315
	APPROACH %	3%	93%	4%	9%	88%	2%	12%	71%	17%	24%	55%	21%	
	PEAK HR FACTOR		0.940			0.807			0.903			0.832		0.911
	APP/DEPART	902	/	919	875	/	875	365	/	380	173	/	141	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL	SL	EL	WL	TTL
	X	X	X	X	
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
	0	0	0	0	0
		0			0
		0			0
		0			0
		1			1
		0			0
		0			0
		0			0
		0			0
	0	1	0	0	1



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	7	12	2	7	28	6	10	2	6	24	1	2	0	1	4
	7:45 AM	5	5	9	4	23	3	4	7	4	18	2	1	2	0	5
	8:00 AM	17	5	3	5	30	10	4	3	4	21	7	1	0	1	9
	8:15 AM	11	7	6	7	31	5	7	6	4	22	6	0	0	3	9
	8:30 AM	16	18	10	15	59	6	13	10	12	41	10	5	0	3	18
	8:45 AM	4	7	5	6	22	3	3	4	5	15	1	4	1	1	7
	9:00 AM	3	10	6	4	23	0	5	5	4	14	3	5	1	0	9
	9:15 AM	4	4	4	8	20	2	4	4	8	18	2	0	0	0	2
	TOTAL	67	68	45	56	236	35	50	41	47	173	32	18	4	9	63
PM	5:00 PM	6	12	10	7	35	4	10	8	7	29	2	2	2	0	6
	5:15 PM	6	1	1	2	10	4	1	1	2	8	2	0	0	0	2
	5:30 PM	4	8	4	7	23	4	6	3	7	20	0	2	1	0	3
	5:45 PM	5	5	6	1	17	2	5	6	1	14	3	0	0	0	3
	6:00 PM	10	14	7	11	42	8	10	7	11	36	2	4	0	0	6
	6:15 PM	3	3	6	8	20	1	1	5	8	15	2	2	1	0	5
	6:30 PM	4	10	5	6	25	4	6	5	6	21	0	4	0	0	4
	6:45 PM	6	3	6	4	19	5	3	5	4	17	1	0	1	0	2
	TOTAL	44	56	45	46	191	32	42	40	46	160	12	14	5	0	31

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BUNDY	LOCATION #:	56
TUESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:30 AM	45	166	21	27	124	18	22	273	19	21	296	12	1,044
	7:45 AM	59	142	20	24	133	24	25	255	17	21	311	27	1,058
	8:00 AM	57	162	13	35	139	18	23	240	39	23	290	16	1,055
	8:15 AM	51	129	19	39	125	12	21	251	28	21	297	13	1,006
	8:30 AM	46	109	15	24	109	27	25	243	26	23	347	11	1,005
	8:45 AM	63	135	9	20	136	33	29	241	23	40	329	11	1,069
	9:00 AM	54	128	20	31	132	22	13	234	29	30	290	17	1,000
	9:15 AM	58	108	14	27	125	27	32	259	21	33	260	8	972
	VOLUMES	433	1,079	131	227	1,023	181	190	1,996	202	212	2,420	115	8,209
	APPROACH %	26%	66%	8%	16%	71%	13%	8%	84%	8%	8%	88%	4%	
	APP/DEPART	1,643	/	1,384	1,431	/	1,437	2,388	/	2,354	2,747	/	3,034	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	212	599	73	125	521	72	91	1,019	103	86	1,194	68	4,163
	APPROACH %	24%	68%	8%	17%	73%	10%	8%	84%	8%	6%	89%	5%	
	PEAK HR FACTOR		0.953			0.935			0.966			0.939		0.984
	APP/DEPART	884	/	758	718	/	710	1,213	/	1,217	1,348	/	1,478	0
PM	5:00 PM	37	171	13	23	151	16	33	134	27	29	272	32	938
	5:15 PM	44	188	20	27	137	15	28	140	17	27	305	25	973
	5:30 PM	38	176	15	13	117	22	37	115	20	23	250	32	858
	5:45 PM	24	136	8	18	113	21	51	114	18	20	374	34	931
	6:00 PM	37	180	10	19	125	16	40	99	15	35	272	26	874
	6:15 PM	36	137	10	24	121	20	26	95	13	23	246	29	780
	6:30 PM	34	170	8	19	128	19	37	133	24	30	243	40	885
	6:45 PM	37	172	23	20	121	29	35	146	31	24	221	31	890
	VOLUMES	287	1,330	107	163	1,013	158	287	976	165	211	2,183	249	7,129
	APPROACH %	17%	77%	6%	12%	76%	12%	20%	68%	12%	8%	83%	9%	
	APP/DEPART	1,724	/	1,866	1,334	/	1,389	1,428	/	1,246	2,643	/	2,628	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	143	671	56	81	518	74	149	503	82	99	1,201	123	3,700
	APPROACH %	16%	77%	6%	12%	77%	11%	20%	69%	11%	7%	84%	9%	
	PEAK HR FACTOR		0.863			0.886			0.946			0.831		0.951
	APP/DEPART	870	/	943	673	/	699	734	/	640	1,423	/	1,418	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
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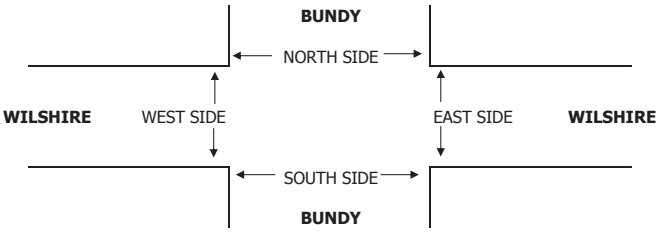
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	26	15	9	5	55
	7:45 AM	29	7	12	13	61
	8:00 AM	21	11	21	17	70
	8:15 AM	32	16	12	12	72
	8:30 AM	37	26	20	34	117
	8:45 AM	30	7	8	21	66
	9:00 AM	36	14	12	21	83
	9:15 AM	23	5	7	3	38
	TOTAL	234	101	101	126	562
PM	5:00 PM	34	15	29	27	105
	5:15 PM	43	10	23	7	83
	5:30 PM	28	17	9	26	80
	5:45 PM	34	9	21	16	80
	6:00 PM	30	21	23	17	91
	6:15 PM	30	19	23	18	90
	6:30 PM	17	8	16	11	52
	6:45 PM	27	8	23	10	68
	TOTAL	243	107	167	132	649

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
25	14	9	5	53
28	7	12	12	59
17	10	19	16	62
28	16	12	11	67
36	25	20	32	113
26	7	8	12	53
35	12	11	21	79
21	4	6	3	34
216	95	97	112	520
30	15	28	26	99
38	10	22	7	77
25	16	9	20	70
34	8	21	16	79
28	20	22	16	86
28	18	22	17	85
17	8	16	9	50
25	8	20	10	63
225	103	160	121	609

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	0	0	2
1	0	0	1	2
4	1	2	1	8
4	0	0	1	5
1	1	0	2	4
4	0	0	9	13
1	2	1	0	4
2	1	1	0	4
18	6	4	14	42
4	0	1	1	6
5	0	1	0	6
3	1	0	6	10
0	1	0	0	1
2	1	1	1	5
2	1	1	1	5
0	0	0	2	2
2	0	3	0	5
18	4	7	11	40

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	BUNDY	LOCATION #:	57
WEDNESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

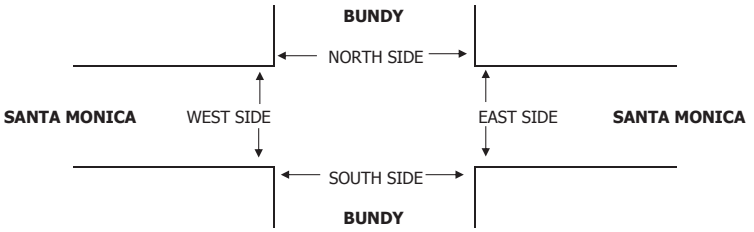
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:30 AM	32	214	17	12	166	18	7	150	25	0	205	27	873
	7:45 AM	39	204	19	18	193	11	10	144	33	0	288	44	1,003
	8:00 AM	30	208	11	16	197	17	7	132	32	0	289	39	978
	8:15 AM	30	198	17	14	202	15	9	140	31	0	295	30	981
	8:30 AM	37	190	6	26	187	15	4	180	43	0	293	25	1,006
	8:45 AM	31	203	16	21	221	17	9	178	39	0	298	45	1,078
	9:00 AM	31	197	9	21	204	12	9	186	36	0	278	27	1,010
	9:15 AM	42	193	19	24	191	19	11	178	43	0	271	31	1,022
	VOLUMES	272	1,607	114	152	1,561	124	66	1,288	282	0	2,217	268	7,951
	APPROACH %	14%	81%	6%	8%	85%	7%	4%	79%	17%	0%	89%	11%	
	APP/DEPART	1,993	/	1,941	1,837	/	1,843	1,636	/	1,554	2,485	/	2,613	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	141	783	50	92	803	63	33	722	161	0	1,140	128	4,116
	APPROACH %	14%	80%	5%	10%	84%	7%	4%	79%	18%	0%	90%	10%	
	PEAK HR FACTOR		0.959			0.925			0.987			0.924		0.955
	APP/DEPART	974	/	944	958	/	964	916	/	864	1,268	/	1,344	0
PM	5:00 PM	22	227	32	23	262	18	18	210	31	1	200	20	1,064
	5:15 PM	33	228	30	21	185	26	30	214	30	0	158	17	972
	5:30 PM	38	240	19	22	175	18	24	178	31	1	180	19	945
	5:45 PM	40	256	26	19	153	15	34	138	30	1	181	15	908
	6:00 PM	36	269	36	21	134	18	26	163	29	0	192	11	935
	6:15 PM	38	230	29	20	156	18	30	159	55	0	184	14	933
	6:30 PM	26	219	29	20	165	24	25	175	66	1	178	19	947
	6:45 PM	37	233	23	24	152	17	23	151	65	0	157	22	904
	VOLUMES	270	1,902	224	170	1,382	154	210	1,388	337	4	1,430	137	7,608
	APPROACH %	11%	79%	9%	10%	81%	9%	11%	72%	17%	0%	91%	9%	
	APP/DEPART	2,396	/	2,249	1,706	/	1,723	1,935	/	1,782	1,571	/	1,854	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	133	951	107	85	775	77	106	740	122	3	719	71	3,889
	APPROACH %	11%	80%	9%	9%	83%	8%	11%	76%	13%	0%	91%	9%	
	PEAK HR FACTOR		0.925			0.773			0.883			0.897		0.914
	APP/DEPART	1,191	/	1,128	937	/	900	968	/	932	793	/	929	0

	U-TURNS					LEFT TURN BIKES				
	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
7:30 AM					0					0
7:45 AM					0					0
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0
5:00 PM					0					0
5:15 PM					0					0
5:30 PM					0					0
5:45 PM					0					0
6:00 PM					0					0
6:15 PM					0					0
6:30 PM					0					0
6:45 PM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	32	11	12	32	87	31	11	11	31	84	1	0	1	1	3
7:45 AM	34	13	9	29	85	32	12	9	29	82	2	1	0	0	3
8:00 AM	27	12	9	24	72	25	12	8	24	69	2	0	1	0	3
8:15 AM	19	17	16	27	79	19	16	15	26	76	0	1	1	1	3
8:30 AM	34	11	7	42	94	32	11	7	41	91	2	0	0	1	3
8:45 AM	29	10	10	31	80	29	10	9	30	78	0	0	1	1	2
9:00 AM	23	11	19	20	73	22	11	19	19	71	1	0	0	1	2
9:15 AM	18	12	11	29	70	16	11	10	28	65	2	1	1	1	5
TOTAL	216	97	93	234	640	206	94	88	228	616	10	3	5	6	24
PM 5:00 PM	22	14	13	18	67	21	12	12	18	63	1	2	1	0	4
5:15 PM	25	8	7	29	69	25	7	7	29	68	0	1	0	0	1
5:30 PM	29	11	18	15	73	29	8	18	15	70	0	3	0	0	3
5:45 PM	21	10	22	31	84	21	8	21	30	80	0	2	1	1	4
6:00 PM	24	6	13	14	57	24	5	12	13	54	0	1	1	1	3
6:15 PM	21	10	9	23	63	21	8	8	23	60	0	2	1	0	3
6:30 PM	35	13	10	17	75	33	11	8	17	69	2	2	2	0	6
6:45 PM	24	6	16	20	66	23	4	14	18	59	1	2	2	2	7
TOTAL	201	78	108	167	554	197	63	100	163	523	4	15	8	4	31

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BUNDY	LOCATION #:	58
TUESDAY	EAST & WEST:	OHIO	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

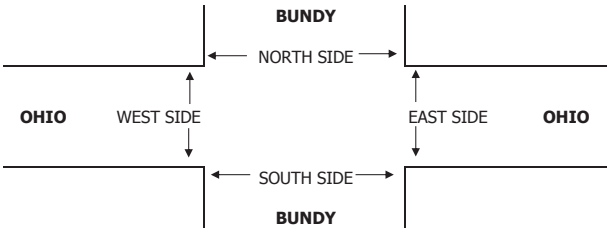
		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND OHIO			WESTBOUND OHIO			
	LANES:	NL 1	NT 2	NR 1	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	15	238	14	0	169	19	16	36	18	23	17	3	568
	7:45 AM	11	243	14	1	211	20	15	29	21	34	30	0	629
	8:00 AM	15	239	11	0	215	16	9	24	18	35	32	2	616
	8:15 AM	19	226	14	0	207	16	18	29	26	27	40	2	624
	8:30 AM	15	220	11	0	218	16	11	26	21	34	38	0	610
	8:45 AM	16	232	10	0	243	16	15	40	21	47	60	1	701
	9:00 AM	17	225	8	1	219	17	17	35	23	41	52	0	655
	9:15 AM	18	236	16	0	217	20	17	26	18	33	37	0	638
	VOLUMES	126	1,859	98	2	1,699	140	118	245	166	274	306	8	5,041
	APPROACH %	6%	89%	5%	0%	92%	8%	22%	46%	31%	47%	52%	1%	
	APP/DEPART	2,083	/	1,985	1,841	/	2,139	529	/	345	588	/	572	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	66	913	45	1	897	69	60	127	83	155	187	1	2,604
	APPROACH %	6%	89%	4%	0%	93%	7%	22%	47%	31%	45%	55%	0%	
	PEAK HR FACTOR		0.948			0.933			0.888			0.794		0.929
	APP/DEPART	1,024	/	974	967	/	1,135	270	/	173	343	/	322	0
PM	5:00 PM	18	256	11	0	267	20	33	53	41	12	17	2	730
	5:15 PM	18	244	12	0	206	17	46	92	39	5	12	0	691
	5:30 PM	17	246	16	0	203	9	48	96	45	13	8	1	702
	5:45 PM	20	252	16	1	166	9	62	68	50	11	11	4	670
	6:00 PM	6	285	15	0	151	14	58	99	67	10	11	1	717
	6:15 PM	13	234	14	0	206	11	50	66	91	14	10	3	712
	6:30 PM	11	224	16	0	218	10	50	43	106	18	9	2	707
	6:45 PM	8	264	16	1	195	13	29	27	45	14	8	0	620
	VOLUMES	111	2,005	116	2	1,612	103	376	544	484	97	86	13	5,549
	APPROACH %	5%	90%	5%	0%	94%	6%	27%	39%	34%	49%	44%	7%	
	APP/DEPART	2,232	/	2,394	1,717	/	2,193	1,404	/	662	196	/	300	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	50	995	61	1	741	44	220	276	314	53	41	10	2,806
	APPROACH %	5%	90%	6%	0%	94%	6%	27%	34%	39%	51%	39%	10%	
	PEAK HR FACTOR		0.904			0.862			0.904			0.897		0.978
	APP/DEPART	1,106	/	1,225	786	/	1,108	810	/	338	104	/	135	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	15	14	8	13	50
7:45 AM	5	9	4	10	28
8:00 AM	8	17	5	7	37
8:15 AM	5	8	6	15	34
8:30 AM	2	13	2	19	36
8:45 AM	7	13	7	19	46
9:00 AM	4	18	8	15	45
9:15 AM	9	17	4	12	42
TOTAL	55	109	44	110	318
PM 5:00 PM	0	19	5	13	37
5:15 PM	8	15	8	14	45
5:30 PM	5	15	11	10	41
5:45 PM	6	20	11	22	59
6:00 PM	9	17	8	14	48
6:15 PM	15	21	16	13	65
6:30 PM	9	5	4	12	30
6:45 PM	12	11	15	16	54
TOTAL	64	123	78	114	379

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
15	12	7	12	46
4	9	3	10	26
8	15	4	7	34
3	6	6	14	29
1	10	2	18	31
5	7	6	19	37
3	17	8	15	43
7	17	4	12	40
46	93	40	107	286
0	15	5	13	33
7	13	8	14	42
5	14	11	10	40
6	20	11	22	59
7	15	8	14	44
12	20	13	13	58
7	4	4	12	27
10	10	12	16	48
54	111	72	114	351

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
0	2	1	1	4
1	0	1	0	2
0	2	1	0	3
2	2	0	1	5
1	3	0	1	5
2	6	1	0	9
1	1	0	0	2
2	0	0	0	2
9	16	4	3	32
0	4	0	0	4
1	2	0	0	3
0	1	0	0	1
0	0	0	0	0
2	2	0	0	4
3	1	3	0	7
2	1	0	0	3
2	1	3	0	6
10	12	6	0	28

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	21ST ST	LOCATION #:	59
THURSDAY	EAST & WEST:	ARIZONA	CONTROL:	2 WAY STOP NS

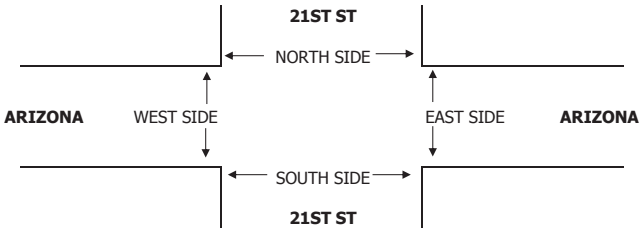
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 21ST ST			SOUTHBOUND 21ST ST			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	1	10	0	2	2	4	3	29	0	1	31	4	87
	7:45 AM	1	4	0	1	2	3	0	45	0	0	49	2	107
	8:00 AM	0	1	0	3	3	4	6	62	0	2	42	5	128
	8:15 AM	0	0	0	2	1	6	3	76	2	0	58	2	150
	8:30 AM	0	0	0	0	3	0	8	60	2	0	50	7	130
	8:45 AM	0	0	0	3	0	2	6	58	2	3	52	8	134
	9:00 AM	2	0	0	1	1	7	5	61	3	2	53	9	144
	9:15 AM	0	0	0	1	1	3	10	49	4	1	45	3	117
	VOLUMES	4	15	0	13	13	29	41	440	13	9	380	40	997
	APPROACH %	21%	79%	0%	24%	24%	53%	8%	89%	3%	2%	89%	9%	
	APP/DEPART	19	/	96	55	/	35	494	/	453	429	/	413	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	2	0	0	6	5	15	22	255	9	5	213	26	558
	APPROACH %	100%	0%	0%	23%	19%	58%	8%	89%	3%	2%	87%	11%	
	PEAK HR FACTOR		0.250			0.722			0.883			0.953		0.930
	APP/DEPART	2	/	48	26	/	19	286	/	261	244	/	230	0
PM	5:00 PM	0	0	0	5	0	7	13	141	1	0	51	4	222
	5:15 PM	0	0	0	5	0	7	10	104	0	1	54	3	184
	5:30 PM	0	0	0	2	1	7	8	94	0	1	56	0	169
	5:45 PM	0	0	0	5	0	12	11	103	4	0	63	4	202
	6:00 PM	1	0	0	7	0	15	5	87	0	0	43	0	158
	6:15 PM	0	0	0	2	0	1	10	42	0	0	48	7	110
	6:30 PM	3	0	0	4	0	5	5	46	2	0	44	2	111
	6:45 PM	0	0	0	4	0	5	3	35	2	0	49	2	100
	VOLUMES	4	0	0	34	1	59	65	652	9	2	408	22	1,256
	APPROACH %	100%	0%	0%	36%	1%	63%	9%	90%	1%	0%	94%	5%	
	APP/DEPART	4	/	87	94	/	12	726	/	686	432	/	471	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	17	1	33	42	442	5	2	224	11	777
	APPROACH %	0%	0%	0%	33%	2%	65%	9%	90%	1%	1%	95%	5%	
	PEAK HR FACTOR		0.000			0.750			0.789			0.884		0.875
	APP/DEPART	0	/	53	51	/	8	489	/	459	237	/	257	0

U-TURNS						LEFT TURN BIKES					
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL	
X	X	X	X			X	X	X	X		
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	4	6	10	7	27	1	4	6	5	16	3	2	4	2	11
	7:45 AM	2	1	10	7	20	1	1	7	4	13	1	0	3	3	7
	8:00 AM	5	3	14	14	36	5	2	10	8	25	0	1	4	6	11
	8:15 AM	0	3	12	12	27	0	3	8	10	21	0	0	4	2	6
	8:30 AM	2	2	4	8	16	2	2	2	2	8	0	0	2	6	8
	8:45 AM	1	0	7	17	25	1	0	7	14	22	0	0	0	3	3
	9:00 AM	4	7	15	9	35	4	7	13	7	31	0	0	2	2	4
	9:15 AM	1	1	10	19	31	0	1	3	8	12	1	0	7	11	19
	TOTAL	19	23	82	93	217	14	20	56	58	148	5	3	26	35	69
PM	5:00 PM	3	3	10	18	34	3	3	7	14	27	0	0	3	4	7
	5:15 PM	0	0	6	7	13	0	0	4	5	9	0	0	2	2	4
	5:30 PM	3	0	5	8	16	3	0	2	7	12	0	0	3	1	4
	5:45 PM	0	2	10	12	24	0	2	10	9	21	0	0	0	3	3
	6:00 PM	1	0	8	9	18	1	0	6	6	13	0	0	2	3	5
	6:15 PM	2	5	12	12	31	2	5	9	11	27	0	0	3	1	4
	6:30 PM	3	3	9	6	21	3	3	5	5	16	0	0	4	1	5
	6:45 PM	0	1	7	5	13	0	1	4	5	10	0	0	3	0	3
	TOTAL	12	14	67	77	170	12	14	47	62	135	0	0	20	15	35

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	ARIZONA	LOCATION #:	60
THURSDAY	EAST & WEST:	22ND ST	CONTROL:	ALL WAY STOP

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

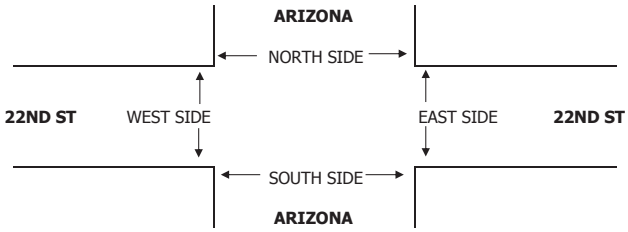
		NORTHBOUND ARIZONA			SOUTHBOUND ARIZONA			EASTBOUND 22ND ST			WESTBOUND 22ND ST			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	0	0	0	2	0	2	5	30	0	0	31	3	73
	7:45 AM	0	1	0	4	0	5	5	42	0	0	46	2	105
	8:00 AM	1	1	1	8	0	6	4	57	1	1	44	4	128
	8:15 AM	0	0	1	4	0	9	3	80	0	1	58	2	158
	8:30 AM	0	0	0	2	0	6	4	57	0	1	51	5	126
	8:45 AM	2	2	1	6	0	11	8	55	0	0	57	6	148
	9:00 AM	1	0	0	5	0	19	6	53	0	0	45	12	141
	9:15 AM	0	0	1	9	0	6	8	46	0	0	45	4	119
	VOLUMES	4	4	4	40	0	64	43	420	1	3	377	38	998
	APPROACH %	33%	33%	33%	38%	0%	62%	9%	91%	0%	1%	90%	9%	
	APP/DEPART	12	/	85	104	/	4	464	/	464	418	/	445	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	3	2	2	17	0	45	21	245	0	2	211	25	573
	APPROACH %	43%	29%	29%	27%	0%	73%	8%	92%	0%	1%	89%	11%	
	PEAK HR FACTOR		0.350			0.646			0.801			0.944		0.907
	APP/DEPART	7	/	48	62	/	2	266	/	264	238	/	259	0
PM	5:00 PM	0	0	1	5	0	9	6	122	0	0	54	5	202
	5:15 PM	0	0	3	4	0	6	5	114	1	0	45	2	180
	5:30 PM	1	1	2	5	0	5	2	103	0	0	66	2	187
	5:45 PM	1	0	0	3	0	3	6	85	0	0	36	2	136
	6:00 PM	1	0	0	6	0	6	4	81	0	0	39	4	141
	6:15 PM	3	0	2	1	0	6	1	60	0	0	38	2	113
	6:30 PM	1	0	1	4	0	5	4	55	0	0	38	6	114
	6:45 PM	4	0	1	3	0	5	3	57	0	0	49	6	128
	VOLUMES	11	1	10	31	0	45	31	677	1	0	365	29	1,201
	APPROACH %	50%	5%	45%	41%	0%	59%	4%	95%	0%	0%	93%	7%	
	APP/DEPART	22	/	61	76	/	1	709	/	718	394	/	421	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	2	1	6	17	0	23	19	424	1	0	201	11	705
	APPROACH %	22%	11%	67%	43%	0%	58%	4%	95%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.563			0.714			0.867			0.779		0.873
	APP/DEPART	9	/	31	40	/	1	444	/	447	212	/	226	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	8	2	1	2	13	4	2	1	2	9	4	0	0	0	4
	7:45 AM	6	6	2	3	17	4	5	2	3	14	2	1	0	0	3
	8:00 AM	8	7	2	5	22	5	7	2	5	19	3	0	0	0	3
	8:15 AM	11	3	2	5	21	10	3	2	5	20	1	0	0	0	1
	8:30 AM	11	2	0	0	13	5	1	0	0	6	6	1	0	0	7
	8:45 AM	14	1	6	1	22	7	0	6	1	14	7	1	0	0	8
	9:00 AM	6	2	3	2	13	3	2	3	2	10	3	0	0	0	3
	9:15 AM	4	2	0	2	8	1	2	0	2	5	3	0	0	0	3
	TOTAL	68	25	16	20	129	39	22	16	20	97	29	3	0	0	32
PM	5:00 PM	9	3	2	2	16	5	3	2	2	12	4	0	0	0	4
	5:15 PM	8	1	1	9	19	4	1	1	9	15	4	0	0	0	4
	5:30 PM	10	0	3	12	25	7	0	3	12	22	3	0	0	0	3
	5:45 PM	10	2	0	4	16	9	2	0	4	15	1	0	0	0	1
	6:00 PM	4	2	3	4	13	3	2	2	4	11	1	0	1	0	2
	6:15 PM	8	4	1	6	19	6	3	1	6	16	2	1	0	0	3
	6:30 PM	5	2	0	3	10	5	2	0	3	10	0	0	0	0	0
	6:45 PM	4	2	0	6	12	3	2	0	6	11	1	0	0	0	1
	TOTAL	58	16	10	46	130	42	15	9	46	112	16	1	1	0	18

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BUNDY	LOCATION #:	61
TUESDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

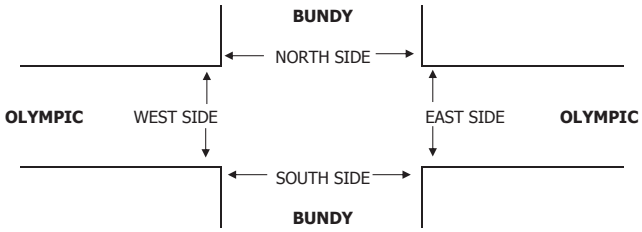
		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
AM	7:30 AM	38	217	30	46	181	30	19	135	28	41	299	69	1,133
	7:45 AM	44	232	42	64	211	29	19	155	19	47	281	73	1,216
	8:00 AM	32	241	38	63	208	21	32	202	21	47	285	82	1,272
	8:15 AM	23	238	43	59	220	33	32	173	17	51	264	82	1,235
	8:30 AM	52	217	40	84	161	34	32	172	30	49	335	73	1,279
	8:45 AM	45	240	32	67	212	32	10	194	26	40	295	55	1,248
	9:00 AM	48	212	42	51	182	26	30	178	32	49	305	71	1,226
	9:15 AM	48	245	45	53	207	29	24	149	22	46	283	67	1,218
	VOLUMES	330	1,842	312	487	1,582	234	198	1,358	195	370	2,347	572	9,827
	APPROACH %	13%	74%	13%	21%	69%	10%	11%	78%	11%	11%	71%	17%	
	APP/DEPART	2,484	/	2,612	2,303	/	2,147	1,751	/	2,157	3,289	/	2,911	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	152	936	153	273	801	120	106	741	94	187	1,179	292	5,034
	APPROACH %	12%	75%	12%	23%	67%	10%	11%	79%	10%	11%	71%	18%	
	PEAK HR FACTOR		0.979			0.957			0.923			0.907		0.984
	APP/DEPART	1,241	/	1,334	1,194	/	1,082	941	/	1,167	1,658	/	1,451	0
PM	5:00 PM	13	206	37	38	177	13	34	186	104	75	266	88	1,237
	5:15 PM	11	252	14	12	157	9	55	141	106	79	259	62	1,157
	5:30 PM	18	220	39	18	150	14	50	144	89	94	240	62	1,138
	5:45 PM	4	221	36	25	179	15	56	218	145	125	209	92	1,325
	6:00 PM	13	218	34	23	147	13	44	212	115	92	257	91	1,259
	6:15 PM	15	235	27	44	210	12	63	163	124	51	226	78	1,248
	6:30 PM	11	240	35	35	191	13	39	173	123	92	252	73	1,277
	6:45 PM	15	262	39	30	183	12	59	223	106	84	162	69	1,244
	VOLUMES	100	1,854	261	225	1,394	101	400	1,460	912	692	1,871	615	9,885
	APPROACH %	5%	84%	12%	13%	81%	6%	14%	53%	33%	22%	59%	19%	
	APP/DEPART	2,215	/	2,869	1,720	/	2,998	2,772	/	1,946	3,178	/	2,072	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	43	914	132	127	727	53	202	766	507	360	944	334	5,109
	APPROACH %	4%	84%	12%	14%	80%	6%	14%	52%	34%	22%	58%	20%	
	PEAK HR FACTOR		0.952			0.852			0.880			0.931		0.964
	APP/DEPART	1,089	/	1,450	907	/	1,594	1,475	/	1,025	1,638	/	1,040	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0	2	0	0	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	8	6	27	10	51
7:45 AM	4	2	27	18	51
8:00 AM	12	7	36	13	68
8:15 AM	5	3	39	16	63
8:30 AM	15	6	29	7	57
8:45 AM	12	5	30	19	66
9:00 AM	15	13	40	11	79
9:15 AM	12	4	35	20	71
TOTAL	83	46	263	114	506
PM 5:00 PM	11	10	41	24	86
5:15 PM	20	16	25	15	76
5:30 PM	14	10	40	15	79
5:45 PM	11	7	29	16	63
6:00 PM	17	17	38	17	89
6:15 PM	13	6	27	16	62
6:30 PM	11	10	24	17	62
6:45 PM	10	11	37	22	80
TOTAL	107	87	261	142	597

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7	6	24	10	47
4	2	26	16	48
11	7	32	13	63
5	2	38	15	60
13	6	26	5	50
12	4	28	17	61
15	13	34	11	73
12	2	30	19	63
79	42	238	106	465
11	9	35	24	79
20	14	25	15	74
13	9	36	15	73
11	4	26	16	57
17	13	31	17	78
12	4	25	16	57
11	9	22	15	57
9	10	32	21	72
104	72	232	139	547

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	0	3	0	4
0	0	1	2	3
1	0	4	0	5
0	1	1	1	3
2	0	3	2	7
0	1	2	2	5
0	0	6	0	6
0	2	5	1	8
4	4	25	8	41
0	1	6	0	7
0	2	0	0	2
1	1	4	0	6
0	3	3	0	6
0	4	7	0	11
1	2	2	0	5
0	1	2	2	5
1	1	5	1	8
3	15	29	3	50

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CENTINELA	LOCATION #:	62
TUESDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
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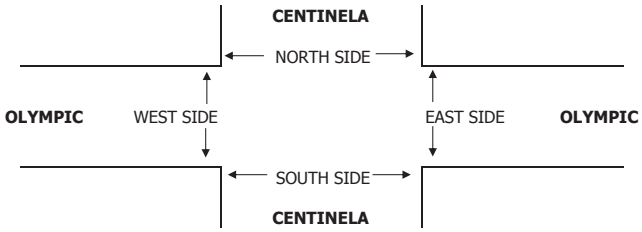
OTHER

◄ W E ► N ▲ S ▼

		NORTHBOUND CENTINELA			SOUTHBOUND CENTINELA			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 1.5	NT 0	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	188	0	20	10	1	0	0	149	53	23	345	0	789
	7:45 AM	188	0	22	10	6	0	0	185	79	33	306	1	830
	8:00 AM	192	0	23	3	6	2	0	167	62	31	303	2	791
	8:15 AM	173	1	29	1	2	1	1	197	76	45	262	1	789
	8:30 AM	192	1	29	0	1	2	1	170	68	42	389	2	897
	8:45 AM	185	1	33	0	0	3	3	204	99	45	326	1	900
	9:00 AM	170	1	37	1	0	1	3	202	92	18	345	1	871
	9:15 AM	160	0	40	2	1	1	3	185	88	39	296	8	823
	VOLUMES	1,448	4	233	27	17	10	11	1,459	617	276	2,572	16	6,690
	APPROACH %	86%	0%	14%	50%	31%	19%	1%	70%	30%	10%	90%	1%	
	APP/DEPART	1,685	/	31	54	/	910	2,087	/	1,719	2,864	/	4,030	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	707	3	139	3	2	7	10	761	347	144	1,356	12	3,491
	APPROACH %	83%	0%	16%	25%	17%	58%	1%	68%	31%	10%	90%	1%	
	PEAK HR FACTOR		0.956			0.750			0.913			0.873		0.970
	APP/DEPART	849	/	25	12	/	493	1,118	/	903	1,512	/	2,070	0
PM	5:00 PM	112	1	24	1	2	1	1	294	159	24	245	0	864
	5:15 PM	177	0	16	0	1	0	0	306	129	23	267	1	920
	5:30 PM	117	0	22	2	1	2	1	258	131	31	262	2	829
	5:45 PM	134	0	19	0	1	2	1	387	142	23	245	1	955
	6:00 PM	130	0	24	2	3	2	1	349	184	15	214	6	930
	6:15 PM	112	0	27	0	4	0	1	307	207	27	215	3	903
	6:30 PM	127	0	21	2	2	0	5	327	98	15	214	6	817
	6:45 PM	137	1	28	0	3	1	1	335	122	38	174	2	842
	VOLUMES	1,046	2	181	7	17	8	11	2,563	1,172	196	1,836	21	7,060
	APPROACH %	85%	0%	15%	22%	53%	25%	0%	68%	31%	10%	89%	1%	
	APP/DEPART	1,229	/	34	32	/	1,385	3,746	/	2,751	2,053	/	2,890	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	558	0	81	4	6	6	3	1,300	586	92	988	10	3,634
	APPROACH %	87%	0%	13%	25%	38%	38%	0%	69%	31%	8%	91%	1%	
	PEAK HR FACTOR		0.828			0.571			0.884			0.924		0.951
	APP/DEPART	639	/	13	16	/	684	1,889	/	1,385	1,090	/	1,552	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
X	X	X	X		X	X	X	X	
				0	0	0			0
				0	0	1			1
				0	0	0			0
				0	0	1			1
				0	0	0			0
				0	0	0			0
				0	1	0			1
				0	0	0			0
0	0	0	0	0	1	2	0	0	3
				0	1	0			1
				0	0	0			0
				0	0	0			0
				0	0	0			0
				0	0	0			0
				0	0	0			0
				0	0	0			0
				0	0	0			0
0	0	0	0	0	1	0	0	0	1



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	10	6	0	19
7:45 AM	0	7	6	0	13
8:00 AM	3	3	2	0	8
8:15 AM	0	5	5	0	10
8:30 AM	0	6	5	0	11
8:45 AM	4	2	4	0	10
9:00 AM	0	12	10	0	22
9:15 AM	4	5	9	0	18
TOTAL	14	50	47	0	111
PM 5:00 PM	3	8	25	0	36
5:15 PM	3	10	13	0	26
5:30 PM	8	7	10	0	25
5:45 PM	6	3	12	0	21
6:00 PM	7	8	21	0	36
6:15 PM	5	4	18	0	27
6:30 PM	6	6	15	1	28
6:45 PM	5	6	10	0	21
TOTAL	43	52	124	1	220

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	3	9	6	0	18
7:45 AM	0	5	5	0	10
8:00 AM	3	2	2	0	7
8:15 AM	0	3	5	0	8
8:30 AM	0	5	4	0	9
8:45 AM	3	2	4	0	9
9:00 AM	0	12	7	0	19
9:15 AM	3	4	8	0	15
TOTAL	12	42	41	0	95
PM 5:00 PM	3	7	24	0	34
5:15 PM	3	10	12	0	25
5:30 PM	7	7	10	0	24
5:45 PM	4	3	12	0	19
6:00 PM	5	8	21	0	34
6:15 PM	4	4	17	0	25
6:30 PM	3	6	14	0	23
6:45 PM	5	5	9	0	19
TOTAL	34	50	119	0	203

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM 7:30 AM	0	1	0	0	1
7:45 AM	0	2	1	0	3
8:00 AM	0	1	0	0	1
8:15 AM	0	2	0	0	2
8:30 AM	0	1	1	0	2
8:45 AM	1	0	0	0	1
9:00 AM	0	0	3	0	3
9:15 AM	1	1	1	0	3
TOTAL	2	8	6	0	16
PM 5:00 PM	0	1	1	0	2
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	2	0	0	0	2
6:00 PM	2	0	0	0	2
6:15 PM	1	0	1	0	2
6:30 PM	3	0	1	1	5
6:45 PM	0	1	1	0	2
TOTAL	9	2	5	1	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/3/16	NORTH & SOUTH:	26TH ST	LOCATION #:	63
THURSDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM
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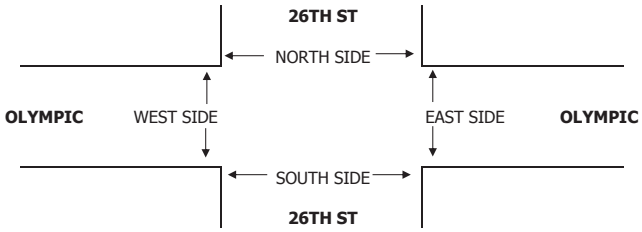
		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 1	NT 1.5	NR 0.5	SL 2	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL
AM	7:30 AM	2	45	7	17		40	6	88			136	54	395
	7:45 AM	0	55	3	24		46	15	108			189	56	496
	8:00 AM	1	53	13	28		77	29	121			164	50	536
	8:15 AM	2	71	14	23		43	28	172			153	51	557
	8:30 AM	1	72	15	34		50	24	177			138	60	571
	8:45 AM	3	90	10	22		47	24	175			169	61	601
	9:00 AM	11	80	17	29		33	28	154			161	78	591
	9:15 AM	0	56	12	31		45	20	119			113	82	478
	VOLUMES	20	522	91	208	0	381	174	1,114	0	0	1,223	492	4,225
	APPROACH %	3%	82%	14%	35%	0%	65%	14%	86%	0%	0%	71%	29%	
	APP/DEPART	633	/	1,188	589	/	0	1,288	/	1,413	1,715	/	1,624	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	17	313	56	108	0	173	104	678	0	0	621	250	2,320
	APPROACH %	4%	81%	15%	38%	0%	62%	13%	87%	0%	0%	71%	29%	
	PEAK HR FACTOR		0.894			0.836			0.973			0.911		0.965
	APP/DEPART	386	/	667	281	/	0	782	/	842	871	/	811	0
PM	5:00 PM	3	63	13	89		96	5	134			143	20	566
	5:15 PM	5	76	8	86		86	4	139			205	22	631
	5:30 PM	1	83	9	92		73	1	161			185	19	624
	5:45 PM	24	79	19	61		80	9	121			173	20	586
	6:00 PM	8	56	4	72		81	11	133			202	30	597
	6:15 PM	3	92	8	84		74	13	106			183	23	586
	6:30 PM	1	52	3	72		65	18	124			228	31	594
	6:45 PM	3	82	6	49		59	19	154			184	25	581
	VOLUMES	48	583	70	605	0	614	80	1,072	0	0	1,503	190	4,765
	APPROACH %	7%	83%	10%	50%	0%	50%	7%	93%	0%	0%	89%	11%	
	APP/DEPART	701	/	853	1,219	/	0	1,152	/	1,747	1,693	/	2,165	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	38	294	40	311	0	320	25	554	0	0	765	91	2,438
	APPROACH %	10%	79%	11%	49%	0%	51%	4%	96%	0%	0%	89%	11%	
	PEAK HR FACTOR		0.762			0.917			0.894			0.922		0.966
	APP/DEPART	372	/	410	631	/	0	579	/	905	856	/	1,123	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
	0				0
	0				0
	0				0
	0				0
	0				0
	0				0
	1				1
	0				0
	1	0	0	0	1
	1				0
	0				0
	1				1
	0				0
	0				0
	0				0
	0				0
	0				0
	1	0	0	0	1

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
		0			0
		1			1
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
0	1	0	0	1	
		1			1
		0			0
		0			0
		1			1
		0			0
		0			0
		0			0
		0			0
0	2	0	0	2	



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	19	21	49	0	89
	7:45 AM	16	15	64	0	95
	8:00 AM	17	24	45	0	86
	8:15 AM	9	23	50	0	82
	8:30 AM	18	15	42	0	75
	8:45 AM	9	17	60	0	86
	9:00 AM	3	16	25	0	44
	9:15 AM	8	9	38	2	57
	TOTAL	99	140	373	2	614
PM	5:00 PM	19	21	49	0	89
	5:15 PM	16	15	64	0	95
	5:30 PM	17	24	45	0	86
	5:45 PM	9	23	50	0	82
	6:00 PM	18	15	42	0	75
	6:15 PM	9	17	60	0	86
	6:30 PM	3	16	25	0	44
	6:45 PM	8	9	38	2	57
	TOTAL	99	140	373	2	614

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
18	13	46	0	77
16	11	61	0	88
15	14	43	0	72
5	14	45	0	64
18	6	24	0	48
9	13	59	0	81
3	12	23	0	38
6	5	36	1	48
90	88	337	1	516
18	13	46	0	77
16	11	61	0	88
15	14	43	0	72
5	14	45	0	64
18	6	24	0	48
9	13	59	0	81
3	12	23	0	38
6	5	36	1	48
90	88	337	1	516

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	8	3	0	12
0	4	3	0	7
2	10	2	0	14
4	9	5	0	18
0	9	18	0	27
0	4	1	0	5
0	4	2	0	6
2	4	2	1	9
9	52	36	1	98
1	8	3	0	12
0	4	3	0	7
2	10	2	0	14
4	9	5	0	18
0	9	18	0	27
0	4	1	0	5
0	4	2	0	6
2	4	2	1	9
9	52	36	1	98

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	14TH ST	LOCATION #:	64
WEDNESDAY	EAST & WEST:	MONTANA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

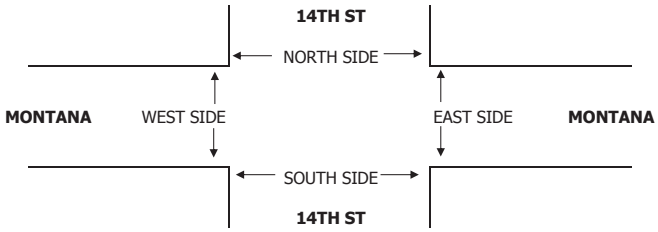
		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND MONTANA			WESTBOUND MONTANA			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	4	21	15	4	11	8	7	89	8	5	64	11	247
	7:45 AM	7	19	14	7	25	9	8	83	12	5	89	8	286
	8:00 AM	8	21	14	9	20	9	6	118	7	12	75	5	304
	8:15 AM	10	14	21	8	25	8	9	134	7	14	82	6	338
	8:30 AM	7	15	12	10	36	5	11	125	9	15	128	14	387
	8:45 AM	16	23	21	11	35	17	6	108	16	12	105	7	377
	9:00 AM	21	23	14	7	30	13	10	137	10	14	88	8	375
	9:15 AM	10	32	17	7	28	9	12	125	11	19	107	14	391
	VOLUMES	83	168	128	63	210	78	69	919	80	96	738	73	2,705
	APPROACH %	22%	44%	34%	18%	60%	22%	6%	86%	7%	11%	81%	8%	
	APP/DEPART	379	/	310	351	/	386	1,068	/	1,110	907	/	899	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	54	93	64	35	129	44	39	495	46	60	428	43	1,530
	APPROACH %	26%	44%	30%	17%	62%	21%	7%	85%	8%	11%	81%	8%	
	PEAK HR FACTOR		0.879			0.825			0.924			0.846		0.978
	APP/DEPART	211	/	175	208	/	235	580	/	594	531	/	526	0
PM	5:00 PM	17	31	15	11	35	9	6	120	13	15	122	10	404
	5:15 PM	20	35	11	7	32	11	6	125	8	6	133	9	403
	5:30 PM	18	27	19	3	31	16	10	131	14	11	133	9	422
	5:45 PM	11	24	25	9	30	11	11	143	14	15	117	7	417
	6:00 PM	13	28	18	7	29	13	7	143	10	9	114	10	401
	6:15 PM	17	31	19	4	26	9	3	96	11	13	120	8	357
	6:30 PM	13	23	18	12	22	8	7	140	6	14	91	5	359
	6:45 PM	12	24	13	7	20	11	1	101	7	7	109	8	320
	VOLUMES	121	223	138	60	225	88	51	999	83	90	939	66	3,083
	APPROACH %	25%	46%	29%	16%	60%	24%	5%	88%	7%	8%	86%	6%	
	APP/DEPART	482	/	340	373	/	398	1,133	/	1,197	1,095	/	1,148	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	66	117	70	30	128	47	33	519	49	47	505	35	1,646
	APPROACH %	26%	46%	28%	15%	62%	23%	5%	86%	8%	8%	86%	6%	
	PEAK HR FACTOR		0.958			0.932			0.894			0.959		0.975
	APP/DEPART	253	/	185	205	/	224	601	/	619	587	/	618	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
		0		0
0	0	0	0	0
		0		0
		2		2
		0		0
		0		0
		0		0
		0		0
		0		0
		1		1
0	0	3	0	3



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	10	10	4	3	27
7:45 AM	12	14	3	0	29
8:00 AM	17	7	9	4	37
8:15 AM	16	13	7	1	37
8:30 AM	22	17	12	6	57
8:45 AM	19	27	5	1	52
9:00 AM	23	14	8	9	54
9:15 AM	35	28	11	7	81
TOTAL	154	130	59	31	374
5:00 PM	44	31	12	15	102
5:15 PM	28	23	13	7	71
5:30 PM	43	25	16	9	93
5:45 PM	21	39	8	9	77
6:00 PM	35	32	12	4	83
6:15 PM	33	14	11	2	60
6:30 PM	29	45	14	8	96
6:45 PM	25	35	12	7	79
TOTAL	258	244	98	61	661

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
9	10	3	2	24
12	12	2	0	26
16	7	8	4	35
16	13	7	1	37
17	17	12	5	51
15	25	3	1	44
20	12	8	9	49
33	22	11	7	73
138	118	54	29	339
44	28	12	14	98
25	16	13	7	61
41	23	16	9	89
20	31	8	8	67
31	26	12	4	73
33	13	11	2	59
28	40	13	7	88
24	33	12	7	76
246	210	97	58	611

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	0	1	1	3
0	2	1	0	3
1	0	1	0	2
0	0	0	0	0
5	0	0	1	6
4	2	2	0	8
3	2	0	0	5
2	6	0	0	8
16	12	5	2	35
0	3	0	1	4
3	7	0	0	10
2	2	0	0	4
1	8	0	1	10
4	6	0	0	10
0	1	0	0	1
1	5	1	1	8
1	2	0	0	3
12	34	1	3	50

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	14TH ST	LOCATION #:	65
WEDNESDAY	EAST & WEST:	OLYMPIC	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

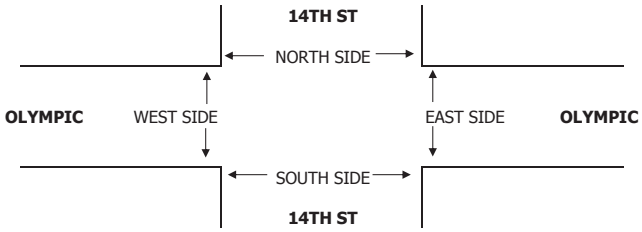
		NORTHBOUND 14TH ST			SOUTHBOUND 14TH ST			EASTBOUND OLYMPIC			WESTBOUND OLYMPIC			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	7	75	16	25	51	13	12	33	1	12	50	9	304
	7:45 AM	5	60	11	20	60	19	19	81	13	8	117	30	443
	8:00 AM	9	90	38	28	69	17	15	60	0	19	76	21	442
	8:15 AM	19	106	25	28	66	15	17	61	2	18	90	12	459
	8:30 AM	18	138	34	34	75	16	17	64	2	25	102	23	548
	8:45 AM	16	142	36	38	88	14	24	59	4	19	80	18	538
	9:00 AM	24	150	35	33	79	25	16	43	3	14	82	23	527
	9:15 AM	11	128	19	36	78	24	30	62	2	10	81	14	495
	VOLUMES	109	889	214	242	566	143	150	463	27	125	678	150	3,756
	APPROACH %	9%	73%	18%	25%	60%	15%	23%	72%	4%	13%	71%	16%	
	APP/DEPART	1,212	/	1,189	951	/	718	640	/	919	953	/	930	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	69	558	124	141	320	79	87	228	11	68	345	78	2,108
	APPROACH %	9%	74%	17%	26%	59%	15%	27%	70%	3%	14%	70%	16%	
	PEAK HR FACTOR		0.898			0.964			0.867			0.818		0.962
	APP/DEPART	751	/	723	540	/	399	326	/	493	491	/	493	0
PM	5:00 PM	6	99	20	17	143	14	7	48	16	53	134	34	591
	5:15 PM	8	82	18	15	142	15	12	43	16	53	154	23	581
	5:30 PM	0	72	15	16	144	11	10	46	7	51	145	40	557
	5:45 PM	0	86	10	24	155	14	14	40	8	42	134	32	559
	6:00 PM	7	82	21	31	121	16	12	35	11	55	125	28	544
	6:15 PM	3	81	13	26	127	10	9	36	5	55	114	32	511
	6:30 PM	3	74	15	23	116	13	10	42	2	52	125	26	501
	6:45 PM	5	84	14	15	102	10	10	39	3	27	88	17	414
	VOLUMES	32	660	126	167	1,050	103	84	329	68	388	1,019	232	4,258
	APPROACH %	4%	81%	15%	13%	80%	8%	17%	68%	14%	24%	62%	14%	
	APP/DEPART	818	/	976	1,320	/	1,506	481	/	622	1,639	/	1,154	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	14	339	63	72	584	54	43	177	47	199	567	129	2,288
	APPROACH %	3%	81%	15%	10%	82%	8%	16%	66%	18%	22%	63%	14%	
	PEAK HR FACTOR		0.832			0.920			0.940			0.948		0.968
	APP/DEPART	416	/	511	710	/	830	267	/	312	895	/	635	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		1	1	2
		0	1	1
		4	3	7
		2	4	6
		7	5	12
		9	2	11
		8	0	8
		16	2	18
0	0	47	18	65
		4	6	10
		4	2	6
		6	4	10
		3	4	7
		3	2	5
		5	4	9
		3	2	5
		5	6	11
0	0	33	30	63

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
		0	0	0
		2	0	2
		0	0	0
		0	1	1
		0	1	1
		0	0	0
		0	0	0
0	0	2	3	5
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	1	1
		0	0	0
0	0	0	2	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	0	4	2	2	8
7:45 AM	2	3	4	7	16
8:00 AM	5	0	3	11	19
8:15 AM	5	1	5	3	14
8:30 AM	5	3	7	5	20
8:45 AM	1	2	5	8	16
9:00 AM	4	4	9	3	20
9:15 AM	1	5	8	11	25
TOTAL	23	22	43	50	138
PM 5:00 PM	4	6	24	14	48
5:15 PM	6	2	16	4	28
5:30 PM	14	4	18	10	46
5:45 PM	6	18	36	10	70
6:00 PM	10	4	22	8	44
6:15 PM	6	2	20	8	36
6:30 PM	10	4	14	10	38
6:45 PM	10	16	26	14	66
TOTAL	66	56	176	78	376

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	4	0	1	5
2	2	3	4	11
4	0	3	7	14
5	1	3	2	11
5	3	7	4	19
1	1	3	7	12
3	2	8	2	15
0	4	5	10	19
20	17	32	37	106
2	3	12	7	24
3	1	8	2	14
7	2	9	5	23
3	9	18	5	35
5	2	11	4	22
3	1	10	4	18
5	2	7	5	19
5	8	13	7	33
33	28	88	39	188

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
0	0	2	1	3
0	1	1	3	5
1	0	0	4	5
0	0	2	1	3
0	0	0	1	1
0	1	2	1	4
1	2	1	1	5
1	1	3	1	6
3	5	11	13	32
2	3	12	7	24
3	1	8	2	14
7	2	9	5	23
3	9	18	5	35
5	2	11	4	22
3	1	10	4	18
5	2	7	5	19
5	8	13	7	33
33	28	88	39	188

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	11TH ST	LOCATION #:	66
WEDNESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

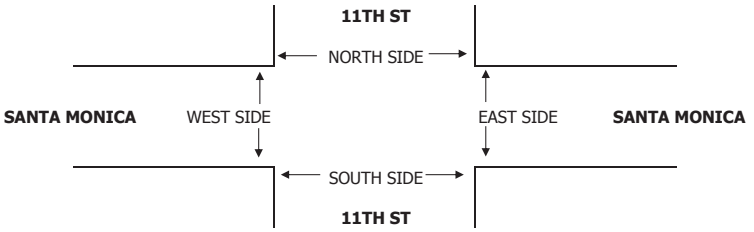
		NORTHBOUND 11TH ST			SOUTHBOUND 11TH ST			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	10	83	25	14	76	8	14	76	11	12	98	11	438
	7:45 AM	10	92	35	15	96	6	9	115	3	13	97	17	508
	8:00 AM	9	69	26	18	101	6	9	132	34	21	84	14	523
	8:15 AM	17	94	32	18	104	6	7	107	16	19	120	13	553
	8:30 AM	8	90	30	17	110	7	7	116	13	29	106	14	547
	8:45 AM	16	125	28	18	99	10	14	123	16	24	111	6	590
	9:00 AM	13	88	20	22	123	6	9	123	11	15	134	9	573
	9:15 AM	15	108	26	18	112	10	5	121	18	21	111	7	572
	VOLUMES	98	749	222	140	821	59	74	913	122	154	861	91	4,304
	APPROACH %	9%	70%	21%	14%	80%	6%	7%	82%	11%	14%	78%	8%	
	APP/DEPART	1,069	/	914	1,020	/	1,097	1,109	/	1,275	1,106	/	1,018	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	52	411	104	75	444	33	35	483	58	89	462	36	2,282
	APPROACH %	9%	72%	18%	14%	80%	6%	6%	84%	10%	15%	79%	6%	
	PEAK HR FACTOR		0.839			0.914			0.941			0.929		0.967
	APP/DEPART	567	/	482	552	/	591	576	/	662	587	/	547	0
PM	5:00 PM	12	117	16	31	116	7	10	178	19	22	133	20	681
	5:15 PM	9	129	20	28	99	5	8	165	12	27	117	25	644
	5:30 PM	11	92	29	22	90	9	7	198	9	22	146	23	658
	5:45 PM	18	130	12	20	75	7	8	165	18	31	122	20	626
	6:00 PM	12	110	16	20	94	4	10	173	11	16	118	15	599
	6:15 PM	17	108	33	21	85	7	8	160	16	13	129	13	610
	6:30 PM	10	84	22	18	94	4	8	175	13	15	141	19	603
	6:45 PM	16	92	25	18	76	7	6	148	23	24	123	13	571
	VOLUMES	105	862	173	178	729	50	65	1,362	121	170	1,029	148	4,992
	APPROACH %	9%	76%	15%	19%	76%	5%	4%	88%	8%	13%	76%	11%	
	APP/DEPART	1,140	/	1,075	957	/	1,020	1,548	/	1,713	1,347	/	1,184	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	50	468	77	101	380	28	33	706	58	102	518	88	2,609
	APPROACH %	8%	79%	13%	20%	75%	6%	4%	89%	7%	14%	73%	12%	
	PEAK HR FACTOR		0.930			0.826			0.931			0.927		0.958
	APP/DEPART	595	/	589	509	/	540	797	/	884	708	/	596	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0

LEFT TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	2	4	5	4	15	2	2	4	4	12	0	2	1	0	3
	7:45 AM	2	4	5	9	20	2	4	2	9	17	0	0	3	0	3
	8:00 AM	1	3	2	8	14	1	3	1	8	13	0	0	1	0	1
	8:15 AM	3	1	2	2	8	2	1	1	2	6	1	0	1	0	2
	8:30 AM	1	2	1	2	6	1	1	1	2	5	0	1	0	0	1
	8:45 AM	3	7	6	4	20	1	7	3	4	15	2	0	3	0	5
	9:00 AM	6	10	5	5	26	5	10	3	4	22	1	0	2	1	4
	9:15 AM	2	13	12	10	37	2	8	9	9	28	0	5	3	1	9
	TOTAL	20	44	38	44	146	16	36	24	42	118	4	8	14	2	28
PM	5:00 PM	0	17	7	10	34	0	14	4	9	27	0	3	3	1	7
	5:15 PM	4	16	4	6	30	4	15	3	5	27	0	1	1	1	3
	5:30 PM	1	11	6	5	23	1	10	4	4	19	0	1	2	1	4
	5:45 PM	6	11	6	10	33	6	10	3	8	27	0	1	3	2	6
	6:00 PM	8	14	6	9	37	7	8	4	7	26	1	6	2	2	11
	6:15 PM	4	9	8	10	31	4	7	2	8	21	0	2	6	2	10
	6:30 PM	5	19	10	6	40	3	18	5	6	32	2	1	5	0	8
	6:45 PM	4	6	8	5	23	4	6	1	5	16	0	0	7	0	7
	TOTAL	32	103	55	61	251	29	88	26	52	195	3	15	29	9	56

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	11TH ST	LOCATION #:	67
WEDNESDAY	EAST & WEST:	PICO	CONTROL:	SIGNAL

NOTES:

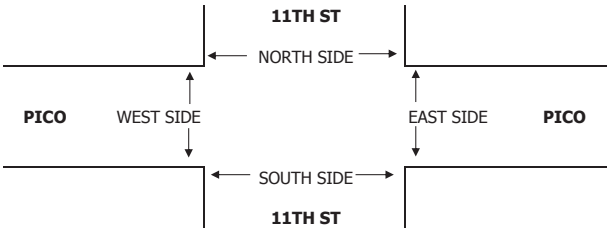
WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 11TH ST			SOUTHBOUND 11TH ST			EASTBOUND PICO			WESTBOUND PICO			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	5	101	7	13	28	16	32	111	2	6	69	10	400
	7:45 AM	7	109	12	18	50	25	42	140	1	5	99	12	520
	8:00 AM	9	90	7	14	65	36	34	152	1	12	109	13	542
	8:15 AM	9	111	8	6	63	37	39	115	3	10	130	19	550
	8:30 AM	14	136	17	11	69	21	44	130	4	9	146	20	621
	8:45 AM	16	107	11	12	65	39	48	130	6	10	132	15	591
	9:00 AM	7	117	2	8	62	37	39	115	5	10	131	15	548
	9:15 AM	24	109	20	27	64	30	47	150	5	6	161	16	659
	VOLUMES	91	880	84	109	466	241	325	1,043	27	68	977	120	4,431
	APPROACH %	9%	83%	8%	13%	57%	30%	23%	75%	2%	6%	84%	10%	
	APP/DEPART	1,055	/	1,325	816	/	561	1,395	/	1,236	1,165	/	1,309	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	61	469	50	58	260	127	178	525	20	35	570	66	2,419
	APPROACH %	11%	81%	9%	13%	58%	29%	25%	73%	3%	5%	85%	10%	
	PEAK HR FACTOR		0.868			0.919			0.895			0.917		0.918
	APP/DEPART	580	/	713	445	/	315	723	/	633	671	/	758	0
PM	5:00 PM	5	65	2	12	127	38	22	126	10	19	150	17	593
	5:15 PM	6	75	12	20	105	44	34	139	6	28	146	10	625
	5:30 PM	5	64	7	9	118	34	36	143	5	17	135	13	586
	5:45 PM	5	73	13	13	113	37	31	151	6	13	163	11	629
	6:00 PM	5	67	2	12	130	38	23	128	9	20	155	19	608
	6:15 PM	6	80	13	20	112	54	39	158	7	30	156	14	689
	6:30 PM	3	51	11	13	105	39	28	122	5	28	100	13	518
	6:45 PM	7	65	9	18	100	32	40	137	7	20	177	18	630
	VOLUMES	42	540	69	117	910	316	253	1,104	55	175	1,182	115	4,878
	APPROACH %	6%	83%	11%	9%	68%	24%	18%	78%	4%	12%	80%	8%	
	APP/DEPART	651	/	908	1,343	/	1,140	1,412	/	1,290	1,472	/	1,540	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	21	284	35	54	473	163	129	580	27	80	609	57	2,512
	APPROACH %	6%	84%	10%	8%	69%	24%	18%	79%	4%	11%	82%	8%	
	PEAK HR FACTOR		0.859			0.927			0.902			0.933		0.911
	APP/DEPART	340	/	470	690	/	580	736	/	669	746	/	793	0

U-TURNS					
	NB X	SB X	EB X	WB X	TTL
AM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

LEFT TURN BIKES					
	NL X	SL X	EL X	WL X	TTL
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	1	1	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	2	1	3
PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	1	1	1	4
	1	1	1	1	4



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	13	2	11	3	29
	7:45 AM	7	1	5	4	17
	8:00 AM	9	2	5	1	17
	8:15 AM	10	3	9	4	26
	8:30 AM	3	0	10	4	17
	8:45 AM	5	1	6	4	16
	9:00 AM	7	1	20	7	35
	9:15 AM	12	2	18	4	36
	TOTAL	66	12	84	31	193
PM	5:00 PM	3	0	4	4	11
	5:15 PM	2	3	12	10	27
	5:30 PM	12	1	8	0	21
	5:45 PM	6	2	6	7	21
	6:00 PM	7	1	11	13	32
	6:15 PM	2	1	9	5	17
	6:30 PM	5	5	14	7	31
	6:45 PM	1	2	8	2	13
	TOTAL	38	15	72	48	173

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7	0	8	1	16
3	0	4	2	9
9	1	2	1	13
6	3	4	2	15
1	0	6	1	8
3	0	4	4	11
7	1	13	6	27
8	1	10	2	21
44	6	51	19	120
3	0	4	1	8
2	3	12	5	22
11	0	7	0	18
5	0	4	3	12
7	1	11	6	25
1	0	8	1	10
5	2	11	1	19
1	1	7	1	10
35	7	64	18	124

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
6	2	3	2	13
4	1	1	2	8
0	1	3	0	4
4	0	5	2	11
2	0	4	3	9
2	1	2	0	5
0	0	7	1	8
4	1	8	2	15
22	6	33	12	73
0	0	0	3	3
0	0	0	5	5
1	1	1	0	3
1	2	2	4	9
0	0	0	7	7
1	1	1	4	7
0	3	3	6	12
0	1	1	1	3
3	8	8	30	49

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	68
WEDNESDAY	EAST & WEST:	WILSHIRE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

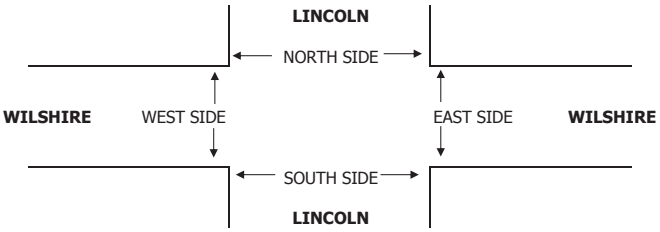
		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND WILSHIRE			WESTBOUND WILSHIRE			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	37	98	58	12	88	2	5	116	46	36	118	9	625
	7:45 AM	56	76	73	20	96	8	3	106	51	51	128	9	677
	8:00 AM	38	73	71	17	91	8	2	120	48	45	139	9	661
	8:15 AM	37	51	49	8	76	7	3	146	35	42	182	7	643
	8:30 AM	39	57	54	15	78	8	1	142	45	46	168	12	665
	8:45 AM	45	56	40	15	94	7	5	124	44	38	182	18	668
	9:00 AM	31	49	70	8	95	3	3	149	45	44	184	10	691
	9:15 AM	34	68	59	12	98	9	4	148	38	40	181	10	701
	VOLUMES	317	528	474	107	716	52	26	1,051	352	342	1,282	84	5,331
	APPROACH %	24%	40%	36%	12%	82%	6%	2%	74%	25%	20%	75%	5%	
	APP/DEPART	1,319	/	638	875	/	1,410	1,429	/	1,632	1,708	/	1,651	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	149	230	223	50	365	27	13	563	172	168	715	50	2,725
	APPROACH %	25%	38%	37%	11%	83%	6%	2%	75%	23%	18%	77%	5%	
	PEAK HR FACTOR		0.935			0.929			0.949			0.980		0.972
	APP/DEPART	602	/	293	442	/	705	748	/	836	933	/	891	0
PM	5:00 PM	44	92	62	6	63	8	4	166	45	25	160	8	683
	5:15 PM	52	107	66	11	65	5	2	165	34	39	163	14	723
	5:30 PM	51	88	68	9	63	5	4	175	51	40	148	11	713
	5:45 PM	52	71	74	4	41	7	0	178	34	30	172	13	676
	6:00 PM	41	96	93	7	52	12	7	151	32	33	156	10	690
	6:15 PM	55	93	83	12	62	8	4	158	51	35	158	12	731
	6:30 PM	57	89	63	9	44	8	4	187	44	29	130	7	671
	6:45 PM	49	77	71	9	49	5	3	182	38	27	164	9	683
	VOLUMES	401	713	580	67	439	58	28	1,362	329	258	1,251	84	5,570
	APPROACH %	24%	42%	34%	12%	78%	10%	2%	79%	19%	16%	79%	5%	
	APP/DEPART	1,694	/	825	564	/	1,026	1,719	/	2,009	1,593	/	1,710	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	199	348	318	32	218	32	15	662	168	138	634	46	2,810
	APPROACH %	23%	40%	37%	11%	77%	11%	2%	78%	20%	17%	78%	6%	
	PEAK HR FACTOR		0.936			0.860			0.918			0.951		0.961
	APP/DEPART	865	/	409	282	/	524	845	/	1,012	818	/	865	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM			0		0
7:45 AM			0		0
8:00 AM			0		0
8:15 AM			0		0
8:30 AM			0		0
8:45 AM			1		1
9:00 AM			0		0
9:15 AM			0		0
AM TOTAL	0	0	1	0	1
5:00 PM			0		0
5:15 PM			0		0
5:30 PM			1		1
5:45 PM			0		0
6:00 PM			0		0
6:15 PM			1		1
6:30 PM			0		0
6:45 PM			0		0
PM TOTAL	0	0	2	0	2

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM	0				0
7:45 AM	0				0
8:00 AM	0				0
8:15 AM	0				0
8:30 AM	0				0
8:45 AM	0				0
9:00 AM	0				0
9:15 AM	0				0
AM TOTAL	0	0	0	0	0
5:00 PM	1				1
5:15 PM	0				0
5:30 PM	0				0
5:45 PM	0				0
6:00 PM	1				1
6:15 PM	0				0
6:30 PM	0				0
6:45 PM	0				0
PM TOTAL	2	0	0	0	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	12	3	4	4	23
7:45 AM	21	9	9	8	47
8:00 AM	18	10	12	4	44
8:15 AM	17	16	9	7	49
8:30 AM	8	20	5	6	39
8:45 AM	19	22	20	9	70
9:00 AM	17	17	12	6	52
9:15 AM	17	27	8	7	59
AM TOTAL	129	124	79	51	383
5:00 PM	21	22	11	10	64
5:15 PM	20	17	10	12	59
5:30 PM	16	31	10	6	63
5:45 PM	24	20	9	15	68
6:00 PM	22	22	12	16	72
6:15 PM	25	37	19	6	87
6:30 PM	27	18	17	12	74
6:45 PM	23	20	13	8	64
PM TOTAL	178	187	101	85	551

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	10	3	3	3	19
7:45 AM	17	8	9	6	40
8:00 AM	16	9	10	2	37
8:15 AM	16	14	9	6	45
8:30 AM	8	20	4	4	36
8:45 AM	18	20	16	9	63
9:00 AM	16	16	12	6	50
9:15 AM	17	24	7	6	54
AM TOTAL	118	114	70	42	344
5:00 PM	19	20	10	9	58
5:15 PM	20	16	9	10	55
5:30 PM	16	26	9	6	57
5:45 PM	22	20	9	14	65
6:00 PM	22	21	11	15	69
6:15 PM	23	33	18	5	79
6:30 PM	24	15	15	11	65
6:45 PM	21	19	13	6	59
PM TOTAL	167	170	94	76	507

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	2	0	1	1	4
7:45 AM	4	1	0	2	7
8:00 AM	2	1	2	2	7
8:15 AM	1	2	0	1	4
8:30 AM	0	0	1	2	3
8:45 AM	1	2	4	0	7
9:00 AM	1	1	0	0	2
9:15 AM	0	3	1	1	5
AM TOTAL	11	10	9	9	39
5:00 PM	2	2	1	1	6
5:15 PM	0	1	1	2	4
5:30 PM	0	5	1	0	6
5:45 PM	2	0	0	1	3
6:00 PM	0	1	1	1	3
6:15 PM	2	4	1	1	8
6:30 PM	3	3	2	1	9
6:45 PM	2	1	0	2	5
PM TOTAL	11	17	7	9	44

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	69
WEDNESDAY	EAST & WEST:	ARIZONA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

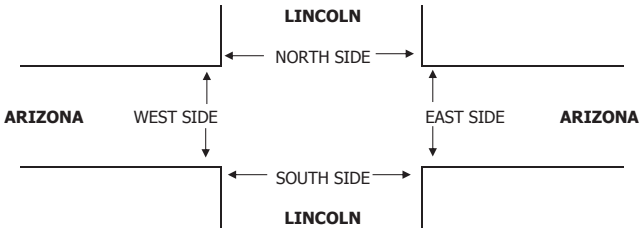
		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND ARIZONA			WESTBOUND ARIZONA			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:30 AM	29	202	18	1	158	3	11	18	18	9	18	5	490
	7:45 AM	28	199	25	8	180	4	3	16	9	9	17	6	504
	8:00 AM	20	158	26	1	166	6	8	24	15	15	24	7	470
	8:15 AM	35	155	21	0	143	6	4	12	7	13	23	13	432
	8:30 AM	37	160	15	7	145	11	1	8	13	13	27	10	447
	8:45 AM	32	148	19	4	141	10	3	30	16	15	33	14	465
	9:00 AM	37	142	27	6	148	21	4	27	21	22	41	15	511
	9:15 AM	14	158	24	4	163	13	4	28	20	17	23	16	484
	VOLUMES	232	1,322	175	31	1,244	74	38	163	119	113	206	86	3,803
	APPROACH %	13%	76%	10%	2%	92%	5%	12%	51%	37%	28%	51%	21%	
	APP/DEPART	1,729	/	1,446	1,349	/	1,476	320	/	369	405	/	512	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	120	608	85	21	597	55	12	93	70	67	124	55	1,907
	APPROACH %	15%	75%	10%	3%	89%	8%	7%	53%	40%	27%	50%	22%	
	PEAK HR FACTOR		0.959			0.935			0.841			0.788		0.933
	APP/DEPART	813	/	675	673	/	734	175	/	199	246	/	299	0
PM	5:00 PM	19	190	17	5	136	7	4	55	44	10	34	15	536
	5:15 PM	20	209	16	5	122	12	5	49	36	10	40	9	533
	5:30 PM	25	175	12	9	143	18	7	55	42	12	52	5	555
	5:45 PM	27	203	18	13	97	20	5	51	38	10	36	13	531
	6:00 PM	22	204	18	7	113	6	11	61	42	8	38	9	539
	6:15 PM	26	183	13	7	133	9	4	44	31	7	25	13	495
	6:30 PM	22	184	19	6	110	13	2	38	51	13	28	9	495
	6:45 PM	25	193	20	6	111	8	6	36	43	6	24	7	485
	VOLUMES	186	1,541	133	58	965	93	44	389	327	76	277	80	4,169
	APPROACH %	10%	83%	7%	5%	86%	8%	6%	51%	43%	18%	64%	18%	
	APP/DEPART	1,860	/	1,665	1,116	/	1,368	760	/	580	433	/	556	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	94	791	64	34	475	56	28	216	158	40	166	36	2,158
	APPROACH %	10%	83%	7%	6%	84%	10%	7%	54%	39%	17%	69%	15%	
	PEAK HR FACTOR		0.957			0.831			0.882			0.877		0.972
	APP/DEPART	949	/	855	565	/	673	402	/	314	242	/	316	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
1				1
0				0
0				0
1				1
0				0
0				0
0				0
0				0
2	0	0	0	2
0				0
0				0
0				0
0				0
0				0
0				0
0				0
0				0
0				0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	10	10	11	7	38	8	9	10	6	33	2	1	1	1	5
	7:45 AM	9	12	17	7	45	4	7	16	5	32	5	5	1	2	13
	8:00 AM	18	9	20	3	50	12	5	17	3	37	6	4	3	0	13
	8:15 AM	13	11	7	5	36	7	7	6	5	25	6	4	1	0	11
	8:30 AM	14	11	9	3	37	7	6	8	3	24	7	5	1	0	13
	8:45 AM	33	15	34	7	89	27	9	29	7	72	6	6	5	0	17
	9:00 AM	88	33	43	25	189	79	29	42	25	175	9	4	1	0	14
	9:15 AM	36	24	39	22	121	35	23	38	22	118	1	1	1	0	3
	TOTAL	221	125	180	79	605	179	95	166	76	516	42	30	14	3	89
PM	5:00 PM	12	18	17	7	54	11	14	15	6	46	1	4	2	1	8
	5:15 PM	14	25	7	8	54	8	14	6	7	35	6	11	1	1	19
	5:30 PM	11	22	12	13	58	7	19	12	12	50	4	3	0	1	8
	5:45 PM	17	25	6	12	60	11	19	6	11	47	6	6	0	1	13
	6:00 PM	17	29	24	19	89	12	12	21	16	61	5	17	3	3	28
	6:15 PM	17	27	26	11	81	13	17	25	11	66	4	10	1	0	15
	6:30 PM	17	18	17	9	61	16	13	13	7	49	1	5	4	2	12
	6:45 PM	15	9	14	14	52	11	5	13	14	43	4	4	1	0	9
	TOTAL	120	173	123	93	509	89	113	111	84	397	31	60	12	9	112

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	70
WEDNESDAY	EAST & WEST:	SANTA MONICA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

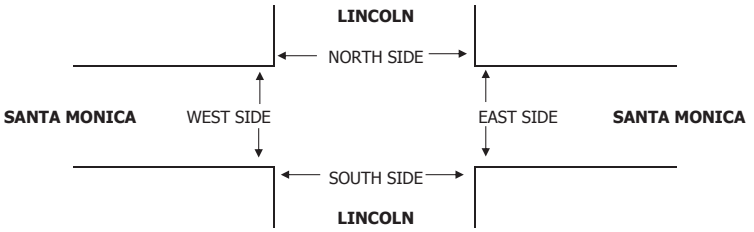
		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND SANTA MONICA			WESTBOUND SANTA MONICA			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:30 AM	24	230	52	14	166	1	3	47	17	20	44	23	641
	7:45 AM	18	244	55	18	189	3	2	60	27	21	64	19	720
	8:00 AM	35	173	62	21	158	9	5	87	18	18	61	24	671
	8:15 AM	28	183	40	15	142	9	6	74	19	22	87	25	650
	8:30 AM	28	196	36	17	152	4	6	70	27	19	75	14	644
	8:45 AM	30	185	52	11	153	4	2	62	23	27	94	29	672
	9:00 AM	26	182	33	19	158	14	5	90	25	38	87	23	700
	9:15 AM	38	187	46	20	175	5	5	75	25	30	82	17	705
	VOLUMES	227	1,580	376	135	1,293	49	34	565	181	195	594	174	5,403
	APPROACH %	10%	72%	17%	9%	88%	3%	4%	72%	23%	20%	62%	18%	
	APP/DEPART	2,183	/	1,788	1,477	/	1,669	780	/	1,076	963	/	870	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	122	750	167	67	638	27	18	297	100	114	338	83	2,721
	APPROACH %	12%	72%	16%	9%	87%	4%	4%	72%	24%	21%	63%	16%	
	PEAK HR FACTOR		0.958			0.915			0.865			0.892		0.965
	APP/DEPART	1,039	/	851	732	/	852	415	/	531	535	/	487	0
PM	5:00 PM	23	192	44	16	176	5	3	143	30	30	92	25	779
	5:15 PM	18	203	47	12	155	7	7	130	23	24	80	33	739
	5:30 PM	22	191	51	19	163	9	4	141	20	31	103	23	777
	5:45 PM	27	206	42	23	118	12	8	131	25	28	95	29	744
	6:00 PM	25	223	36	22	128	7	5	128	28	24	99	30	755
	6:15 PM	31	203	40	25	141	9	3	122	30	32	85	34	755
	6:30 PM	25	193	33	20	145	11	6	137	33	28	92	31	754
	6:45 PM	29	185	42	26	130	8	8	131	30	30	95	35	749
	VOLUMES	200	1,596	335	163	1,156	68	44	1,063	219	227	741	240	6,052
	APPROACH %	9%	75%	16%	12%	83%	5%	3%	80%	17%	19%	61%	20%	
	APP/DEPART	2,131	/	1,880	1,387	/	1,602	1,326	/	1,561	1,208	/	1,009	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	90	792	184	70	612	33	22	545	98	113	370	110	3,039
	APPROACH %	8%	74%	17%	10%	86%	5%	3%	82%	15%	19%	62%	19%	
	PEAK HR FACTOR		0.969			0.907			0.945			0.944		0.975
	APP/DEPART	1,066	/	924	715	/	823	665	/	799	593	/	493	0

U-TURNS

	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
AM VOLUMES	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
					0
PM VOLUMES	0	0	0	0	0

LEFT TURN BIKES

	NL	SL	EL	WL	TTL
	X	X	X	X	
AM		1			1
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		1			1
AM VOLUMES	0	2	0	0	2
PM		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
		0			0
PM VOLUMES	0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	8	9	12	11	40
7:45 AM	13	17	10	6	46
8:00 AM	14	9	15	7	45
8:15 AM	9	10	13	4	36
8:30 AM	9	12	18	6	45
8:45 AM	18	20	12	10	60
9:00 AM	18	17	19	10	64
9:15 AM	24	21	20	16	81
TOTAL	113	115	119	70	417
PM 5:00 PM	24	19	18	9	70
5:15 PM	17	13	19	15	64
5:30 PM	21	14	12	8	55
5:45 PM	16	20	19	12	67
6:00 PM	20	12	11	15	58
6:15 PM	19	10	13	18	60
6:30 PM	19	19	18	20	76
6:45 PM	16	14	12	13	55
TOTAL	152	121	122	110	505

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	6	8	9	11	34
7:45 AM	12	17	9	4	42
8:00 AM	13	9	14	7	43
8:15 AM	7	9	13	4	33
8:30 AM	8	12	17	6	43
8:45 AM	18	17	12	9	56
9:00 AM	16	17	19	10	62
9:15 AM	23	19	19	14	75
TOTAL	103	108	112	65	388
PM 5:00 PM	22	16	15	6	59
5:15 PM	16	10	19	14	59
5:30 PM	18	13	11	8	50
5:45 PM	13	16	17	12	58
6:00 PM	20	12	9	13	54
6:15 PM	17	8	13	16	54
6:30 PM	15	18	16	19	68
6:45 PM	15	13	11	10	49
TOTAL	136	106	111	98	451

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
AM 7:30 AM	2	1	3	0	6
7:45 AM	1	0	1	2	4
8:00 AM	1	0	1	0	2
8:15 AM	2	1	0	0	3
8:30 AM	1	0	1	0	2
8:45 AM	0	3	0	1	4
9:00 AM	2	0	0	0	2
9:15 AM	1	2	1	2	6
TOTAL	10	7	7	5	29
PM 5:00 PM	2	3	3	3	11
5:15 PM	1	3	0	1	5
5:30 PM	3	1	1	0	5
5:45 PM	3	4	2	0	9
6:00 PM	0	0	2	2	4
6:15 PM	2	2	0	2	6
6:30 PM	4	1	2	1	8
6:45 PM	1	1	1	3	6
TOTAL	16	15	11	12	54

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	71
WEDNESDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

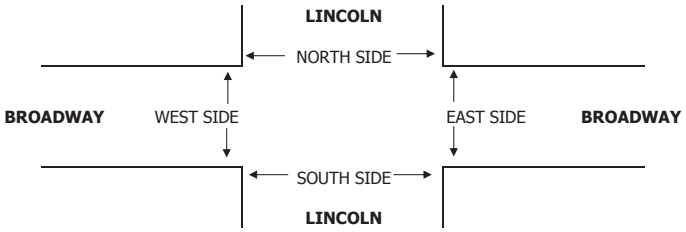
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	13	304	34	3	194	3	13	33	33	30	26	4	690
	7:45 AM	13	291	43	10	188	8	8	40	30	28	30	5	694
	8:00 AM	17	225	42	10	150	11	8	48	43	26	32	7	619
	8:15 AM	26	247	51	7	178	10	12	36	34	25	42	8	676
	8:30 AM	23	225	47	5	176	10	17	51	34	37	61	5	691
	8:45 AM	25	259	49	5	182	10	7	58	38	40	74	11	758
	9:00 AM	25	224	45	4	207	14	14	59	30	37	68	7	734
	9:15 AM	21	267	42	5	222	6	7	64	28	40	75	15	792
	VOLUMES	163	2,042	353	49	1,497	72	86	389	270	263	408	62	5,654
	APPROACH %	6%	80%	14%	3%	93%	4%	12%	52%	36%	36%	56%	8%	
	APP/DEPART	2,558	/	2,190	1,618	/	2,030	745	/	791	733	/	643	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	94	975	183	19	787	40	45	232	130	154	278	38	2,975
	APPROACH %	8%	78%	15%	2%	93%	5%	11%	57%	32%	33%	59%	8%	
	PEAK HR FACTOR		0.940			0.908			0.988			0.904		0.939
	APP/DEPART	1,252	/	1,058	846	/	1,071	407	/	434	470	/	412	0
PM	5:00 PM	19	239	33	6	198	9	10	59	35	35	62	18	723
	5:15 PM	31	246	34	3	190	21	8	52	31	39	56	16	727
	5:30 PM	35	230	31	5	191	6	15	70	41	49	72	12	757
	5:45 PM	32	233	38	9	166	9	10	65	39	41	50	12	704
	6:00 PM	36	244	37	6	161	13	18	67	28	45	66	19	740
	6:15 PM	43	236	34	7	171	15	13	82	47	24	71	13	756
	6:30 PM	28	230	30	11	179	13	17	60	24	34	55	14	695
	6:45 PM	32	263	39	12	166	7	8	50	41	27	50	20	715
	VOLUMES	256	1,921	276	59	1,422	93	99	505	286	294	482	124	5,817
	APPROACH %	10%	78%	11%	4%	90%	6%	11%	57%	32%	33%	54%	14%	
	APP/DEPART	2,453	/	2,144	1,574	/	2,002	890	/	840	900	/	831	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	146	943	140	27	689	43	56	284	155	159	259	56	2,957
	APPROACH %	12%	77%	11%	4%	91%	6%	11%	57%	31%	34%	55%	12%	
	PEAK HR FACTOR		0.969			0.939			0.871			0.891		0.977
	APP/DEPART	1,229	/	1,055	759	/	1,003	495	/	451	474	/	448	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0					0	0
				0					0	0
				0					0	0
				0					0	0
				0					1	1
				0					0	0
				0					0	0
				0					0	0
0	0	0	0	0		0	0	0	1	1
				0					0	0
				0					0	0
				0					0	0
				0					0	0
				0					0	0
				0					1	1
				0					0	0
				0					0	0
0	0	0	0	0		0	0	0	1	1



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	14	11	10	5	40	8	7	8	4	27	6	4	2	1	13
7:45 AM	17	14	9	13	53	12	9	9	12	42	5	5	0	1	11
8:00 AM	16	17	8	9	50	9	11	7	7	34	7	6	1	2	16
8:15 AM	24	23	5	5	57	11	15	5	5	36	13	8	0	0	21
8:30 AM	31	25	12	12	80	25	12	11	11	59	6	13	1	1	21
8:45 AM	38	30	17	13	98	19	22	17	11	69	19	8	0	2	29
9:00 AM	31	35	16	10	92	22	25	14	9	70	9	10	2	1	22
9:15 AM	27	26	21	25	99	20	23	21	23	87	7	3	0	2	12
TOTAL	198	181	98	92	569	126	124	92	82	424	72	57	6	10	145
PM 5:00 PM	31	38	23	13	105	27	31	20	13	91	4	7	3	0	14
5:15 PM	37	22	22	21	102	28	19	21	20	88	9	3	1	1	14
5:30 PM	41	33	26	24	124	37	27	22	20	106	4	6	4	4	18
5:45 PM	44	40	23	19	126	31	33	21	18	103	13	7	2	1	23
6:00 PM	42	32	29	27	130	34	21	27	26	108	8	11	2	1	22
6:15 PM	30	32	19	10	91	24	23	18	9	74	6	9	1	1	17
6:30 PM	47	27	24	22	120	36	20	21	18	95	11	7	3	4	25
6:45 PM	27	30	25	20	102	20	24	25	18	87	7	6	0	2	15
TOTAL	299	254	191	156	900	237	198	175	142	752	62	56	16	14	148

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	72
WEDNESDAY	EAST & WEST:	COLORADO	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

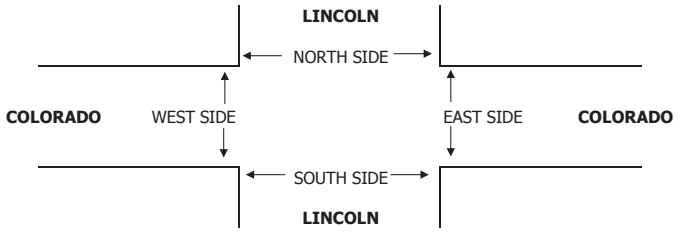
		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND COLORADO			WESTBOUND COLORADO			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	11	353	22	1	259	1	0	0	9	0	12	2	670
	7:45 AM	7	346	24	6	239	1	0	7	11	1	4	0	646
	8:00 AM	11	289	22	1	216	0	0	9	22	0	9	9	588
	8:15 AM	9	295	30	1	227	0	0	7	16	0	11	4	600
	8:30 AM	17	301	20	1	234	0	0	16	14	0	10	8	621
	8:45 AM	15	309	30	3	258	0	0	6	11	0	22	8	662
	9:00 AM	14	301	32	8	264	4	0	16	17	1	24	13	694
	9:15 AM	16	330	34	4	267	2	0	10	12	0	11	13	699
	VOLUMES	100	2,524	214	25	1,964	8	0	71	112	2	103	57	5,180
	APPROACH %	4%	89%	8%	1%	98%	0%	0%	39%	61%	1%	64%	35%	
	APP/DEPART	2,838	/	2,581	1,997	/	2,078	183	/	310	162	/	211	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	62	1,241	116	16	1,023	6	0	48	54	1	67	42	2,676
	APPROACH %	4%	87%	8%	2%	98%	1%	0%	47%	53%	1%	61%	38%	
	PEAK HR FACTOR		0.934			0.947			0.773			0.724		0.957
	APP/DEPART	1,419	/	1,283	1,045	/	1,078	102	/	180	110	/	135	0
PM	5:00 PM	16	281	18	4	257	3	0	20	30	0	19	17	665
	5:15 PM	15	301	19	6	263	0	0	18	28	0	36	13	699
	5:30 PM	14	284	11	3	276	3	0	21	34	2	36	13	697
	5:45 PM	18	278	12	0	234	2	0	20	40	0	27	14	645
	6:00 PM	19	316	12	5	224	0	0	26	40	0	39	21	702
	6:15 PM	18	307	20	5	261	2	0	18	37	1	23	14	706
	6:30 PM	14	278	18	1	234	4	0	16	25	1	32	7	630
	6:45 PM	9	315	19	5	219	2	0	11	23	0	25	7	635
	VOLUMES	123	2,360	129	29	1,968	16	0	150	257	4	237	106	5,379
	APPROACH %	5%	90%	5%	1%	98%	1%	0%	37%	63%	1%	68%	31%	
	APP/DEPART	2,612	/	2,466	2,013	/	2,229	407	/	308	347	/	376	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	69	1,185	55	13	995	7	0	85	151	3	125	62	2,750
	APPROACH %	5%	91%	4%	1%	98%	1%	0%	36%	64%	2%	66%	33%	
	PEAK HR FACTOR		0.943			0.900			0.894			0.792		0.974
	APP/DEPART	1,309	/	1,247	1,015	/	1,149	236	/	153	190	/	201	0

U-TURNS

	NB	SB	EB	WB	TTL
	X	X	X	X	
					0
					0
					0
					0
					0
					0
					0
					0
VOLUMES	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
VOLUMES	0	0	0	0	0

LEFT TURN BIKES

	NL	SL	EL	WL	TTL
	X	X	X	X	
					0
					0
					0
					0
					0
					0
					0
					0
VOLUMES	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
VOLUMES	0	0	0	0	0



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	2	6	5	4	17
7:45 AM	9	5	6	7	27
8:00 AM	9	6	4	8	27
8:15 AM	5	6	5	8	24
8:30 AM	11	9	8	8	36
8:45 AM	6	7	10	20	43
9:00 AM	10	10	12	18	50
9:15 AM	11	7	3	23	44
TOTAL	63	56	53	96	268
PM 5:00 PM	6	8	4	11	29
5:15 PM	12	8	7	13	40
5:30 PM	10	7	7	10	34
5:45 PM	7	9	8	12	36
6:00 PM	12	7	5	17	41
6:15 PM	6	6	12	5	29
6:30 PM	9	8	6	13	36
6:45 PM	11	10	10	7	38
TOTAL	73	63	59	88	283

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	4	2	4	11
3	3	3	6	15
5	3	3	8	19
1	2	4	7	14
5	7	5	5	22
2	3	7	14	26
6	4	10	12	32
4	5	3	20	32
27	31	37	76	171
5	3	4	11	23
6	5	6	8	25
8	4	7	7	26
6	2	3	11	22
9	5	5	16	35
4	2	12	2	20
6	4	3	11	24
7	9	8	6	30
51	34	48	72	205

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	2	3	0	6
6	2	3	1	12
4	3	1	0	8
4	4	1	1	10
6	2	3	3	14
4	4	3	6	17
4	6	2	6	18
7	2	0	3	12
36	25	16	20	97
1	5	0	0	6
6	3	1	5	15
2	3	0	3	8
1	7	5	1	14
3	2	0	1	6
2	4	0	3	9
3	4	3	2	12
4	1	2	1	8
22	29	11	16	78

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

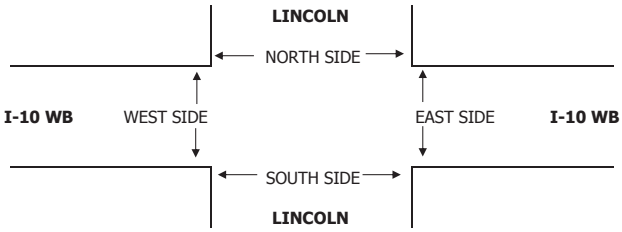
DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	73
WEDNESDAY	EAST & WEST:	I-10 WB	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND I-10 WB			WESTBOUND I-10 WB				U-TURNS					LEFT TURN BIKES				
	LANES:	NL 1	NT 2	NR X	SL X	ST 3	SR 0	EL X	ET X	ER X	WL 1.5	WT 1	WR 1.5	TOTAL	NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
AM	7:30 AM	80	158			228	10				121	67	181	845					0					0
	7:45 AM	70	170			260	12				144	70	214	940					0					0
	8:00 AM	68	156			245	15				153	51	196	884					0					0
	8:15 AM	52	167			276	11				139	52	216	913					0					0
	8:30 AM	72	195			299	9				141	81	193	990					0					0
	8:45 AM	86	199			303	7				131	76	200	1,002					0					0
	9:00 AM	61	203			311	17				134	80	191	997					0					0
	9:15 AM	70	212			320	5				145	63	192	1,007					0					0
	VOLUMES	559	1,460	0	0	2,242	86	0	0	0	1,108	540	1,583	7,578	0	0	0	0	0	0	0	0	0	0
	APPROACH %	28%	72%	0%	0%	96%	4%	0%	0%	0%	34%	17%	49%											
	APP/DEPART	2,019	/	3,043	2,328	/	3,350	0	/	0	3,231	/	1,185	0										
	BEGIN PEAK HR		8:30 AM																					
	VOLUMES	289	809	0	0	1,233	38	0	0	0	551	300	776	3,996										
	APPROACH %	26%	74%	0%	0%	97%	3%	0%	0%	0%	34%	18%	48%											
	PEAK HR FACTOR		0.963			0.969			0.000			0.980		0.992										
	APP/DEPART	1,098	/	1,585	1,271	/	1,784	0	/	0	1,627	/	627	0										
PM	5:00 PM	54	188			296	10				152	67	174	941					0					0
	5:15 PM	65	164			319	10				144	55	162	919					0					0
	5:30 PM	42	172			267	10				154	89	171	905					0					0
	5:45 PM	57	155			304	12				105	60	175	868					0					0
	6:00 PM	60	159			319	9				125	83	188	943					0					0
	6:15 PM	68	148			315	17				146	69	199	962					0					0
	6:30 PM	69	162			294	8				172	64	175	944					0					0
	6:45 PM	65	168			247	10				148	57	165	860					0					0
	VOLUMES	480	1,316	0	0	2,361	86	0	0	0	1,146	544	1,409	7,342	0	0	0	0	0	0	0	0	0	0
	APPROACH %	27%	73%	0%	0%	96%	4%	0%	0%	0%	37%	18%	45%											
	APP/DEPART	1,796	/	2,725	2,447	/	3,507	0	/	0	3,099	/	1,110	0										
	BEGIN PEAK HR		5:45 PM																					
	VOLUMES	254	624	0	0	1,232	46	0	0	0	548	276	737	3,717										
	APPROACH %	29%	71%	0%	0%	96%	4%	0%	0%	0%	35%	18%	47%											
	PEAK HR FACTOR		0.950			0.962			0.000			0.943		0.966										
	APP/DEPART	878	/	1,361	1,278	/	1,780	0	/	0	1,561	/	576	0										



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	0	0	1	7	8	0	0	0	7	7	0	0	1	0	1
	7:45 AM	0	0	0	4	4	0	0	0	3	3	0	0	0	1	1
	8:00 AM	1	0	0	4	5	1	0	0	4	5	0	0	0	0	0
	8:15 AM	3	0	6	5	14	3	0	6	4	13	0	0	0	1	1
	8:30 AM	1	0	2	4	7	1	0	1	4	6	0	0	1	0	1
	8:45 AM	3	0	4	21	28	3	0	3	15	21	0	0	1	6	7
	9:00 AM	2	0	7	19	28	1	0	5	14	20	1	0	2	5	8
	9:15 AM	3	1	3	30	37	2	1	2	27	32	1	0	1	3	5
	TOTAL	13	1	23	94	131	11	1	17	78	107	2	0	6	16	24
PM	5:00 PM	3	0	5	10	18	2	0	5	9	16	1	0	0	1	2
	5:15 PM	2	0	10	8	20	2	0	7	7	16	0	0	3	1	4
	5:30 PM	5	0	6	11	22	4	0	4	7	15	1	0	2	4	7
	5:45 PM	0	0	5	16	21	0	0	3	13	16	0	0	2	3	5
	6:00 PM	4	0	5	13	22	4	0	4	11	19	0	0	1	2	3
	6:15 PM	5	0	9	11	25	4	0	8	9	21	1	0	1	2	4
	6:30 PM	12	0	2	10	24	12	0	2	7	21	0	0	0	3	3
	6:45 PM	4	0	3	14	21	4	0	3	10	17	0	0	0	4	4
	TOTAL	35	0	45	93	173	32	0	36	73	141	3	0	9	20	32

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	74
WEDNESDAY	EAST & WEST:	I-10 EB	CONTROL:	SIGNAL

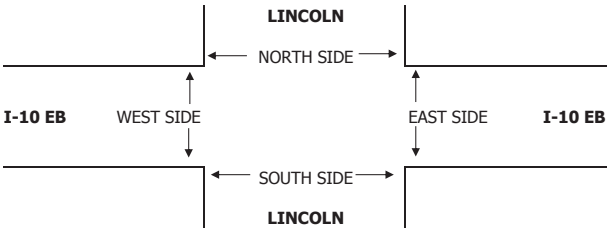
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND I-10 EB			WESTBOUND I-10 EB			
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL 0.5	ET 1.5	ER 1	WL X	WT X	WR X	TOTAL
AM	7:30 AM		211	165	190	169		22	25	62				844
	7:45 AM		217	161	194	200		27	43	45				887
	8:00 AM		196	172	204	195		28	43	38				876
	8:15 AM		204	189	206	202		19	32	36				888
	8:30 AM		236	182	211	243		29	79	69				1,049
	8:45 AM		252	203	216	208		39	56	73				1,047
	9:00 AM		230	183	203	229		27	58	67				997
	9:15 AM		220	173	183	298		64	100	70				1,108
	VOLUMES	0	1,766	1,428	1,607	1,744	0	255	436	460	0	0	0	7,696
	APPROACH %	0%	55%	45%	48%	52%	0%	22%	38%	40%	0%	0%	0%	
	APP/DEPART	3,194	/	2,021	3,351	/	2,204	1,151	/	3,471	0	/	0	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	938	741	813	978	0	159	293	279	0	0	0	4,201
	APPROACH %	0%	56%	44%	45%	55%	0%	22%	40%	38%	0%	0%	0%	
	PEAK HR FACTOR		0.923			0.931			0.781			0.000		0.948
	APP/DEPART	1,679	/	1,097	1,791	/	1,257	731	/	1,847	0	/	0	0
PM	5:00 PM		222	64	143	296		24	43	49				841
	5:15 PM		199	68	168	303		23	51	59				871
	5:30 PM		195	65	127	291		24	41	73				816
	5:45 PM		185	55	140	274		25	45	70				794
	6:00 PM		193	58	129	312		31	32	54				809
	6:15 PM		183	63	148	310		28	61	65				858
	6:30 PM		208	74	150	321		21	40	62				876
	6:45 PM		212	70	120	277		24	31	65				799
	VOLUMES	0	1,597	517	1,125	2,384	0	200	344	497	0	0	0	6,664
	APPROACH %	0%	76%	24%	32%	68%	0%	19%	33%	48%	0%	0%	0%	
	APP/DEPART	2,114	/	1,797	3,509	/	2,881	1,041	/	1,986	0	/	0	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	0	796	265	547	1,220	0	104	164	246	0	0	0	3,342
	APPROACH %	0%	75%	25%	31%	69%	0%	20%	32%	48%	0%	0%	0%	
	PEAK HR FACTOR		0.941			0.938			0.834			0.000		0.954
	APP/DEPART	1,061	/	900	1,767	/	1,466	514	/	976	0	/	0	0

U-TURNS						LEFT TURN BIKES					
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
				0						0	
0	0	0	0	0		0	0	0	0	0	



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	0	0	9	10	19	0	0	6	10	16	0	0	3	0	3
AM 7:45 AM	0	2	3	10	15	0	2	3	8	13	0	0	0	2	2
AM 8:00 AM	0	0	5	10	15	0	0	5	9	14	0	0	0	1	1
AM 8:15 AM	0	2	6	8	16	0	2	6	7	15	0	0	0	1	1
AM 8:30 AM	0	1	6	8	15	0	1	3	6	10	0	0	3	2	5
AM 8:45 AM	0	1	14	21	36	0	0	10	18	28	0	1	4	3	8
AM 9:00 AM	0	4	15	22	41	0	2	13	13	28	0	2	2	9	13
AM 9:15 AM	0	1	6	35	42	0	1	5	33	39	0	0	1	2	3
AM TOTAL	0	11	64	124	199	0	8	51	104	163	0	3	13	20	36
PM 5:00 PM	0	3	6	7	16	0	1	5	6	12	0	2	1	1	4
PM 5:15 PM	0	2	15	9	26	0	1	10	8	19	0	1	5	1	7
PM 5:30 PM	0	1	7	9	17	0	0	7	7	14	0	1	0	2	3
PM 5:45 PM	0	0	9	10	19	0	0	3	10	13	0	0	6	0	6
PM 6:00 PM	0	3	10	8	21	0	1	9	7	17	0	2	1	1	4
PM 6:15 PM	0	0	4	5	9	0	0	3	4	7	0	0	1	1	2
PM 6:30 PM	0	2	4	4	10	0	1	3	4	8	0	1	1	0	2
PM 6:45 PM	0	1	2	4	7	0	1	2	2	5	0	0	0	2	2
PM TOTAL	0	12	57	56	125	0	5	42	48	95	0	7	15	8	30

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/2/16	NORTH & SOUTH:	LINCOLN	LOCATION #:	75
WEDNESDAY	EAST & WEST:	OCEAN PARK	CONTROL:	SIGNAL

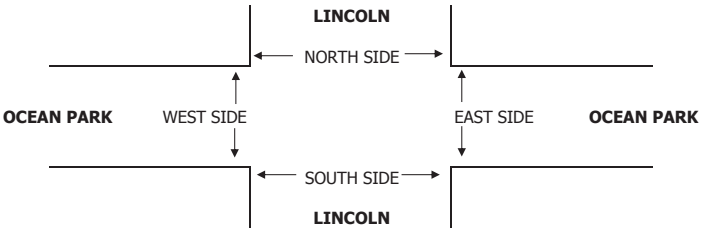
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LINCOLN			SOUTHBOUND LINCOLN			EASTBOUND OCEAN PARK			WESTBOUND OCEAN PARK			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	17	333	28	12	151	25	30	95	25	26	69	17	828
	7:45 AM	30	340	31	9	204	11	28	100	25	32	80	17	907
	8:00 AM	25	278	32	13	195	21	36	140	33	47	102	14	936
	8:15 AM	27	330	27	9	198	32	46	137	28	53	138	19	1,044
	8:30 AM	24	272	23	10	194	16	38	124	39	47	121	21	929
	8:45 AM	22	299	13	20	242	22	39	132	37	35	109	17	987
	9:00 AM	17	281	23	22	208	16	49	112	39	35	85	31	918
	9:15 AM	19	318	21	16	266	29	30	118	24	40	72	16	969
	VOLUMES	181	2,451	198	111	1,658	172	296	958	250	315	776	152	7,518
	APPROACH %	6%	87%	7%	6%	85%	9%	20%	64%	17%	25%	62%	12%	
	APP/DEPART	2,830	/	2,899	1,941	/	2,223	1,504	/	1,267	1,243	/	1,129	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	98	1,179	95	52	829	91	159	533	137	182	470	71	3,896
	APPROACH %	7%	86%	7%	5%	85%	9%	19%	64%	17%	25%	65%	10%	
	PEAK HR FACTOR		0.893			0.856			0.982			0.861		0.933
	APP/DEPART	1,372	/	1,409	972	/	1,148	829	/	680	723	/	659	0
PM	5:00 PM	39	237	31	17	242	35	27	110	50	58	112	6	964
	5:15 PM	39	239	35	12	272	47	26	79	49	60	105	10	973
	5:30 PM	40	207	19	17	237	39	21	101	40	64	150	17	952
	5:45 PM	53	281	21	17	273	30	28	98	31	44	124	14	1,014
	6:00 PM	30	226	25	22	236	30	40	95	37	68	156	12	977
	6:15 PM	37	267	24	19	237	50	25	89	30	48	128	6	960
	6:30 PM	37	218	19	7	249	49	31	92	35	62	113	11	923
	6:45 PM	55	261	22	22	258	36	13	108	25	44	113	12	969
	VOLUMES	330	1,936	196	133	2,004	316	211	772	297	448	1,001	88	7,732
	APPROACH %	13%	79%	8%	5%	82%	13%	16%	60%	23%	29%	65%	6%	
	APP/DEPART	2,462	/	2,235	2,453	/	2,749	1,280	/	1,101	1,537	/	1,647	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	162	953	100	68	1,018	146	115	373	157	236	535	53	3,916
	APPROACH %	13%	78%	8%	6%	83%	12%	18%	58%	24%	29%	65%	6%	
	PEAK HR FACTOR		0.856			0.931			0.938			0.873		0.965
	APP/DEPART	1,215	/	1,121	1,232	/	1,411	645	/	541	824	/	843	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
				0					2	2
				0					0	0
				0					1	1
				0					0	0
				0					0	0
				0					0	0
				0					0	0
				0					0	0
0	0	0	0	0		0	0	0	3	3
				0					0	0
				0					0	0
				0					1	1
				0					1	1
				0					0	0
				0					1	1
				0					0	0
				0					0	0
0	0	0	0	0		0	0	0	3	3



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	2	1	3	3	9	2	0	2	3	7	0	1	1	0	2
AM 7:45 AM	3	3	4	9	19	1	0	4	8	13	2	3	0	1	6
AM 8:00 AM	8	4	8	5	25	4	2	7	5	18	4	2	1	0	7
AM 8:15 AM	4	8	8	2	22	2	7	5	1	15	2	1	3	1	7
AM 8:30 AM	5	4	5	4	18	5	2	4	3	14	0	2	1	1	4
AM 8:45 AM	5	5	9	3	22	1	5	7	3	16	4	0	2	0	6
AM 9:00 AM	5	4	11	2	22	4	3	7	1	15	1	1	4	1	7
AM 9:15 AM	10	7	13	4	34	8	6	11	3	28	2	1	2	1	6
AM TOTAL	42	36	61	32	171	27	25	47	27	126	15	11	14	5	45
PM 5:00 PM	8	4	7	11	30	5	2	7	8	22	3	2	0	3	8
PM 5:15 PM	6	2	4	5	17	4	2	4	4	14	2	0	0	1	3
PM 5:30 PM	5	7	9	2	23	4	3	9	2	18	1	4	0	0	5
PM 5:45 PM	13	4	11	3	31	9	1	5	2	17	4	3	6	1	14
PM 6:00 PM	6	7	10	3	26	4	2	5	3	14	2	5	5	0	12
PM 6:15 PM	9	4	10	6	29	8	3	8	4	23	1	1	2	2	6
PM 6:30 PM	3	3	6	2	14	1	0	2	2	5	2	3	4	0	9
PM 6:45 PM	2	7	10	8	27	2	7	8	8	25	0	0	2	0	2
PM TOTAL	52	38	67	40	197	37	20	48	33	138	15	18	19	7	59

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	OCEAN	LOCATION #:	77
WEDNESDAY	EAST & WEST:	CALIFORNIA	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

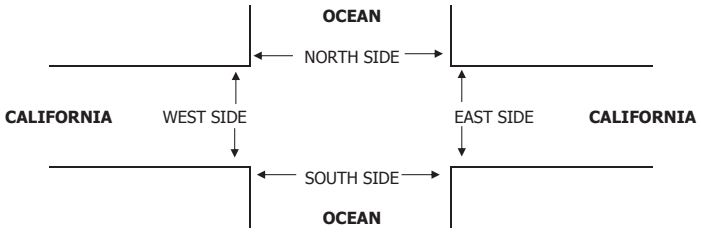
		NORTHBOUND OCEAN			SOUTHBOUND OCEAN			EASTBOUND CALIFORNIA			WESTBOUND CALIFORNIA			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
AM	7:30 AM	27	117	19	3	94	29	10	16	32	13	22	3	385
	7:45 AM	15	124	13	2	94	25	10	19	50	11	20	5	388
	8:00 AM	25	112	11	6	119	49	3	17	61	13	28	5	449
	8:15 AM	38	81	12	7	133	39	10	11	64	12	30	6	443
	8:30 AM	23	84	12	10	134	30	4	21	67	13	36	5	439
	8:45 AM	30	81	18	8	89	35	5	15	61	15	31	7	395
	9:00 AM	38	98	12	3	125	35	1	16	60	14	24	10	436
	9:15 AM	47	86	14	2	118	44	5	21	50	5	36	6	434
	VOLUMES	243	783	111	41	906	286	48	136	445	96	227	47	3,369
	APPROACH %	21%	69%	10%	3%	73%	23%	8%	22%	71%	26%	61%	13%	
	APP/DEPART	1,137	/	878	1,233	/	1,447	629	/	288	370	/	756	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	116	358	53	31	475	153	22	64	253	53	125	23	1,726
	APPROACH %	22%	68%	10%	5%	72%	23%	6%	19%	75%	26%	62%	11%	
	PEAK HR FACTOR		0.890			0.920			0.921			0.931		0.961
	APP/DEPART	527	/	403	659	/	781	339	/	148	201	/	394	0
PM	5:00 PM	62	116	15	11	83	10	16	13	30	11	16	10	393
	5:15 PM	64	142	9	7	110	23	8	22	36	12	29	12	474
	5:30 PM	61	115	5	7	91	11	14	26	55	7	27	8	427
	5:45 PM	41	131	9	10	111	12	19	24	46	10	14	11	438
	6:00 PM	55	142	11	4	88	16	11	23	33	14	31	16	444
	6:15 PM	44	113	19	7	85	4	15	25	45	13	22	13	405
	6:30 PM	47	110	16	11	72	11	11	14	44	9	24	13	382
	6:45 PM	45	116	10	3	81	9	5	16	45	7	23	16	376
	VOLUMES	419	985	94	60	721	96	99	163	334	83	186	99	3,339
	APPROACH %	28%	66%	6%	7%	82%	11%	17%	27%	56%	23%	51%	27%	
	APP/DEPART	1,498	/	1,183	877	/	1,138	596	/	317	368	/	701	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	221	530	34	28	400	62	52	95	170	43	101	47	1,783
	APPROACH %	28%	68%	4%	6%	82%	13%	16%	30%	54%	23%	53%	25%	
	PEAK HR FACTOR		0.913			0.875			0.834			0.783		0.940
	APP/DEPART	785	/	629	490	/	613	317	/	157	191	/	384	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
9:00 AM					0
9:15 AM					0
VOLUMES	0	0	0	0	0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
6:00 PM					0
6:15 PM					0
6:30 PM					0
6:45 PM					0
VOLUMES	0	0	0	0	0

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM			0	0	0
7:45 AM			0	1	1
8:00 AM			0	3	3
8:15 AM			0	0	0
8:30 AM			0	1	1
8:45 AM			0	0	0
9:00 AM			0	0	0
9:15 AM			0	0	0
VOLUMES	0	0	0	5	5
5:00 PM			0	0	0
5:15 PM			0	0	0
5:30 PM			0	0	0
5:45 PM			1	0	1
6:00 PM			0	0	0
6:15 PM			1	0	1
6:30 PM			0	0	0
6:45 PM			0	1	1
VOLUMES	0	0	2	1	3



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	10	26	10	49	95
7:45 AM	4	29	22	39	94
8:00 AM	3	9	18	43	73
8:15 AM	2	16	16	51	85
8:30 AM	3	24	15	36	78
8:45 AM	6	12	14	39	71
9:00 AM	7	16	17	44	84
9:15 AM	10	15	10	42	77
TOTAL	45	147	122	343	657
5:00 PM	5	40	28	70	143
5:15 PM	10	27	23	57	117
5:30 PM	5	33	28	47	113
5:45 PM	2	15	21	50	88
6:00 PM	4	5	29	28	66
6:15 PM	3	15	29	33	80
6:30 PM	1	12	20	46	79
6:45 PM	3	5	25	28	61
TOTAL	33	152	203	359	747

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	10	22	6	43	81
7:45 AM	4	26	14	30	74
8:00 AM	2	4	10	31	47
8:15 AM	2	10	15	41	68
8:30 AM	1	20	10	26	57
8:45 AM	4	10	12	27	53
9:00 AM	7	16	14	32	69
9:15 AM	10	13	9	34	66
TOTAL	40	121	90	264	515
5:00 PM	5	29	22	55	111
5:15 PM	9	23	22	47	101
5:30 PM	4	26	23	43	96
5:45 PM	2	13	16	43	74
6:00 PM	3	4	24	26	57
6:15 PM	3	10	26	30	69
6:30 PM	1	10	18	44	73
6:45 PM	3	4	23	24	54
TOTAL	30	119	174	312	635

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	0	4	4	6	14
7:45 AM	0	3	8	9	20
8:00 AM	1	5	8	12	26
8:15 AM	0	6	1	10	17
8:30 AM	2	4	5	10	21
8:45 AM	2	2	2	12	18
9:00 AM	0	0	3	12	15
9:15 AM	0	2	1	8	11
TOTAL	5	26	32	79	142
5:00 PM	0	11	6	15	32
5:15 PM	1	4	1	10	16
5:30 PM	1	7	5	4	17
5:45 PM	0	2	5	7	14
6:00 PM	1	1	5	2	9
6:15 PM	0	5	3	3	11
6:30 PM	0	2	2	2	6
6:45 PM	0	1	2	4	7
TOTAL	3	33	29	47	112

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/9/16	NORTH & SOUTH:	BUNDY	LOCATION #:	78
WEDNESDAY	EAST & WEST:	OCEAN PARK	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

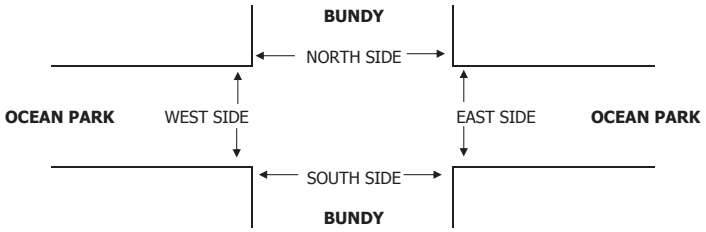
		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND OCEAN PARK			WESTBOUND OCEAN PARK			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	54	173	26	6	67	37	9	28	17	26	64	14	521
	7:45 AM	102	246	37	2	87	62	12	50	18	22	68	5	711
	8:00 AM	127	315	28	5	97	57	10	48	25	17	79	6	814
	8:15 AM	125	323	47	6	143	88	24	60	37	14	110	12	989
	8:30 AM	106	320	60	11	145	59	15	69	53	29	140	10	1,017
	8:45 AM	108	335	72	2	170	71	18	113	71	44	176	18	1,198
	9:00 AM	116	358	95	5	205	65	8	97	78	37	159	7	1,230
	9:15 AM	130	342	94	3	170	78	16	112	80	44	211	16	1,296
	VOLUMES	868	2,412	459	40	1,084	517	112	577	379	233	1,007	88	7,776
	APPROACH %	23%	65%	12%	2%	66%	32%	10%	54%	35%	18%	76%	7%	
	APP/DEPART	3,739	/	2,612	1,641	/	1,696	1,068	/	1,076	1,328	/	2,392	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	460	1,355	321	21	690	273	57	391	282	154	686	51	4,741
	APPROACH %	22%	63%	15%	2%	70%	28%	8%	54%	39%	17%	77%	6%	
	PEAK HR FACTOR		0.938			0.895			0.877			0.822		0.915
	APP/DEPART	2,136	/	1,463	984	/	1,126	730	/	733	891	/	1,419	0
PM	5:00 PM	57	181	58	8	270	18	23	202	149	55	89	9	1,119
	5:15 PM	58	187	68	4	274	13	33	215	185	41	94	7	1,179
	5:30 PM	56	154	62	9	273	24	21	211	176	58	100	8	1,152
	5:45 PM	69	197	65	3	290	11	28	182	172	49	101	4	1,171
	6:00 PM	62	165	77	7	259	16	37	236	162	61	129	4	1,215
	6:15 PM	85	193	84	13	293	16	23	216	194	53	89	9	1,268
	6:30 PM	64	228	80	7	301	10	36	250	150	65	103	8	1,302
	6:45 PM	66	177	92	8	314	7	48	240	161	58	113	7	1,291
	VOLUMES	517	1,482	586	59	2,274	115	249	1,752	1,349	440	818	56	9,697
	APPROACH %	20%	57%	23%	2%	93%	5%	7%	52%	40%	33%	62%	4%	
	APP/DEPART	2,585	/	1,787	2,448	/	4,063	3,350	/	2,397	1,314	/	1,450	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	277	763	333	35	1,167	49	144	942	667	237	434	28	5,076
	APPROACH %	20%	56%	24%	3%	93%	4%	8%	54%	38%	34%	62%	4%	
	PEAK HR FACTOR		0.923			0.951			0.976			0.901		0.975
	APP/DEPART	1,373	/	935	1,251	/	2,071	1,753	/	1,310	699	/	760	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0		0	0	0
0		0	0	0
2		0	0	2
0		0	0	0
0		0	0	0
0		1	0	1
0		1	0	1
1		0	0	1
3	0	2	0	5
0		1	0	1
0		0	0	0
0		0	1	1
0		0	0	0
0		0	0	0
0		0	0	0
0		0	0	0
0	0	1	1	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM 7:30 AM	1	0	2	3	6
AM 7:45 AM	0	4	2	1	7
AM 8:00 AM	2	5	1	3	11
AM 8:15 AM	3	4	2	1	10
AM 8:30 AM	5	10	0	6	21
AM 8:45 AM	4	5	2	0	11
AM 9:00 AM	5	5	2	4	16
AM 9:15 AM	1	12	7	2	22
AM TOTAL	21	45	18	20	104
PM 5:00 PM	2	10	3	0	15
PM 5:15 PM	3	3	6	3	15
PM 5:30 PM	3	8	4	0	15
PM 5:45 PM	1	9	5	2	17
PM 6:00 PM	3	6	0	10	19
PM 6:15 PM	2	0	3	2	7
PM 6:30 PM	5	3	0	3	11
PM 6:45 PM	3	1	0	2	6
PM TOTAL	22	40	21	22	105

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	1	1
0	4	2	0	6
1	2	1	3	7
0	1	1	1	3
1	7	0	4	12
0	4	1	0	5
2	1	1	2	6
0	9	5	1	15
4	28	11	12	55
2	7	2	0	11
2	2	6	3	13
1	8	3	0	12
0	8	3	1	12
2	3	0	7	12
1	0	3	1	5
3	3	0	3	9
1	0	0	2	3
12	31	17	17	77

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	0	2	2	5
0	0	0	1	1
1	3	0	0	4
3	3	1	0	7
4	3	0	2	9
4	1	1	0	6
3	4	1	2	10
1	3	2	1	7
17	17	7	8	49
0	3	1	0	4
1	1	0	0	2
2	0	1	0	3
1	1	2	1	5
1	3	0	3	7
1	0	0	1	2
2	0	0	0	2
2	1	0	0	3
10	9	4	5	28

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	26TH ST	LOCATION #:	79
TUESDAY	EAST & WEST:	SAN VICENTE	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

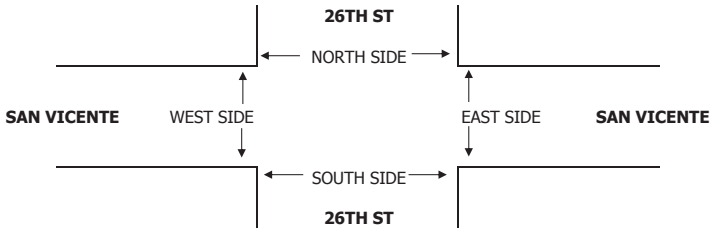
		NORTHBOUND 26TH ST			SOUTHBOUND 26TH ST			EASTBOUND SAN VICENTE			WESTBOUND SAN VICENTE			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:30 AM	26	32	17	85	53	39	18	143	9	33	173	34	662
	7:45 AM	33	36	27	88	76	51	15	170	23	25	207	37	788
	8:00 AM	15	44	25	58	64	41	16	188	15	36	196	41	739
	8:15 AM	12	55	22	40	70	28	21	191	15	39	174	36	703
	8:30 AM	18	46	34	33	72	33	13	185	18	44	188	32	716
	8:45 AM	20	57	45	44	66	25	15	196	13	51	176	29	737
	9:00 AM	13	52	36	37	74	31	20	190	20	48	167	46	734
	9:15 AM	15	46	31	46	68	33	18	182	22	53	186	50	750
	VOLUMES	152	368	237	431	543	281	136	1,445	135	329	1,467	305	5,829
	APPROACH %	20%	49%	31%	34%	43%	22%	8%	84%	8%	16%	70%	15%	
	APP/DEPART	757	/	809	1,255	/	1,007	1,716	/	2,113	2,101	/	1,900	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	78	181	108	219	282	153	65	734	71	144	765	146	2,946
	APPROACH %	21%	49%	29%	33%	43%	23%	7%	84%	8%	14%	73%	14%	
	PEAK HR FACTOR		0.936			0.760			0.958			0.966		0.935
	APP/DEPART	367	/	392	654	/	497	870	/	1,061	1,055	/	996	0
PM	5:00 PM	14	84	26	37	57	25	17	158	15	25	167	55	680
	5:15 PM	19	76	34	55	68	29	13	186	18	33	177	47	755
	5:30 PM	26	91	45	46	77	18	25	171	13	40	172	58	782
	5:45 PM	22	95	42	39	72	20	33	162	22	37	186	63	793
	6:00 PM	25	87	48	44	60	26	25	185	17	33	163	71	784
	6:15 PM	18	82	33	50	55	31	36	178	21	28	167	66	765
	6:30 PM	27	70	29	39	43	16	19	167	11	30	145	59	655
	6:45 PM	20	74	35	42	37	19	24	186	14	37	148	62	698
	VOLUMES	171	659	292	352	469	184	192	1,393	131	263	1,325	481	5,912
	APPROACH %	15%	59%	26%	35%	47%	18%	11%	81%	8%	13%	64%	23%	
	APP/DEPART	1,122	/	1,332	1,005	/	863	1,716	/	2,037	2,069	/	1,680	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	91	355	168	179	264	95	119	696	73	138	688	258	3,124
	APPROACH %	15%	58%	27%	33%	49%	18%	13%	78%	8%	13%	63%	24%	
	PEAK HR FACTOR		0.948			0.954			0.945			0.948		0.985
	APP/DEPART	614	/	732	538	/	475	888	/	1,043	1,084	/	874	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
7:30 AM			1	1	2
7:45 AM			0	0	0
8:00 AM			0	2	2
8:15 AM			1	1	2
8:30 AM			2	5	7
8:45 AM			0	2	2
9:00 AM			0	3	3
9:15 AM			1	1	2
VOLUMES	0	0	5	15	20
5:00 PM			2	6	8
5:15 PM			0	3	3
5:30 PM			1	2	3
5:45 PM			0	4	4
6:00 PM			0	5	5
6:15 PM			0	7	7
6:30 PM			1	3	4
6:45 PM			0	6	6
VOLUMES	0	0	4	36	40

LEFT TURN BIKES

	NL X	SL X	EL X	WL X	TTL
7:30 AM	0				0
7:45 AM	0				0
8:00 AM	0				0
8:15 AM	0				0
8:30 AM	0				0
8:45 AM	0				0
9:00 AM	0				0
9:15 AM	0				0
VOLUMES	0	0	0	0	0
5:00 PM	0				0
5:15 PM	0				0
5:30 PM	0				0
5:45 PM	1				1
6:00 PM	0				0
6:15 PM	0				0
6:30 PM	0				0
6:45 PM	1				1
VOLUMES	2	0	0	0	2



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	8	7	5	2	22
7:45 AM	6	16	7	3	32
8:00 AM	4	18	3	2	27
8:15 AM	9	18	1	5	33
8:30 AM	11	20	6	0	37
8:45 AM	9	24	3	3	39
9:00 AM	7	12	6	4	29
9:15 AM	8	16	6	1	31
TOTAL	62	131	37	20	250
5:00 PM	3	9	2	2	16
5:15 PM	8	16	2	6	32
5:30 PM	8	16	3	4	31
5:45 PM	8	21	3	0	32
6:00 PM	9	13	4	1	27
6:15 PM	4	18	2	2	26
6:30 PM	4	18	9	3	34
6:45 PM	4	16	8	6	34
TOTAL	48	127	33	24	232

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:30 AM	3	5	5	1	14
7:45 AM	1	8	7	3	19
8:00 AM	2	9	2	2	15
8:15 AM	5	11	1	4	21
8:30 AM	3	15	5	0	23
8:45 AM	6	13	3	1	23
9:00 AM	2	8	6	3	19
9:15 AM	2	9	4	1	16
TOTAL	24	78	33	15	150
5:00 PM	2	7	2	2	13
5:15 PM	5	11	2	6	24
5:30 PM	3	15	3	3	24
5:45 PM	6	15	1	0	22
6:00 PM	4	9	4	1	18
6:15 PM	1	11	2	1	15
6:30 PM	3	13	8	2	26
6:45 PM	2	10	7	6	25
TOTAL	26	91	29	21	167

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:30 AM	5	2	0	1	8
7:45 AM	5	8	0	0	13
8:00 AM	2	9	1	0	12
8:15 AM	4	7	0	1	12
8:30 AM	8	5	1	0	14
8:45 AM	3	11	0	2	16
9:00 AM	5	4	0	1	10
9:15 AM	6	7	2	0	15
TOTAL	38	53	4	5	100
5:00 PM	1	2	0	0	3
5:15 PM	3	5	0	0	8
5:30 PM	5	1	0	1	7
5:45 PM	2	6	2	0	10
6:00 PM	5	4	0	0	9
6:15 PM	3	7	0	1	11
6:30 PM	1	5	1	1	8
6:45 PM	2	6	1	0	9
TOTAL	22	36	4	3	65

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CENTINELA	LOCATION #:	A
TUESDAY	EAST & WEST:	BROADWAY	CONTROL:	SIGNAL

NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

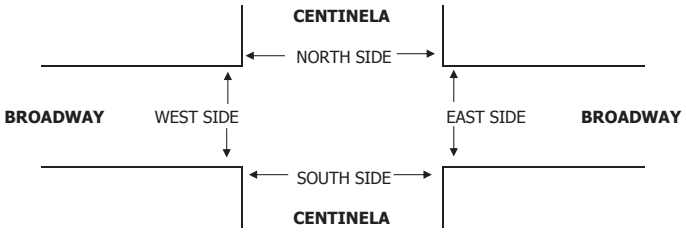
		NORTHBOUND CENTINELA			SOUTHBOUND CENTINELA			EASTBOUND BROADWAY			WESTBOUND BROADWAY			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	9	69	11	3	37	3	4	42	16	6	26	8	234
	7:45 AM	14	102	18	3	73	2	4	29	18	6	28	6	303
	8:00 AM	26	104	9	7	76	4	3	23	19	9	24	6	310
	8:15 AM	20	97	11	2	65	7	1	25	25	1	29	8	291
	8:30 AM	26	98	13	1	66	10	4	36	23	7	32	5	321
	8:45 AM	33	111	8	3	80	2	6	37	28	17	52	7	384
	9:00 AM	27	76	4	3	72	8	3	30	19	14	52	6	314
	9:15 AM	28	71	16	2	74	14	3	28	27	15	38	9	325
	VOLUMES	183	728	90	24	543	50	28	250	175	75	281	55	2,482
	APPROACH %	18%	73%	9%	4%	88%	8%	6%	55%	39%	18%	68%	13%	
	APP/DEPART	1,001	/	811	617	/	793	453	/	364	411	/	514	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	114	356	41	9	292	34	16	131	97	53	174	27	1,344
	APPROACH %	22%	70%	8%	3%	87%	10%	7%	54%	40%	21%	69%	11%	
	PEAK HR FACTOR		0.840			0.931			0.859			0.836		0.875
	APP/DEPART	511	/	399	335	/	442	244	/	181	254	/	322	0
PM	5:00 PM	13	95	26	6	70	5	3	78	29	5	36	9	375
	5:15 PM	23	105	33	8	84	7	13	114	35	12	38	9	481
	5:30 PM	21	111	30	6	69	8	7	125	32	11	22	12	454
	5:45 PM	15	116	35	15	72	7	8	119	31	8	28	7	461
	6:00 PM	12	109	54	17	60	13	10	127	29	11	20	4	466
	6:15 PM	18	117	22	9	62	6	7	123	21	4	23	8	420
	6:30 PM	9	113	30	25	56	5	6	113	25	6	19	5	412
	6:45 PM	10	121	15	8	48	6	1	49	30	9	15	5	317
	VOLUMES	121	887	245	94	521	57	55	848	232	66	201	59	3,386
	APPROACH %	10%	71%	20%	14%	78%	8%	5%	75%	20%	20%	62%	18%	
	APP/DEPART	1,253	/	1,001	672	/	819	1,135	/	1,187	326	/	379	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	71	441	152	46	285	35	38	485	127	42	108	32	1,862
	APPROACH %	11%	66%	23%	13%	78%	10%	6%	75%	20%	23%	59%	18%	
	PEAK HR FACTOR		0.949			0.924			0.979			0.771		0.968
	APP/DEPART	664	/	511	366	/	454	650	/	683	182	/	214	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				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 TURN BIKES

NL	SL	EL	WL	TTL
X	X	X	X	
0	0	0		0
0	0	0		0
0	0	0		0
1	0	0		1
0	0	0		0
1	0	0		1
0	0	0		0
0	1	0		1
2	1	0	0	3
0	0	0		0
1	0	0		1
0	0	0		0
0	0	0		0
1	1	0		2
0	0	1		1
0	0	0		0
0	0	0		0
2	1	1	0	4



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:30 AM	6	10	5	8	29
	7:45 AM	5	6	3	2	16
	8:00 AM	10	5	2	4	21
	8:15 AM	2	7	6	5	20
	8:30 AM	4	3	0	3	10
	8:45 AM	13	10	6	3	32
	9:00 AM	5	5	3	4	17
	9:15 AM	7	5	3	3	18
	TOTAL	52	51	28	32	163
PM	5:00 PM	5	10	2	4	21
	5:15 PM	5	7	5	7	24
	5:30 PM	4	17	5	7	33
	5:45 PM	4	15	5	12	36
	6:00 PM	5	7	2	6	20
	6:15 PM	3	7	0	6	16
	6:30 PM	4	8	3	3	18
	6:45 PM	6	10	6	3	25
	TOTAL	36	81	28	48	193

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	6	4	6	17
1	3	3	1	8
6	3	1	4	14
1	7	5	5	18
0	1	0	2	3
4	4	4	3	15
1	5	3	3	12
1	2	2	3	8
15	31	22	27	95
2	4	2	3	11
2	5	3	7	17
2	10	4	6	22
4	9	5	10	28
2	4	2	4	12
1	3	0	6	10
1	3	3	3	10
2	3	5	2	12
16	41	24	41	122

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
5	4	1	2	12
4	3	0	1	8
4	2	1	0	7
1	0	1	0	2
4	2	0	1	7
9	6	2	0	17
4	0	0	1	5
6	3	1	0	10
37	20	6	5	68
3	6	0	1	10
3	2	2	0	7
2	7	1	1	11
0	6	0	2	8
3	3	0	2	8
2	4	0	0	6
3	5	0	0	8
4	7	1	1	13
20	40	4	7	71

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	CENTNELA	LOCATION #:	C
TUESDAY	EAST & WEST:	I-10 WB	CONTROL:	SIGNAL

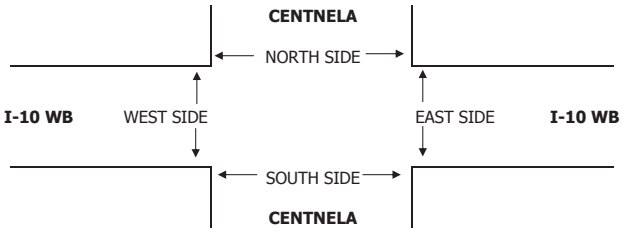
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CENTNELA			SOUTHBOUND CENTNELA			EASTBOUND I-10 WB			WESTBOUND I-10 WB			
	LANES:	NL 1	NT 0	NR 1	SL 0	ST 1	SR 0	EL 0	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:30 AM	128	100	0	0	55	34	106	0	69	0	0	1	493
	7:45 AM	122	106	0	0	87	32	137	1	99	0	0	0	584
	8:00 AM	99	104	0	0	89	38	123	1	93	1	0	2	550
	8:15 AM	82	124	0	0	82	34	131	1	96	0	0	2	552
	8:30 AM	90	119	0	0	79	36	129	1	64	0	0	1	519
	8:45 AM	101	136	0	0	106	42	130	0	60	0	0	1	576
	9:00 AM	98	125	1	0	91	22	120	1	65	0	0	1	524
	9:15 AM	87	124	0	0	96	41	140	1	61	0	0	0	550
	VOLUMES	807	938	1	0	685	279	1,016	6	607	1	0	8	4,348
	APPROACH %	46%	54%	0%	0%	71%	29%	62%	0%	37%	11%	0%	89%	
	APP/DEPART	1,746	/	1,962	964	/	1,293	1,629	/	7	9	/	1,086	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	393	453	0	0	337	140	520	4	352	1	0	5	2,205
	APPROACH %	46%	54%	0%	0%	71%	29%	59%	0%	40%	17%	0%	83%	
	PEAK HR FACTOR		0.928			0.939			0.924			0.500		0.944
	APP/DEPART	846	/	978	477	/	690	876	/	4	6	/	533	0
PM	5:00 PM	96	42	0	0	154	24	97	0	88	0	0	0	501
	5:15 PM	100	67	0	0	156	17	121	0	66	0	0	0	527
	5:30 PM	92	56	0	0	172	12	88	0	57	0	0	0	477
	5:45 PM	79	53	0	0	167	18	117	0	69	0	0	0	503
	6:00 PM	108	57	0	0	171	14	92	0	68	0	0	0	510
	6:15 PM	91	74	0	0	174	21	68	0	68	0	0	0	496
	6:30 PM	99	68	0	0	178	8	96	0	63	0	0	0	512
	6:45 PM	111	64	0	0	151	27	96	0	60	0	0	1	510
	VOLUMES	776	481	0	0	1,323	141	775	0	539	0	0	1	4,036
	APPROACH %	62%	38%	0%	0%	90%	10%	59%	0%	41%	0%	0%	100%	
	APP/DEPART	1,257	/	1,257	1,464	/	1,862	1,314	/	0	1	/	917	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	409	263	0	0	674	70	352	0	259	0	0	1	2,028
	APPROACH %	61%	39%	0%	0%	91%	9%	58%	0%	42%	0%	0%	100%	
	PEAK HR FACTOR		0.960			0.954			0.955			0.250		0.990
	APP/DEPART	672	/	616	744	/	933	611	/	0	1	/	479	0

U-TURNS						LEFT TURN BIKES				
NB	SB	EB	WB	TTL		NL	SL	EL	WL	TTL
X	X	X	X			X	X	X	X	
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM 7:30 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
AM 7:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
AM 8:00 AM	1	0	2	3	6	1	0	2	1	4	0	0	0	2	2
AM 8:15 AM	0	0	2	4	6	0	0	2	4	6	0	0	0	0	0
AM 8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
AM 8:45 AM	0	0	1	4	5	0	0	1	4	5	0	0	0	0	0
AM 9:00 AM	0	0	1	8	9	0	0	1	8	9	0	0	0	0	0
AM 9:15 AM	0	0	2	12	14	0	0	2	11	13	0	0	0	1	1
AM TOTAL	1	0	10	33	44	1	0	10	30	41	0	0	0	3	3
PM 5:00 PM	0	0	2	5	7	0	0	2	3	5	0	0	0	2	2
PM 5:15 PM	0	0	2	3	5	0	0	2	3	5	0	0	0	0	0
PM 5:30 PM	0	0	0	5	5	0	0	0	3	3	0	0	0	2	2
PM 5:45 PM	1	0	3	2	6	1	0	3	2	6	0	0	0	0	0
PM 6:00 PM	0	0	0	14	14	0	0	0	11	11	0	0	0	3	3
PM 6:15 PM	1	0	3	11	15	1	0	2	10	13	0	0	1	1	2
PM 6:30 PM	0	0	4	20	24	0	0	3	19	22	0	0	1	1	2
PM 6:45 PM	0	0	0	12	12	0	0	0	11	11	0	0	0	1	1
PM TOTAL	2	0	14	72	88	2	0	12	62	76	0	0	2	10	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SANTA MONICA	PROJECT #:	
11/8/16	NORTH & SOUTH:	BUNDY	LOCATION #:	D
TUESDAY	EAST & WEST:	I-10 RAMPS	CONTROL:	SIGNAL

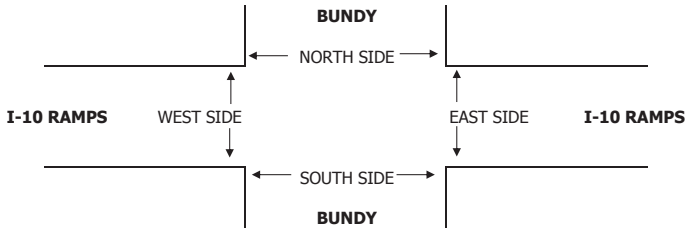
NOTES:

WEATHER: SUNNY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND BUNDY			SOUTHBOUND BUNDY			EASTBOUND I-10 RAMPS			WESTBOUND I-10 RAMPS			
	LANES:	NL X	NT 2	NR 1	SL 1	ST 2	SR X	EL X	ET X	ER X	WL X	WT X	WR X	TOTAL
AM	7:30 AM		139	125	74	129								467
	7:45 AM		169	119	67	166								521
	8:00 AM		199	145	102	167								613
	8:15 AM		253	167	111	231								762
	8:30 AM		209	149	123	212								693
	8:45 AM		242	117	127	263								749
	9:00 AM		243	123	139	242								747
	9:15 AM		254	121	143	272								790
	VOLUMES	0	1,708	1,066	886	1,682	0	0	0	0	0	0	0	5,342
	APPROACH %	0%	62%	38%	35%	65%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	2,774	/	1,708	2,568	/	1,682	0	/	1,952	0	/	0	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	948	510	532	989	0	0	0	0	0	0	0	2,979
	APPROACH %	0%	65%	35%	35%	65%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.972			0.916			0.000			0.000		0.943
	APP/DEPART	1,458	/	948	1,521	/	989	0	/	1,042	0	/	0	0
PM	5:00 PM		126	93	155	229								603
	5:15 PM		141	88	158	216								603
	5:30 PM		153	61	158	221								593
	5:45 PM		157	80	133	242								612
	6:00 PM		132	75	139	261								607
	6:15 PM		163	89	149	252								653
	6:30 PM		162	115	165	251								693
	6:45 PM		173	111	155	284								723
	VOLUMES	0	1,207	712	1,212	1,956	0	0	0	0	0	0	0	5,087
	APPROACH %	0%	63%	37%	38%	62%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1,919	/	1,207	3,168	/	1,956	0	/	1,924	0	/	0	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	0	630	390	608	1,048	0	0	0	0	0	0	0	2,676
	APPROACH %	0%	62%	38%	37%	63%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.898			0.943			0.000			0.000		0.925
	APP/DEPART	1,020	/	630	1,656	/	1,048	0	/	998	0	/	0	0

U-TURNS						LEFT TURN BIKES				
NB X	SB X	EB X	WB X	TTL		NL X	SL X	EL X	WL X	TTL
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
				0						0
0	0	0	0	0		0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:30 AM	0	0	1	0	1	0	0	0		0	0	0	1		1
	7:45 AM	0	0	0	0	0	0	0	0		0	0	0	0		0
	8:00 AM	0	0	1	0	1	0	0	1		1	0	0	0		0
	8:15 AM	0	0	0	0	0	0	0	0		0	0	0	0		0
	8:30 AM	0	0	2	0	2	0	0	2		2	0	0	0		0
	8:45 AM	0	0	3	0	3	0	0	0		0	0	0	3		3
	9:00 AM	0	0	3	0	3	0	0	0		0	0	0	3		3
	9:15 AM	3	0	2	0	5	3	0	0		3	0	0	2		2
	TOTAL	3	0	12	0	15	3	0	3	0	6	0	0	9	0	9
PM	5:00 PM	0	0	3	0	3	0	0	1		1	0	0	2		2
	5:15 PM	0	0	1	0	1	0	0	1		1	0	0	0		0
	5:30 PM	0	0	5	0	5	0	0	4		4	0	0	1		1
	5:45 PM	0	0	5	0	5	0	0	3		3	0	0	2		2
	6:00 PM	0	0	3	0	3	0	0	2		2	0	0	1		1
	6:15 PM	0	0	2	0	2	0	0	2		2	0	0	0		0
	6:30 PM	0	0	1	0	1	0	0	1		1	0	0	0		0
	6:45 PM	0	0	1	0	1	0	0	0		0	0	0	1		1
	TOTAL	0	0	21	0	21	0	0	14	0	14	0	0	7	0	7

APPENDIX A2:
STUDY STREET SEGMENT TRAFFIC COUNTS

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

ARIZONA W-O 17TH ST Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		4			12:00			62		72		
00:15			0		0			12:15			59		57		
00:30			3		2			12:30			61		56		
00:45			0	9	1	7	16	12:45			60	242	64	249	491
01:00			0		0			13:00			92		63		
01:15			4		1			13:15			77		63		
01:30			2		3			13:30			75		58		
01:45			1	7	1	5	12	13:45			89	333	61	245	578
02:00			0		0			14:00			47		58		
02:15			2		1			14:15			81		75		
02:30			0		0			14:30			54		70		
02:45			2	4	0	1	5	14:45			63	245	69	272	517
03:00			1		0			15:00			89		81		
03:15			0		0			15:15			78		74		
03:30			0		0			15:30			86		74		
03:45			0	1	0	0	1	15:45			69	322	69	298	620
04:00			3		0			16:00			85		71		
04:15			0		1			16:15			96		86		
04:30			1		2			16:30			100		67		
04:45			5	9	0	3	12	16:45			83	364	60	284	648
05:00			2		1			17:00			113		68		
05:15			1		5			17:15			86		65		
05:30			5		3			17:30			94		55		
05:45			3	11	2	11	22	17:45			74	367	47	235	602
06:00			2		2			18:00			71		42		
06:15			10		5			18:15			63		40		
06:30			7		7			18:30			55		45		
06:45			5	24	9	23	47	18:45			42	231	34	161	392
07:00			8		12			19:00			38		39		
07:15			16		28			19:15			41		46		
07:30			28		34			19:30			35		50		
07:45			33	85	44	118	203	19:45			33	147	47	182	329
08:00			48		45			20:00			37		59		
08:15			67		59			20:15			42		34		
08:30			44		51			20:30			36		21		
08:45			43	202	46	201	403	20:45			33	148	23	137	285
09:00			49		55			21:00			29		23		
09:15			50		50			21:15			22		19		
09:30			55		56			21:30			11		18		
09:45			63	217	62	223	440	21:45			10	72	15	75	147
10:00			71		77			22:00			15		11		
10:15			77		54			22:15			10		7		
10:30			56		99			22:30			8		4		
10:45			75	279	62	292	571	22:45			10	43	9	31	74
11:00			83		72			23:00			14		2		
11:15			70		57			23:15			0		8		
11:30			72		56			23:30			9		6		
11:45			62	287	64	249	536	23:45			9	32	3	19	51
Total Vol.				1135		1133	**2268**					2546		2188	**4734**

Daily Totals

NB	SB	EB	WB	Combined
		3681	3321	**7002**

	AM			PM		
Split %	50.0%	50.0%	**32.4%**	53.8%	46.2%	**67.6%**
Peak Hour	10:45	09:45	**10:15**	16:15	15:30	**16:15**
Volume	300	292	**578**	392	300	**673**
P.H.F.	0.90	0.74	**0.93**	0.87	0.87	**0.92**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

ARIZONA W-O 20TH ST Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		6			12:00			67		70		
00:15			2		7			12:15			88		71		
00:30			4		1			12:30			67		64		
00:45			5	14	0	14	28	12:45			88	310	86	291	601
01:00			0		4			13:00			68		69		
01:15			7		2			13:15			62		67		
01:30			1		0			13:30			70		65		
01:45			2	10	2	8	18	13:45			55	255	79	280	535
02:00			0		3			14:00			57		60		
02:15			2		2			14:15			60		77		
02:30			3		0			14:30			63		66		
02:45			1	6	1	6	12	14:45			58	238	71	274	512
03:00			2		0			15:00			70		68		
03:15			1		0			15:15			76		66		
03:30			2		0			15:30			80		86		
03:45			0	5	1	1	6	15:45			88	314	97	317	631
04:00			2		0			16:00			75		77		
04:15			0		1			16:15			90		61		
04:30			0		2			16:30			83		79		
04:45			0	2	1	4	6	16:45			106	354	53	270	624
05:00			1		0			17:00			119		61		
05:15			1		3			17:15			84		58		
05:30			0		1			17:30			107		48		
05:45			2	4	4	8	12	17:45			78	388	60	227	615
06:00			1		1			18:00			98		51		
06:15			3		5			18:15			98		64		
06:30			1		3			18:30			90		43		
06:45			3	8	6	15	23	18:45			73	359	56	214	573
07:00			7		10			19:00			68		47		
07:15			9		18			19:15			50		56		
07:30			17		27			19:30			46		44		
07:45			33	66	50	105	171	19:45			48	212	60	207	419
08:00			40		44			20:00			44		46		
08:15			55		40			20:15			37		34		
08:30			52		44			20:30			33		24		
08:45			46	193	48	176	369	20:45			30	144	18	122	266
09:00			37		33			21:00			28		23		
09:15			39		51			21:15			25		17		
09:30			33		81			21:30			20		19		
09:45			42	151	72	237	388	21:45			17	90	10	69	159
10:00			51		57			22:00			11		16		
10:15			44		49			22:15			15		20		
10:30			48		39			22:30			16		20		
10:45			33	176	60	205	381	22:45			11	53	25	81	134
11:00			28		59			23:00			10		14		
11:15			37		57			23:15			8		13		
11:30			44		65			23:30			5		20		
11:45			51	160	47	228	388	23:45			7	30	6	53	83
Total Vol.				795		1007	**1802**					2747		2405	**5152**

Daily Totals

NB	SB	EB	WB	Combined
		3542	3412	**6954**

	AM			PM		
Split %	44.1%	55.9%	**25.9%**	53.3%	46.7%	**74.1%**
Peak Hour	11:45	09:15	**11:45**	16:45	15:15	**15:30**
Volume	273	261	**525**	416	326	**654**
P.H.F.	0.78	0.81	**0.83**	0.87	0.84	**0.88**

TUESDAY - NOVEMBER 8, 2016 CITY: SANTA MONICA PROJECT:

ARIZONA E-O 23RD ST Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		6			12:00			40		44		
00:15			3		7			12:15			37		40		
00:30			1		4			12:30			46		41		
00:45			4	10	8	25	35	12:45			50	173	48	173	346
01:00			0		5			13:00			45		51		
01:15			2		3			13:15			59		44		
01:30			2		6			13:30			52		43		
01:45			1	5	4	18	23	13:45			48	204	57	195	399
02:00			1		2			14:00			55		58		
02:15			5		3			14:15			64		42		
02:30			1		5			14:30			48		59		
02:45			3	10	5	15	25	14:45			62	229	81	240	469
03:00			1		1			15:00			81		57		
03:15			2		3			15:15			63		48		
03:30			0		1			15:30			77		76		
03:45			1	4	0	5	9	15:45			63	284	72	253	537
04:00			0		2			16:00			76		57		
04:15			1		2			16:15			88		59		
04:30			1		3			16:30			68		35		
04:45			3	5	5	12	17	16:45			66	298	55	206	504
05:00			4		1			17:00			66		43		
05:15			2		4			17:15			86		44		
05:30			5		8			17:30			66		58		
05:45			7	18	11	24	42	17:45			70	288	51	196	484
06:00			3		15			18:00			86		49		
06:15			8		10			18:15			63		47		
06:30			11		17			18:30			61		60		
06:45			10	32	22	64	96	18:45			58	268	46	202	470
07:00			13		25			19:00			50		34		
07:15			17		31			19:15			43		45		
07:30			22		37			19:30			29		30		
07:45			41	93	49	142	235	19:45			27	149	20	129	278
08:00			60		55			20:00			30		33		
08:15			77		60			20:15			22		21		
08:30			58		57			20:30			32		17		
08:45			41	236	62	234	470	20:45			18	102	10	81	183
09:00			50		55			21:00			15		10		
09:15			42		49			21:15			16		13		
09:30			44		64			21:30			20		7		
09:45			45	181	54	222	403	21:45			11	62	9	39	101
10:00			49		69			22:00			11		13		
10:15			51		29			22:15			8		9		
10:30			45		39			22:30			7		7		
10:45			45	190	63	200	390	22:45			5	31	8	37	68
11:00			59		39			23:00			7		5		
11:15			38		31			23:15			6		11		
11:30			54		52			23:30			7		2		
11:45			52	203	42	164	367	23:45			6	26	2	20	46
Total Vol.				987		1125	**2112**					2114		1771	**3885**

Daily Totals

NB	SB	EB	WB	Combined
		3101	2896	**5997**

	AM			PM		
Split %	46.7%	53.3%	**35.2%**	54.4%	45.6%	**64.8%**
Peak Hour	07:45	09:15	**08:00**	17:15	15:30	**15:30**
Volume	236	236	**470**	308	264	**568**
P.H.F.	0.77	0.86	**0.86**	0.90	0.87	**0.93**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

ARIZONA E-O 26TH ST Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		8			12:00			42		38		
00:15			1		8			12:15			48		49		
00:30			0		5			12:30			51		55		
00:45			2	6	3	24	30	12:45			46	187	40	182	369
01:00			1		6			13:00			55		56		
01:15			0		1			13:15			49		35		
01:30			0		2			13:30			53		32		
01:45			2	3	7	16	19	13:45			60	217	28	151	368
02:00			0		4			14:00			46		33		
02:15			3		1			14:15			42		30		
02:30			1		3			14:30			49		46		
02:45			1	5	0	8	13	14:45			53	190	34	143	333
03:00			1		2			15:00			57		37		
03:15			0		0			15:15			60		31		
03:30			1		0			15:30			56		45		
03:45			0	2	0	2	4	15:45			63	236	33	146	382
04:00			2		0			16:00			55		25		
04:15			0		1			16:15			61		44		
04:30			0		0			16:30			66		33		
04:45			3	5	1	2	7	16:45			72	254	45	147	401
05:00			1		1			17:00			78		36		
05:15			4		3			17:15			86		42		
05:30			6		2			17:30			79		45		
05:45			8	19	4	10	29	17:45			85	328	36	159	487
06:00			5		6			18:00			68		33		
06:15			7		3			18:15			72		32		
06:30			10		7			18:30			61		37		
06:45			15	37	11	27	64	18:45			55	256	33	135	391
07:00			13		18			19:00			42		38		
07:15			18		26			19:15			45		31		
07:30			19		31			19:30			37		33		
07:45			27	77	37	112	189	19:45			31	155	36	138	293
08:00			35		44			20:00			26		29		
08:15			46		45			20:15			20		25		
08:30			48		39			20:30			15		22		
08:45			34	163	35	163	326	20:45			13	74	19	95	169
09:00			37		33			21:00			11		16		
09:15			32		26			21:15			17		11		
09:30			35		37			21:30			10		9		
09:45			28	132	40	136	268	21:45			8	46	7	43	89
10:00			36		33			22:00			6		13		
10:15			40		38			22:15			9		8		
10:30			28		40			22:30			4		8		
10:45			38	142	45	156	298	22:45			2	21	6	35	56
11:00			42		50			23:00			6		9		
11:15			47		43			23:15			3		11		
11:30			38		41			23:30			1		4		
11:45			33	160	52	186	346	23:45			2	12	6	30	42
Total Vol.				751		842	**1593**					1976		1404	**3380**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			2727	2246	**4973**

	AM			**PM**		
Split %	47.1%	52.9%	**32.0%**	58.5%	41.5%	**68.0%**
Peak Hour	11:45	11:45	**11:45**	17:00	12:15	**17:00**
Volume	174	194	**368**	328	200	**487**
P.H.F.	0.85	0.88	**0.87**	0.95	0.89	**0.95**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

21ST N-O WILSHIRE Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	13		11				
00:15	1		3					12:15	14		16				
00:30	1		1					12:30	13		14				
00:45	2	7	0	9			16	12:45	13	53	15	56			109
01:00	2		3					13:00	11		12				
01:15	2		3					13:15	13		9				
01:30	1		1					13:30	13		15				
01:45	0	5	0	7			12	13:45	11	48	32	68			116
02:00	1		1					14:00	14		18				
02:15	0		0					14:15	18		16				
02:30	0		0					14:30	20		15				
02:45	0	1	0	1			2	14:45	18	70	17	66			136
03:00	0		1					15:00	15		15				
03:15	1		0					15:15	17		22				
03:30	0		0					15:30	15		19				
03:45	0	1	0	1			2	15:45	17	64	11	67			131
04:00	0		1					16:00	14		25				
04:15	0		0					16:15	13		12				
04:30	1		0					16:30	11		4				
04:45	0	1	2	3			4	16:45	14	52	8	49			101
05:00	1		0					17:00	11		8				
05:15	0		0					17:15	9		18				
05:30	1		1					17:30	11		12				
05:45	1	3	0	1			4	17:45	15	46	5	43			89
06:00	0		1					18:00	10		10				
06:15	3		1					18:15	14		11				
06:30	5		3					18:30	15		8				
06:45	6	14	5	10			24	18:45	13	52	16	45			97
07:00	6		5					19:00	9		4				
07:15	8		0					19:15	10		9				
07:30	5		1					19:30	10		11				
07:45	6	25	5	11			36	19:45	19	48	18	42			90
08:00	2		3					20:00	11		21				
08:15	9		9					20:15	17		16				
08:30	3		3					20:30	15		11				
08:45	7	21	7	22			43	20:45	10	53	17	65			118
09:00	7		5					21:00	10		9				
09:15	17		13					21:15	6		14				
09:30	12		9					21:30	8		9				
09:45	9	45	7	34			79	21:45	6	30	5	37			67
10:00	23		24					22:00	9		5				
10:15	7		8					22:15	4		2				
10:30	12		10					22:30	4		2				
10:45	16	58	16	58			116	22:45	2	19	5	14			33
11:00	19		13					23:00	1		3				
11:15	22		17					23:15	3		4				
11:30	20		10					23:30	4		2				
11:45	12	73	19	59			132	23:45	1	9	4	13			22
Total Vol.		254		216			**470**			544		565			**1109**

Daily Totals

NB	SB	EB	WB	**Combined**
798	781			**1579**

	AM			**PM**		
Split %	54.0%	46.0%	**29.8%**	49.1%	50.9%	**70.2%**
Peak Hour	10:45	11:45	**10:45**	14:15	13:30	**13:45**
Volume	77	60	**133**	71	81	**144**
P.H.F.	0.88	0.79	**0.85**	0.93	0.63	**0.84**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

21ST N-O ARIZONA Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		2					12:00	18		24				
00:15	2		0					12:15	10		11				
00:30	5		2					12:30	13		15				
00:45	3	12	3	7			19	12:45	12	53	18	68			121
01:00	1		2					13:00	18		20				
01:15	2		1					13:15	11		11				
01:30	0		2					13:30	19		13				
01:45	3	6	0	5			11	13:45	16	64	19	63			127
02:00	0		0					14:00	19		24				
02:15	0		0					14:15	18		16				
02:30	0		0					14:30	12		10				
02:45	0	0	0	0				14:45	12	61	18	68			129
03:00	1		1					15:00	18		19				
03:15	0		1					15:15	15		19				
03:30	0		0					15:30	18		15				
03:45	0	1	0	2			3	15:45	11	62	25	78			140
04:00	1		1					16:00	14		20				
04:15	0		1					16:15	22		19				
04:30	2		2					16:30	16		10				
04:45	1	4	1	5			9	16:45	12	64	19	68			132
05:00	3		1					17:00	13		13				
05:15	1		0					17:15	15		10				
05:30	2		2					17:30	11		15				
05:45	7	13	0	3			16	17:45	9	48	11	49			97
06:00	3		1					18:00	8		13				
06:15	2		0					18:15	12		10				
06:30	6		0					18:30	15		8				
06:45	3	14	2	3			17	18:45	10	45	10	41			86
07:00	5		7					19:00	8		8				
07:15	10		2					19:15	12		15				
07:30	12		1					19:30	10		10				
07:45	9	36	1	11			47	19:45	8	38	9	42			80
08:00	10		8					20:00	11		12				
08:15	9		6					20:15	7		6				
08:30	10		9					20:30	5		3				
08:45	13	42	11	34			76	20:45	2	25	4	25			50
09:00	12		13					21:00	6		9				
09:15	11		10					21:15	7		4				
09:30	7		20					21:30	4		2				
09:45	14	44	14	57			101	21:45	8	25	5	20			45
10:00	9		11					22:00	3		3				
10:15	13		15					22:15	5		8				
10:30	11		12					22:30	6		4				
10:45	17	50	9	47			97	22:45	4	18	1	16			34
11:00	14		11					23:00	7		6				
11:15	18		15					23:15	3		9				
11:30	11		17					23:30	6		2				
11:45	15	58	16	59			117	23:45	4	20	5	22			42
Total Vol.		280		233			**513**			523		560			**1083**

Daily Totals

NB	SB	EB	WB	**Combined**
803	793			**1596**

	AM			**PM**		
Split %	54.6%	45.4%	**32.1%**	48.3%	51.7%	**67.9%**
Peak Hour	11:15	11:15	**11:15**	13:30	15:15	**13:30**
Volume	62	72	**134**	72	79	**144**
P.H.F.	0.86	0.75	**0.80**	0.96	0.79	**0.84**

TUESDAY - NOVEMBER 8, 2016 CITY: SANTA MONICA PROJECT:

22ND N-O WILSHIRE Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		7					12:00	30		20				
00:15	8		4					12:15	29		34				
00:30	4		3					12:30	18		37				
00:45	3	21	1	15			36	12:45	4	81	60	151			232
01:00	2		3					13:00	29		24				
01:15	5		0					13:15	39		34				
01:30	3		2					13:30	30		28				
01:45	1	11	4	9			20	13:45	15	113	54	140			253
02:00	0		1					14:00	18		41				
02:15	2		0					14:15	21		35				
02:30	1		2					14:30	28		19				
02:45	0	3	0	3			6	14:45	31	98	22	117			215
03:00	1		0					15:00	37		32				
03:15	0		1					15:15	24		20				
03:30	0		0					15:30	17		28				
03:45	0	1	0	1			2	15:45	15	93	24	104			197
04:00	0		0					16:00	18		19				
04:15	1		0					16:15	15		21				
04:30	0		1					16:30	21		13				
04:45	0	1	0	1			2	16:45	12	66	15	68			134
05:00	1		2					17:00	15		28				
05:15	3		1					17:15	10		10				
05:30	1		3					17:30	15		13				
05:45	2	7	5	11			18	17:45	18	58	21	72			130
06:00	1		1					18:00	15		19				
06:15	4		1					18:15	18		18				
06:30	2		2					18:30	29		15				
06:45	5	12	4	8			20	18:45	17	79	16	68			147
07:00	7		6					19:00	16		10				
07:15	8		9					19:15	23		12				
07:30	6		5					19:30	15		13				
07:45	4	25	3	23			48	19:45	15	69	6	41			110
08:00	9		6					20:00	16		12				
08:15	11		8					20:15	22		13				
08:30	13		7					20:30	13		11				
08:45	15	48	11	32			80	20:45	17	68	19	55			123
09:00	17		14					21:00	11		12				
09:15	14		27					21:15	10		10				
09:30	20		17					21:30	5		5				
09:45	20	71	15	73			144	21:45	12	38	8	35			73
10:00	36		33					22:00	8		6				
10:15	20		23					22:15	7		7				
10:30	16		17					22:30	5		2				
10:45	19	91	23	96			187	22:45	8	28	3	18			46
11:00	20		25					23:00	12		9				
11:15	19		9					23:15	3		4				
11:30	28		14					23:30	8		6				
11:45	26	93	17	65			158	23:45	4	27	4	23			50
Total Vol.		384		337			**721**			818		892			**1710**

Daily Totals

NB	SB	EB	WB	**Combined**
1202	1229			**2431**

	AM			**PM**		
Split %	53.3%	46.7%	**29.7%**	47.8%	52.2%	**70.3%**
Peak Hour	11:30	11:45	**11:45**	14:30	13:30	**13:15**
Volume	113	108	**211**	120	158	**259**
P.H.F.	0.94	0.73	**0.84**	0.90	0.73	**0.89**

TUESDAY - NOVEMBER 8, 2016 CITY: SANTA MONICA PROJECT:

22ND N-O ARIZONA Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	12		14				
00:15	0		0					12:15	17		11				
00:30	0		0					12:30	12		12				
00:45	2	3	1	2			5	12:45	19	60	13	50			110
01:00	0		1					13:00	7		8				
01:15	1		0					13:15	16		15				
01:30	1		0					13:30	5		10				
01:45	0	2	0	1			3	13:45	7	35	15	48			83
02:00	0		1					14:00	18		18				
02:15	0		0					14:15	20		10				
02:30	1		0					14:30	12		13				
02:45	0	1	0	1			2	14:45	9	59	16	57			116
03:00	0		1					15:00	14		8				
03:15	0		0					15:15	12		12				
03:30	0		0					15:30	19		17				
03:45	0	0	0	1			1	15:45	14	59	9	46			105
04:00	0		0					16:00	9		10				
04:15	1		1					16:15	12		14				
04:30	0		0					16:30	6		8				
04:45	2	3	1	2			5	16:45	9	36	11	43			79
05:00	0		1					17:00	6		14				
05:15	0		2					17:15	7		12				
05:30	3		3					17:30	8		12				
05:45	1	4	1	7			11	17:45	10	31	11	49			80
06:00	2		4					18:00	9		11				
06:15	2		2					18:15	13		10				
06:30	1		6					18:30	7		9				
06:45	3	8	5	17			25	18:45	4	33	6	36			69
07:00	1		3					19:00	6		5				
07:15	4		7					19:15	5		9				
07:30	6		7					19:30	4		6				
07:45	11	22	8	25			47	19:45	7	22	7	27			49
08:00	7		12					20:00	1		4				
08:15	8		15					20:15	5		7				
08:30	8		11					20:30	3		4				
08:45	15	38	18	56			94	20:45	4	13	9	24			37
09:00	13		20					21:00	3		4				
09:15	12		12					21:15	2		3				
09:30	6		15					21:30	1		3				
09:45	14	45	14	61			106	21:45	3	9	4	14			23
10:00	10		14					22:00	3		3				
10:15	14		14					22:15	2		4				
10:30	12		10					22:30	1		2				
10:45	12	48	9	47			95	22:45	1	7	3	12			19
11:00	7		8					23:00	1		1				
11:15	15		12					23:15	0		1				
11:30	8		9					23:30	0		0				
11:45	12	42	14	43			85	23:45	2	3	2	4			7
Total Vol.		216		263			**479**			367		410			**777**

Daily Totals

NB	SB	EB	WB	**Combined**
583	673			**1256**

	AM			**PM**		
Split %	45.1%	54.9%	**38.1%**	47.2%	52.8%	**61.9%**
Peak Hour	11:45	08:45	**08:45**	12:00	13:15	**14:00**
Volume	53	65	**111**	60	58	**116**
P.H.F.	0.78	0.81	**0.84**	0.78	0.81	**0.81**

TUESDAY - NOVEMBER 8, 2016 CITY: SANTA MONICA PROJECT:

23RD N-O WILSHIRE Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		8					12:00	48		46				
00:15	4		6					12:15	26		34				
00:30	1		3					12:30	48		59				
00:45	3	14	2	19			33	12:45	47	169	47	186			355
01:00	5		1					13:00	40		47				
01:15	2		4					13:15	48		51				
01:30	1		2					13:30	60		46				
01:45	0	8	1	8			16	13:45	62	210	39	183			393
02:00	1		0					14:00	39		55				
02:15	1		0					14:15	51		53				
02:30	0		1					14:30	42		48				
02:45	2	4	0	1			5	14:45	71	203	64	220			423
03:00	0		1					15:00	72		51				
03:15	0		0					15:15	68		59				
03:30	0		0					15:30	53		53				
03:45	0	0	0	1			1	15:45	46	239	36	199			438
04:00	0		1					16:00	35		37				
04:15	1		0					16:15	51		47				
04:30	0		1					16:30	57		43				
04:45	1	2	2	4			6	16:45	43	186	56	183			369
05:00	1		2					17:00	50		50				
05:15	0		5					17:15	45		26				
05:30	2		3					17:30	47		48				
05:45	1	4	8	18			22	17:45	47	189	32	156			345
06:00	3		12					18:00	59		40				
06:15	5		15					18:15	63		58				
06:30	11		19					18:30	67		34				
06:45	15	34	22	68			102	18:45	50	239	40	172			411
07:00	18		25					19:00	59		41				
07:15	21		27					19:15	36		33				
07:30	23		33					19:30	44		30				
07:45	34	96	39	124			220	19:45	51	190	28	132			322
08:00	37		45					20:00	42		39				
08:15	42		57					20:15	32		28				
08:30	36		55					20:30	28		28				
08:45	44	159	60	217			376	20:45	22	124	24	119			243
09:00	32		52					21:00	17		19				
09:15	51		57					21:15	12		13				
09:30	35		48					21:30	10		11				
09:45	25	143	54	211			354	21:45	14	53	15	58			111
10:00	29		46					22:00	14		13				
10:15	25		42					22:15	11		14				
10:30	33		37					22:30	13		12				
10:45	31	118	39	164			282	22:45	6	44	11	50			94
11:00	28		27					23:00	15		11				
11:15	35		31					23:15	11		11				
11:30	37		37					23:30	4		8				
11:45	30	130	22	117			247	23:45	9	39	3	33			72
Total Vol.		712		952			**1664**			1885		1691			**3576**

Daily Totals

NB	SB	EB	WB	**Combined**
2597	2643			**5240**

	AM			**PM**		
Split %	42.8%	57.2%	**31.8%**	52.7%	47.3%	**68.2%**
Peak Hour	08:30	08:15	**08:30**	14:45	14:45	**14:45**
Volume	163	224	**387**	264	227	**491**
P.H.F.	0.80	0.93	**0.90**	0.97	0.89	**0.91**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

23RD ST N-O ARIZONA Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		10					12:00	44		44				
00:15	12		16					12:15	54		51				
00:30	9		8					12:30	45		47				
00:45	5	37	7	41			78	12:45	55	198	55	197			395
01:00	6		4					13:00	61		59				
01:15	3		6					13:15	66		64				
01:30	7		2					13:30	58		58				
01:45	5	21	4	16			37	13:45	47	232	60	241			473
02:00	2		7					14:00	55		63				
02:15	6		3					14:15	46		41				
02:30	3		6					14:30	66		38				
02:45	1	12	2	18			30	14:45	48	215	33	175			390
03:00	2		4					15:00	58		48				
03:15	0		0					15:15	59		62				
03:30	0		0					15:30	47		71				
03:45	0	2	1	5			7	15:45	51	215	65	246			461
04:00	1		0					16:00	55		63				
04:15	0		2					16:15	64		55				
04:30	2		1					16:30	57		45				
04:45	1	4	0	3			7	16:45	55	231	41	204			435
05:00	2		2					17:00	48		38				
05:15	4		4					17:15	55		29				
05:30	7		3					17:30	54		33				
05:45	5	18	6	15			33	17:45	63	220	41	141			361
06:00	9		5					18:00	47		38				
06:15	11		8					18:15	62		33				
06:30	13		11					18:30	45		31				
06:45	17	50	16	40			90	18:45	52	206	35	137			343
07:00	22		22					19:00	47		37				
07:15	25		31					19:15	57		32				
07:30	33		36					19:30	51		31				
07:45	35	115	44	133			248	19:45	48	203	30	130			333
08:00	28		50					20:00	44		27				
08:15	37		58					20:15	37		25				
08:30	44		66					20:30	32		22				
08:45	36	145	58	232			377	20:45	28	141	18	92			233
09:00	33		60					21:00	33		25				
09:15	30		46					21:15	26		20				
09:30	34		51					21:30	22		16				
09:45	37	134	55	212			346	21:45	18	99	13	74			173
10:00	31		54					22:00	17		11				
10:15	33		58					22:15	13		8				
10:30	41		62					22:30	16		12				
10:45	55	160	57	231			391	22:45	11	57	7	38			95
11:00	48		46					23:00	10		13				
11:15	54		54					23:15	12		16				
11:30	47		57					23:30	8		10				
11:45	50	199	60	217			416	23:45	9	39	9	48			87
Total Vol.		897		1163			**2060**		2056		1723				**3779**

Daily Totals

NB	SB	EB	WB	**Combined**
2953	2886			**5839**

	AM			**PM**		
Split %	43.5%	56.5%	**35.3%**	54.4%	45.6%	**64.7%**
Peak Hour	10:45	08:15	**10:45**	12:45	15:15	**12:45**
Volume	204	242	**418**	240	261	**476**
P.H.F.	0.93	0.92	**0.93**	0.94	0.92	**0.92**

THURSDAY - NOVEMBER 10, 2016 CITY: SANTA MONICA PROJECT:

23RD N-O SANTA MONICA Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	17		19					12:00	65		59				
00:15	9		13					12:15	61		60				
00:30	6		14					12:30	55		56				
00:45	8	40	9	55			95	12:45	60	241	65	240			481
01:00	3		5					13:00	60		63				
01:15	12		5					13:15	75		75				
01:30	2		4					13:30	72		68				
01:45	3	20	5	19			39	13:45	63	270	55	261			531
02:00	4		4					14:00	62		66				
02:15	2		5					14:15	58		64				
02:30	3		5					14:30	60		65				
02:45	5	14	9	23			37	14:45	67	247	60	255			502
03:00	1		1					15:00	69		68				
03:15	1		1					15:15	53		72				
03:30	0		3					15:30	55		86				
03:45	2	4	2	7			11	15:45	45	222	55	281			503
04:00	1		1					16:00	61		67				
04:15	2		1					16:15	65		76				
04:30	1		4					16:30	58		62				
04:45	4	8	2	8			16	16:45	55	239	53	258			497
05:00	3		0					17:00	58		68				
05:15	5		3					17:15	54		54				
05:30	6		5					17:30	55		59				
05:45	10	24	5	13			37	17:45	49	216	60	241			457
06:00	7		4					18:00	58		45				
06:15	13		14					18:15	77		44				
06:30	8		13					18:30	50		51				
06:45	26	54	10	41			95	18:45	56	241	37	177			418
07:00	19		11					19:00	56		32				
07:15	19		24					19:15	68		35				
07:30	22		34					19:30	43		46				
07:45	31	91	35	104			195	19:45	50	217	35	148			365
08:00	43		42					20:00	49		34				
08:15	29		36					20:15	43		34				
08:30	33		45					20:30	41		23				
08:45	47	152	48	171			323	20:45	35	168	38	129			297
09:00	60		50					21:00	38		29				
09:15	66		45					21:15	31		37				
09:30	72		60					21:30	24		18				
09:45	61	259	55	210			469	21:45	28	121	18	102			223
10:00	46		60					22:00	26		24				
10:15	38		68					22:15	22		16				
10:30	61		56					22:30	25		18				
10:45	49	194	49	233			427	22:45	17	90	17	75			165
11:00	60		61					23:00	20		24				
11:15	49		68					23:15	31		23				
11:30	61		67					23:30	19		26				
11:45	45	215	63	259			474	23:45	16	86	17	90			176
Total Vol.		1075		1143			**2218**			2358		2257			**4615**

Daily Totals

NB	SB	EB	WB	**Combined**
3433	3400			**6833**

	AM			**PM**		
Split %	48.5%	51.5%	**32.5%**	51.1%	48.9%	**67.5%**
Peak Hour	09:00	11:00	**11:30**	13:15	14:45	**12:45**
Volume	259	259	**481**	272	286	**538**
P.H.F.	0.90	0.95	**0.94**	0.91	0.83	**0.90**

THURSDAY - NOVEMBER 10, 2016 CITY: SANTA MONICA PROJECT:

23RD S-O PICO Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		14		6			12:00	64		74				
00:15	3		5		5			12:15	77		64				
00:30	4		5		8			12:30	81		75				
00:45	3	13	8	32			45	12:45	72	294	63	276			570
01:00	4		7					13:00	77		74				
01:15	1		4					13:15	77		65				
01:30	1		6					13:30	88		65				
01:45	4	10	5	22			32	13:45	80	322	80	284			606
02:00	1		7					14:00	84		78				
02:15	4		2					14:15	71		68				
02:30	2		2					14:30	75		65				
02:45	0	7	1	12			19	14:45	87	317	99	310			627
03:00	1		0					15:00	59		82				
03:15	4		0					15:15	93		84				
03:30	1		0					15:30	89		85				
03:45	0	6	2	2			8	15:45	88	329	65	316			645
04:00	1		0					16:00	73		78				
04:15	1		1					16:15	91		93				
04:30	1		0					16:30	95		74				
04:45	4	7	0	1			8	16:45	92	351	80	325			676
05:00	5		2					17:00	64		76				
05:15	4		3					17:15	90		77				
05:30	3		2					17:30	86		82				
05:45	8	20	0	7			27	17:45	54	294	94	329			623
06:00	11		0					18:00	66		96				
06:15	2		5					18:15	85		101				
06:30	22		2					18:30	60		80				
06:45	27	62	8	15			77	18:45	77	288	75	352			640
07:00	53		13					19:00	63		77				
07:15	61		22					19:15	57		71				
07:30	99		26					19:30	51		68				
07:45	90	303	35	96			399	19:45	45	216	51	267			483
08:00	98		41					20:00	37		47				
08:15	94		44					20:15	33		44				
08:30	116		37					20:30	31		39				
08:45	118	426	51	173			599	20:45	26	127	33	163			290
09:00	99		42					21:00	20		31				
09:15	110		58					21:15	23		26				
09:30	94		64					21:30	17		24				
09:45	88	391	68	232			623	21:45	15	75	18	99			174
10:00	75		55					22:00	11		17				
10:15	81		46					22:15	16		15				
10:30	77		51					22:30	12		9				
10:45	82	315	48	200			515	22:45	8	47	14	55			102
11:00	91		58					23:00	11		10				
11:15	84		63					23:15	7		8				
11:30	88		75					23:30	5		6				
11:45	97	360	67	263			623	23:45	7	30	5	29			59
Total Vol.		1920		1055			**2975**			2690		2805			**5495**

Daily Totals

NB	SB	EB	WB	**Combined**
4610	3860			**8470**

	AM				**PM**		
Split %	64.5%	35.5%		**35.1%**	49.0%	51.0%	**64.9%**
Peak Hour	08:30	11:30		**08:45**	16:00	17:30	**14:45**
Volume	443	280	19	**636**	351	373	**678**
P.H.F.	0.94	0.93	0.59	**0.94**	0.93	0.92	**0.91**

THURSDAY - NOVEMBER 10, 2016 CITY: SANTA MONICA PROJECT:

CLOVERFIELD S-O PICO Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		6					12:00	97		66				
00:15	16		5					12:15	85		77				
00:30	5		8					12:30	88		88				
00:45	11	50	7	26			76	12:45	90	360	90	321			681
01:00	9		4					13:00	81		94				
01:15	3		8					13:15	95		74				
01:30	2		6					13:30	85		86				
01:45	4	18	3	21			39	13:45	86	347	72	326			673
02:00	3		5					14:00	89		82				
02:15	4		8					14:15	76		88				
02:30	6		5					14:30	70		78				
02:45	1	14	3	21			35	14:45	63	298	92	340			638
03:00	0		0					15:00	77		78				
03:15	0		3					15:15	67		69				
03:30	4		0					15:30	83		96				
03:45	0	4	0	3			7	15:45	66	293	87	330			623
04:00	0		0					16:00	74		69				
04:15	5		2					16:15	66		82				
04:30	0		0					16:30	75		106				
04:45	1	6	1	3			9	16:45	62	277	100	357			634
05:00	3		2					17:00	62		100				
05:15	0		1					17:15	55		101				
05:30	1		1					17:30	45		81				
05:45	9	13	4	8			21	17:45	47	209	109	391			600
06:00	11		6					18:00	56		90				
06:15	13		4					18:15	51		117				
06:30	18		12					18:30	48		105				
06:45	28	70	15	37			107	18:45	52	207	112	424			631
07:00	40		21					19:00	43		90				
07:15	67		20					19:15	38		86				
07:30	76		49					19:30	33		76				
07:45	88	271	56	146			417	19:45	25	139	62	314			453
08:00	75		60					20:00	22		43				
08:15	92		45					20:15	18		38				
08:30	90		55					20:30	15		33				
08:45	95	352	51	211			563	20:45	20	75	25	139			214
09:00	97		49					21:00	16		22				
09:15	92		56					21:15	14		18				
09:30	85		60					21:30	20		13				
09:45	78	352	67	232			584	21:45	12	62	16	69			131
10:00	70		71					22:00	16		17				
10:15	86		64					22:15	11		15				
10:30	80		58					22:30	8		13				
10:45	68	304	67	260			564	22:45	9	44	11	56			100
11:00	71		75					23:00	7		6				
11:15	87		80					23:15	13		4				
11:30	85		79					23:30	6		8				
11:45	75	318	72	306			624	23:45	11	37	7	25			62
Total Vol.		1772		1274			**3046**			2348		3092			**5440**

Daily Totals

NB	SB	EB	WB	**Combined**
4120	4366			**8486**

	AM			**PM**		
Split %	58.2%	41.8%	**35.9%**	43.2%	56.8%	**64.1%**
Peak Hour	08:15	11:00	**11:45**	12:00	18:00	**12:30**
Volume	374	306	**648**	360	424	**700**
P.H.F.	0.96	0.96	**0.92**	0.92	0.91	**0.97**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

23RD S-O OCEAN PARK Inc.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		18					12:00	122		127				
00:15	26		19					12:15	125		115				
00:30	18		19					12:30	123		106				
00:45	18	84	22	78			162	12:45	131	501	121	469			970
01:00	18		21					13:00	126		103				
01:15	14		14					13:15	123		101				
01:30	8		8					13:30	131		103				
01:45	13	53	12	55			108	13:45	116	496	110	417			913
02:00	14		20					14:00	122		97				
02:15	6		8					14:15	137		95				
02:30	6		6					14:30	86		102				
02:45	8	34	10	44			78	14:45	85	430	113	407			837
03:00	6		10					15:00	132		106				
03:15	5		5					15:15	129		97				
03:30	4		3					15:30	148		116				
03:45	2	17	3	21			38	15:45	131	540	106	425			965
04:00	3		0					16:00	125		117				
04:15	2		2					16:15	159		131				
04:30	2		2					16:30	117		115				
04:45	2	9	2	6			15	16:45	108	509	123	486			995
05:00	2		1					17:00	117		131				
05:15	5		4					17:15	125		96				
05:30	7		8					17:30	119		116				
05:45	11	25	2	15			40	17:45	108	469	113	456			925
06:00	8		6					18:00	110		118				
06:15	14		6					18:15	119		122				
06:30	21		7					18:30	145		105				
06:45	39	82	15	34			116	18:45	123	497	135	480			977
07:00	55		17					19:00	117		122				
07:15	78		39					19:15	131		116				
07:30	186		66					19:30	140		106				
07:45	191	510	85	207			717	19:45	148	536	120	464			1000
08:00	183		96					20:00	110		116				
08:15	200		99					20:15	86		105				
08:30	215		88					20:30	52		97				
08:45	177	775	97	380			1155	20:45	117	365	103	421			786
09:00	185		90					21:00	91		88				
09:15	194		85					21:15	84		80				
09:30	176		90					21:30	74		75				
09:45	164	719	94	359			1078	21:45	72	321	70	313			634
10:00	145		105					22:00	62		67				
10:15	151		113					22:15	59		58				
10:30	158		110					22:30	59		51				
10:45	147	601	106	434			1035	22:45	50	230	47	223			453
11:00	138		113					23:00	50		44				
11:15	126		122					23:15	41		36				
11:30	115		117					23:30	32		32				
11:45	119	498	126	478			976	23:45	27	150	25	137			287
Total Vol.		3407		2111			**5518**			5044		4698			**9742**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	8451	6809			**15260**

	AM			**PM**		
Split %	61.7%	38.3%	**36.2%**	51.8%	48.2%	**63.8%**
Peak Hour	07:45	11:15	**07:45**	15:30	16:15	**15:30**
Volume	789	492	**1157**	563	500	**1033**
P.H.F.	0.92	0.97	**0.95**	0.89	0.95	**0.89**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

ARIZONA BTN 20TH & 23RD Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		8			12:00			46		36		
00:15			4		4			12:15			37		44		
00:30			2		6			12:30			55		51		
00:45			3	13	3	21	34	12:45			44	182	45	176	358
01:00			1		7			13:00			45		55		
01:15			3		5			13:15			58		57		
01:30			0		2			13:30			44		53		
01:45			2	6	1	15	21	13:45			50	197	46	211	408
02:00			2		3			14:00			58		51		
02:15			1		0			14:15			66		60		
02:30			1		1			14:30			57		68		
02:45			0	4	0	4	8	14:45			68	249	72	251	500
03:00			0		0			15:00			74		48		
03:15			0		0			15:15			76		60		
03:30			1		2			15:30			80		55		
03:45			0	1	1	3	4	15:45			85	315	63	226	541
04:00			2		0			16:00			94		49		
04:15			0		1			16:15			80		64		
04:30			1		2			16:30			78		58		
04:45			2	5	4	7	12	16:45			89	341	43	214	555
05:00			2		3			17:00			122		38		
05:15			5		5			17:15			115		49		
05:30			3		4			17:30			105		55		
05:45			6	16	7	19	35	17:45			96	438	48	190	628
06:00			4		9			18:00			67		63		
06:15			7		11			18:15			58		66		
06:30			9		15			18:30			44		57		
06:45			13	33	26	61	94	18:45			52	221	51	237	458
07:00			19		34			19:00			41		44		
07:15			26		37			19:15			36		36		
07:30			33		41			19:30			31		33		
07:45			48	126	48	160	286	19:45			24	132	30	143	275
08:00			58		55			20:00			27		24		
08:15			75		66			20:15			20		22		
08:30			62		57			20:30			17		16		
08:45			55	250	62	240	490	20:45			13	77	13	75	152
09:00			47		60			21:00			11		12		
09:15			57		54			21:15			15		8		
09:30			44		57			21:30			12		6		
09:45			53	201	36	207	408	21:45			8	46	11	37	83
10:00			43		48			22:00			9		9		
10:15			48		44			22:15			6		5		
10:30			39		37			22:30			3		9		
10:45			44	174	45	174	348	22:45			7	25	13	36	61
11:00			51		33			23:00			4		7		
11:15			42		41			23:15			9		4		
11:30			40		46			23:30			6		6		
11:45			46	179	38	158	337	23:45			2	21	3	20	41
Total Vol.				1008		1069	**2077**					2244		1816	**4060**

Daily Totals

NB	SB	EB	WB	Combined
		3252	2885	**6137**

	AM			PM		
Split %	48.5%	51.5%	**33.8%**	55.3%	44.7%	**66.2%**
Peak Hour	08:00	08:15	**08:00**	17:00	14:00	**17:00**
Volume	250	245	**490**	438	251	**628**
P.H.F.	0.83	0.93	**0.87**	0.90	0.87	**0.96**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

21ST N-O BROADWAY Inc.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00		2				12:00		18			
00:15		1				12:15		24			
00:30		1				12:30		22			
00:45		0	4		4	12:45		17	81		81
01:00		0				13:00		38			
01:15		1				13:15		39			
01:30		1				13:30		26			
01:45		0	2		2	13:45		41	144		144
02:00		0				14:00		31			
02:15		1				14:15		29			
02:30		0				14:30		21			
02:45		0	1		1	14:45		22	103		103
03:00		0				15:00		34			
03:15		0				15:15		27			
03:30		0				15:30		27			
03:45		0	0			15:45		22	110		110
04:00		0				16:00		22			
04:15		1				16:15		21			
04:30		0				16:30		25			
04:45		1	2		2	16:45		21	89		89
05:00		1				17:00		23			
05:15		0				17:15		17			
05:30		2				17:30		15			
05:45		4	7		7	17:45		11	66		66
06:00		6				18:00		18			
06:15		8				18:15		13			
06:30		11				18:30		19			
06:45		15	40		40	18:45		10	60		60
07:00		18				19:00		12			
07:15		13				19:15		16			
07:30		17				19:30		13			
07:45		15	63		63	19:45		11	52		52
08:00		12				20:00		8			
08:15		14				20:15		7			
08:30		12				20:30		5			
08:45		16	54		54	20:45		6	26		26
09:00		10				21:00		3			
09:15		11				21:15		7			
09:30		15				21:30		7			
09:45		18	54		54	21:45		4	21		21
10:00		22				22:00		8			
10:15		19				22:15		6			
10:30		30				22:30		2			
10:45		31	102		102	22:45		5	21		21
11:00		28				23:00		3			
11:15		18				23:15		1			
11:30		18				23:30		0			
11:45		20	84		84	23:45		1	5		5
Total Vol.			413		**413**				778		**778**

Daily Totals

NB	SB	EB	WB	**Combined**
	1191			**1191**

	AM		**PM**	
Split %	100.0%	**34.7%**	100.0%	**65.3%**
Peak Hour	10:15	**10:15**	13:00	**13:00**
Volume	108	**108**	144	**144**
P.H.F.	0.87	**0.87**	0.88	**0.88**

WEDNESDAY - NOVEMBER 9, 2016 CITY: SANTA MONICA PROJECT:

SCHADER W-O CLOVERFIELD Inc.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			0			12:00			12		
00:15			1			12:15			5		
00:30			3			12:30			9		
00:45			1	5	5	12:45			10	36	36
01:00			0			13:00			11		
01:15			2			13:15			10		
01:30			1			13:30			12		
01:45			0	3	3	13:45			9	42	42
02:00			0			14:00			7		
02:15			1			14:15			13		
02:30			0			14:30			15		
02:45			1	2	2	14:45			11	46	46
03:00			0			15:00			14		
03:15			0			15:15			16		
03:30			0			15:30			13		
03:45			0	0		15:45			10	53	53
04:00			0			16:00			15		
04:15			1			16:15			17		
04:30			0			16:30			21		
04:45			1	2	2	16:45			23	76	76
05:00			3			17:00			18		
05:15			1			17:15			18		
05:30			0			17:30			15		
05:45			2	6	6	17:45			17	68	68
06:00			1			18:00			16		
06:15			2			18:15			11		
06:30			8			18:30			14		
06:45			5	16	16	18:45			10	51	51
07:00			9			19:00			7		
07:15			11			19:15			11		
07:30			14			19:30			8		
07:45			10	44	44	19:45			6	32	32
08:00			9			20:00			9		
08:15			7			20:15			5		
08:30			6			20:30			7		
08:45			6	28	28	20:45			4	25	25
09:00			13			21:00			6		
09:15			13			21:15			2		
09:30			20			21:30			5		
09:45			15	61	61	21:45			1	14	14
10:00			7			22:00			3		
10:15			16			22:15			2		
10:30			12			22:30			2		
10:45			13	48	48	22:45			1	8	8
11:00			8			23:00			0		
11:15			11			23:15			1		
11:30			13			23:30			3		
11:45			10	42	42	23:45			2	6	6
Total Vol.				257	**257**					457	**457**

Daily Totals				
NB	SB	EB	WB	**Combined**
		714		**714**

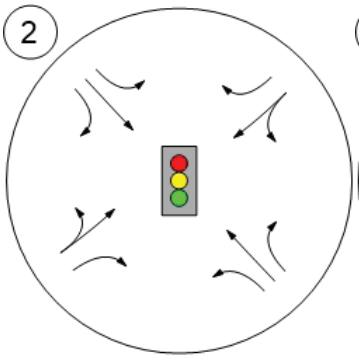
	AM		PM	
Split %	100.0%	**36.0%**	100.0%	**64.0%**
Peak Hour	09:00	**09:00**	16:30	**16:30**
Volume	61	**61**	80	**80**
P.H.F.	0.76	**0.76**	0.87	**0.87**

APPENDIX B1:
STUDY INTERSECTION LANE CONFIGURATIONS

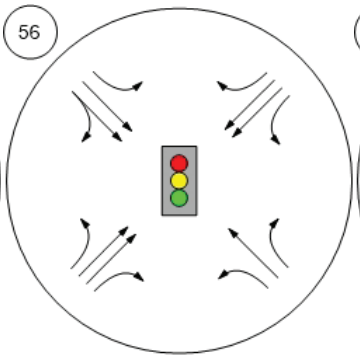
Lane Configurations remain the same throughout all analysis scenarios.

Lane Configuration and Traffic Control

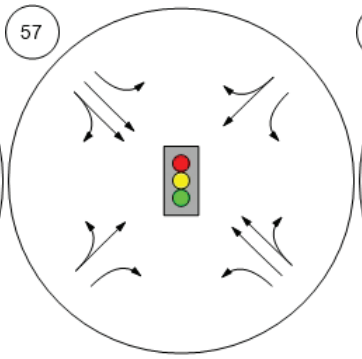
OCEAN AVENUE/CALIFOR



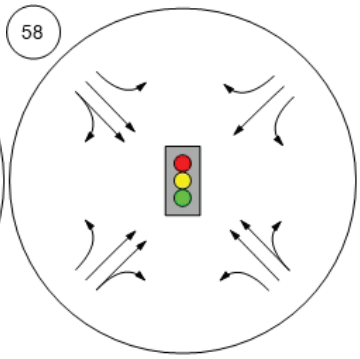
LINCOLN BOULEVARD/WIL



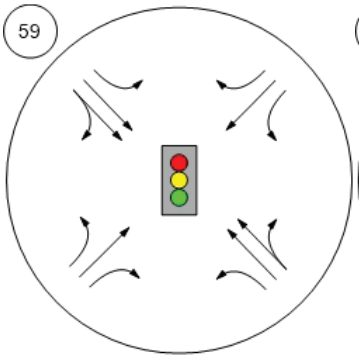
LINCOLN BOULEVARD/ARI



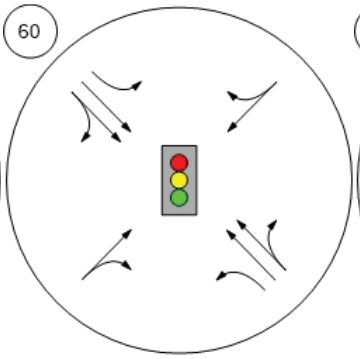
LINCOLN BOULEVARD/SAN



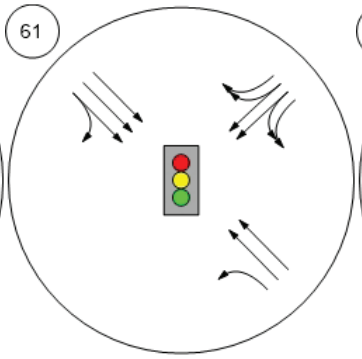
LINCOLN BOULEVARD/BR



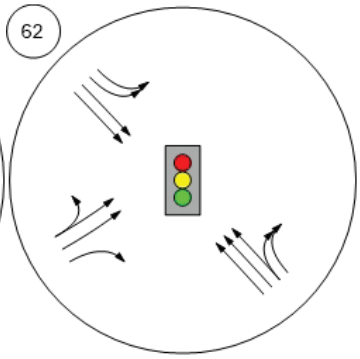
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

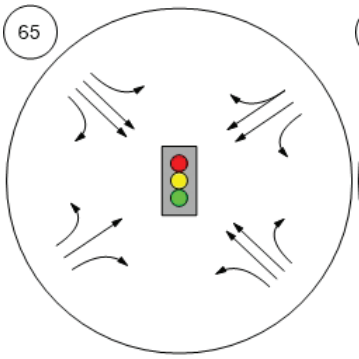


LINCOLN BOULEVARD/I-10

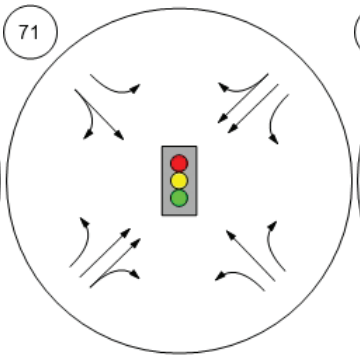


Lane Configuration and Traffic Control

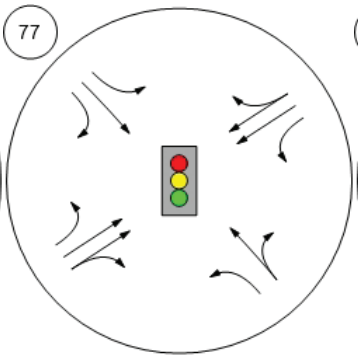
LINCOLN BOULEVARD/OC



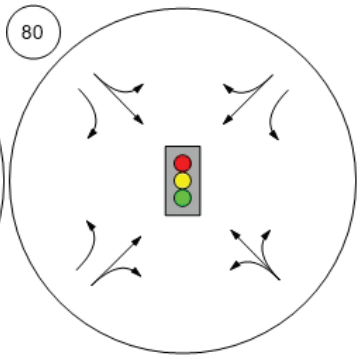
ELEVENTH STREET/SANTA



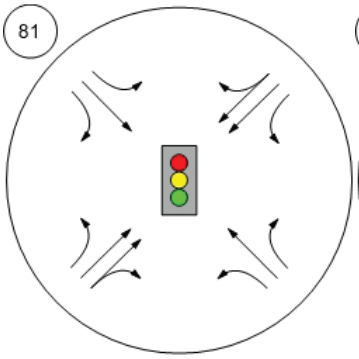
ELEVENTH STREET/PICO B



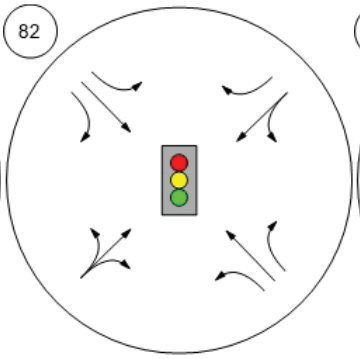
FOURTEENTH STREET/MO



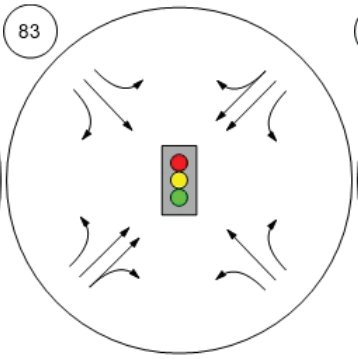
FOURTEENTH STREET/WIL



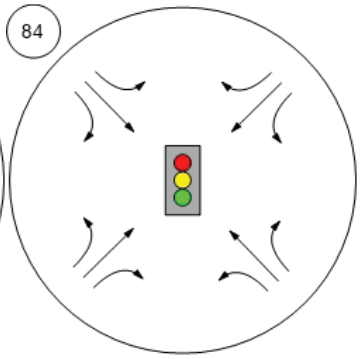
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

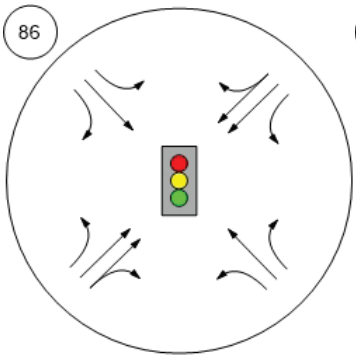


FOURTEENTH STREET/BR

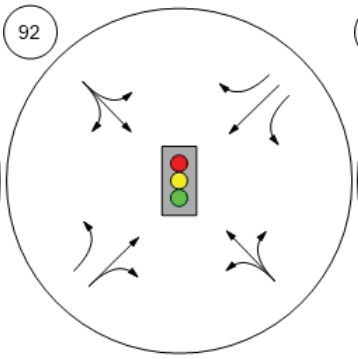


Lane Configuration and Traffic Control

FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



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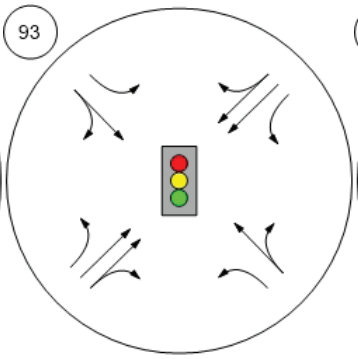

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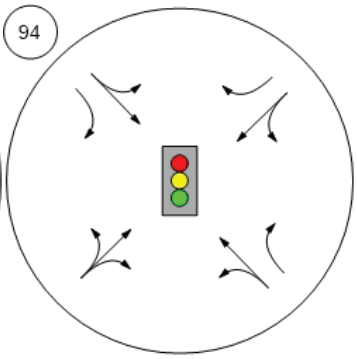

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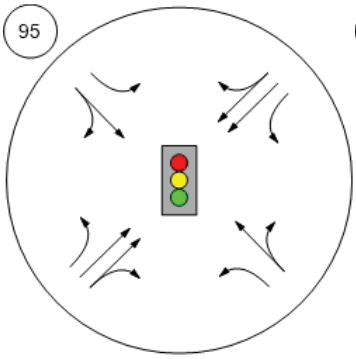

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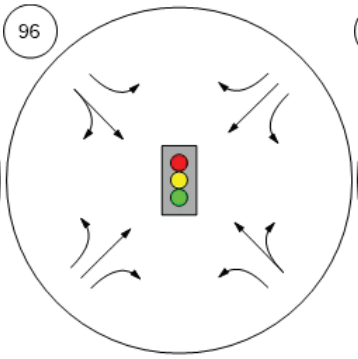
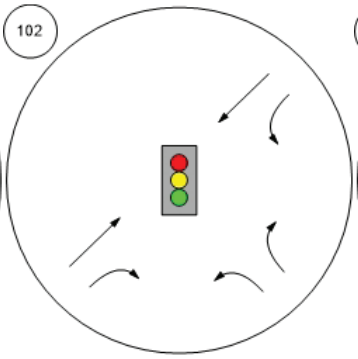
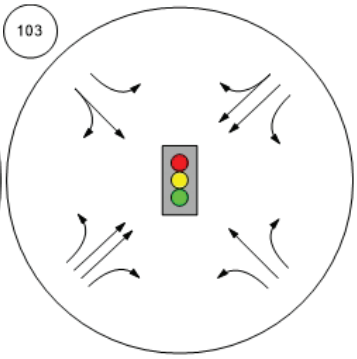


TWENTIETH STREET \(EAS

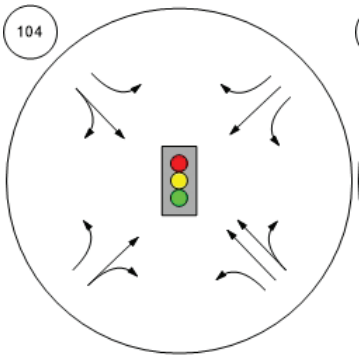


TWENTIETH STREET/WILS



Lane Configuration and Traffic Control

TWENTIETH STREET/ARIZ



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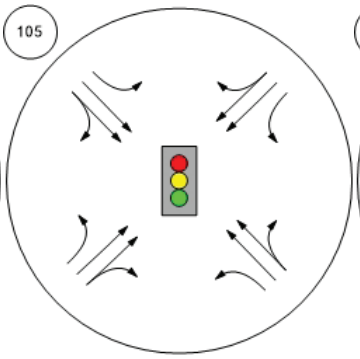

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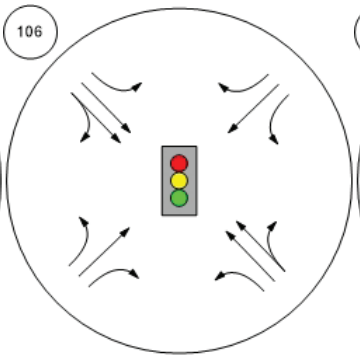

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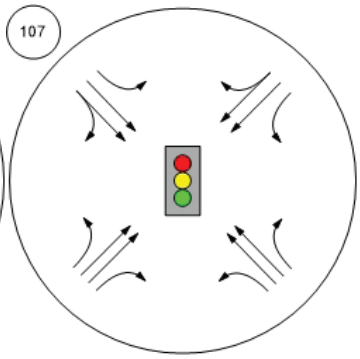
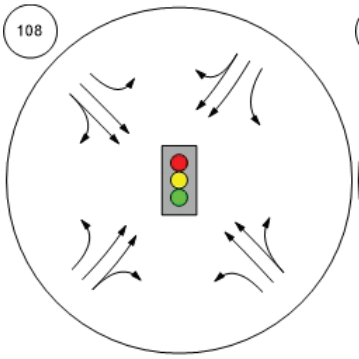
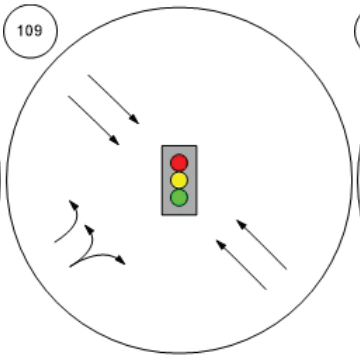


TWENTIETH STREET/OLYM



TWENTIETH ST/I-10 EB OF



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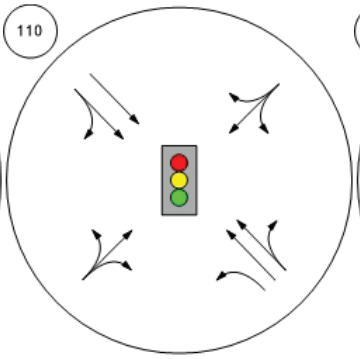
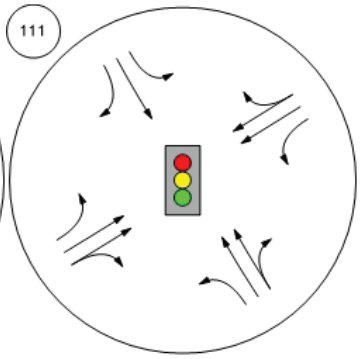
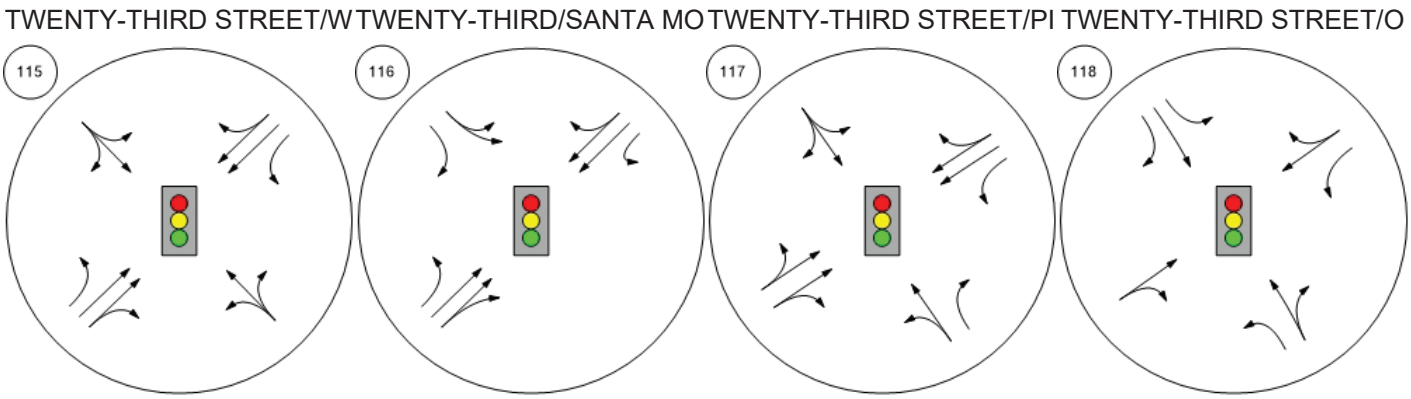
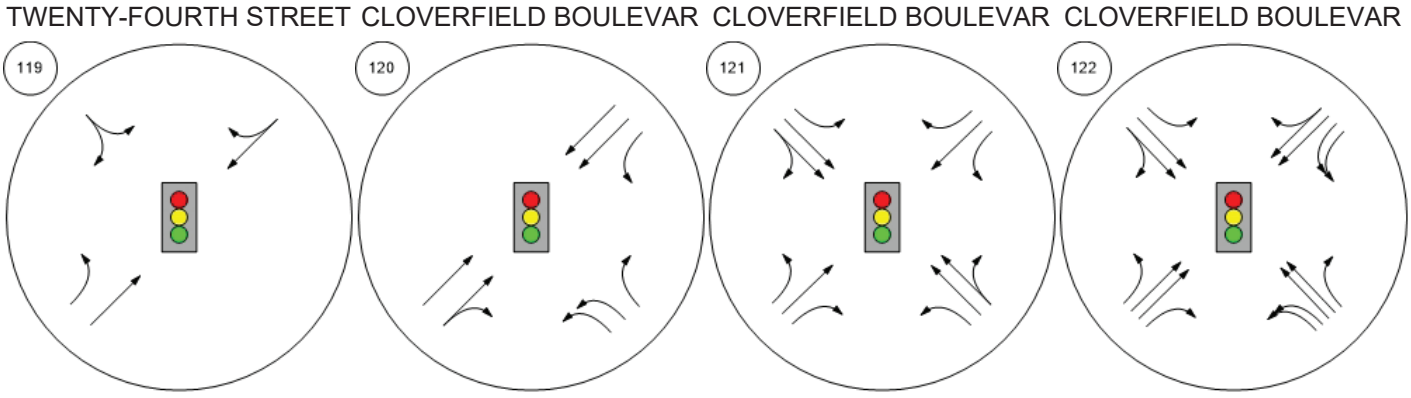


TWENTIETH STREET/PICO

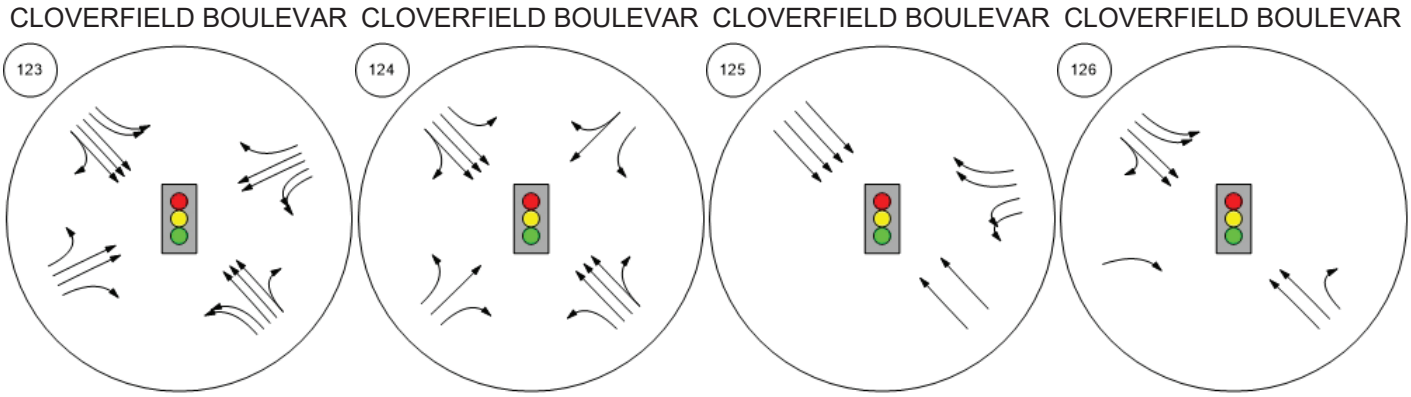


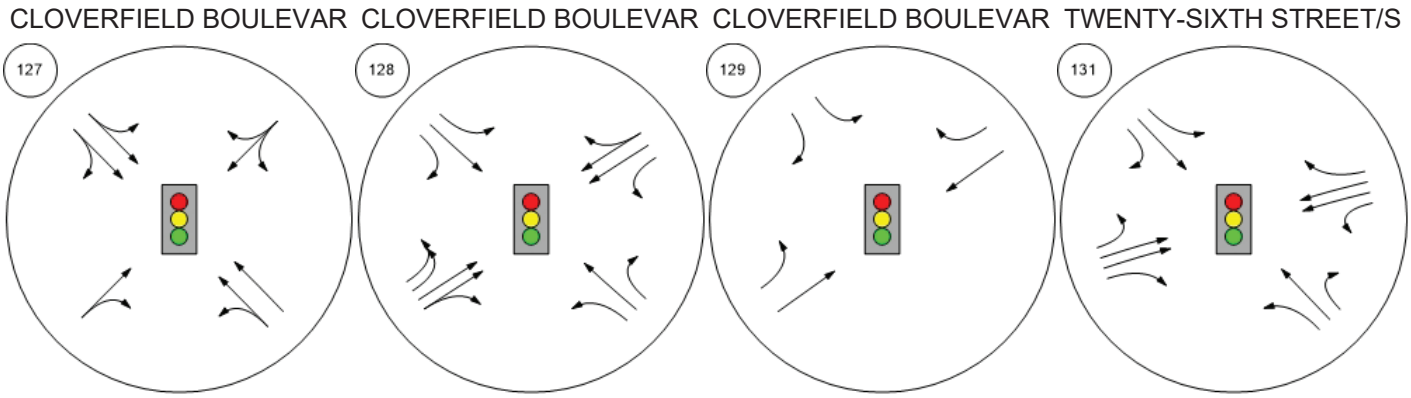
Lane Configuration and Traffic Control





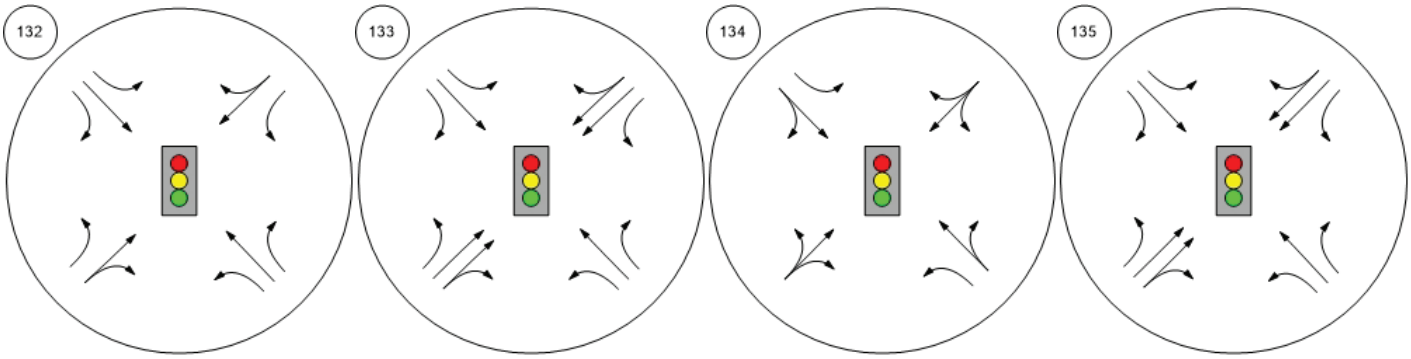
Lane Configuration and Traffic Control



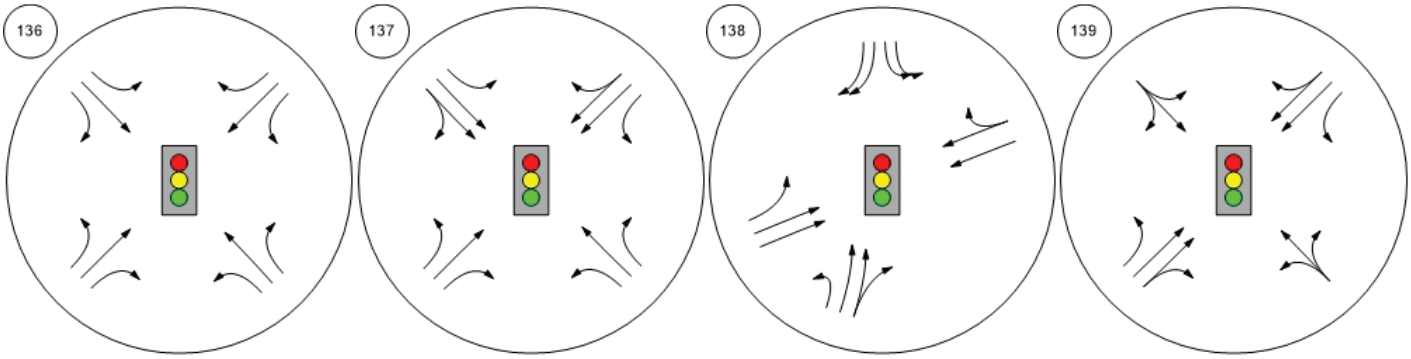


Lane Configuration and Traffic Control

TWENTY-SIXTH STREET/M TWENTY-SIXTH STREET/W TWENTY-SIXTH STREET/A TWENTY-SIXTH STREET/S

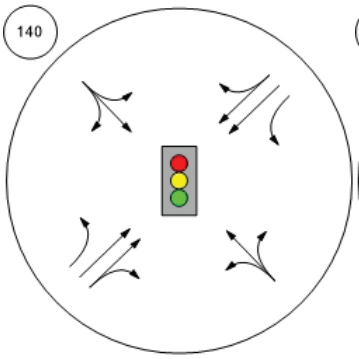


TWENTY-SIXTH STREET/B TWENTY-SIXTH STREET/C TWENTY-SIXTH STREET/O YALE STREET/WILSHIRE B

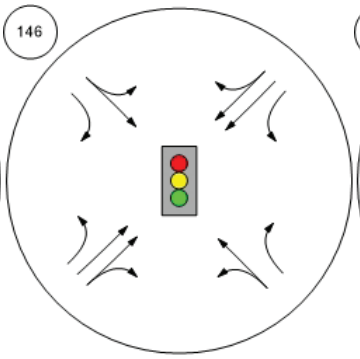


Lane Configuration and Traffic Control

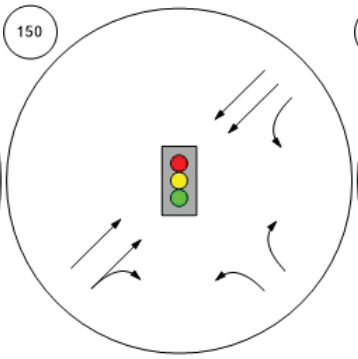
YALE STREET/SANTA MON



BERKELEY STREET/WILSH



CENTINELA AVENUE (EAS



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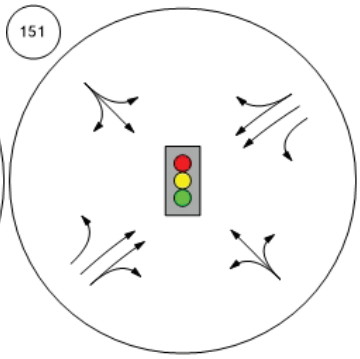

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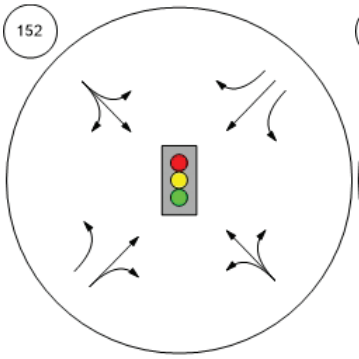

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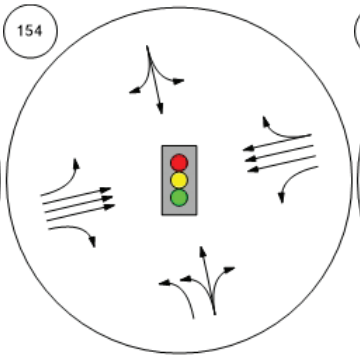
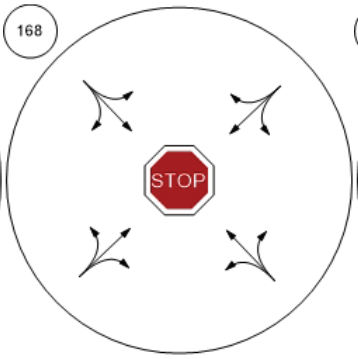
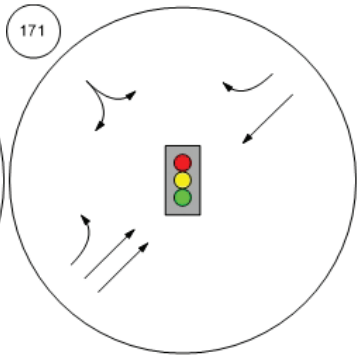


Arizona Ave / 23rd St.

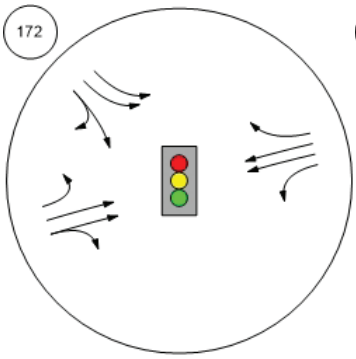


TWENTIETH STREET \(WE

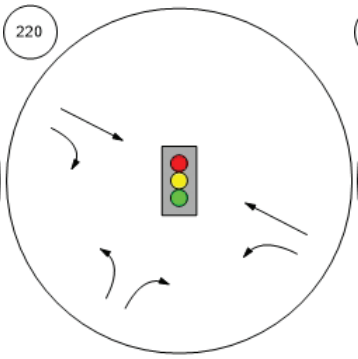


Lane Configuration and Traffic Control

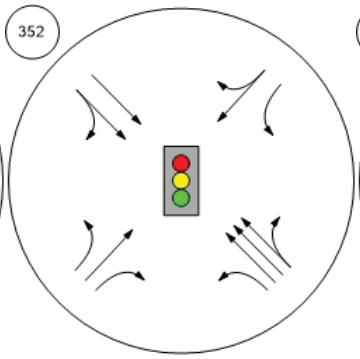
CENTINELA \(WEST\)/OLYM



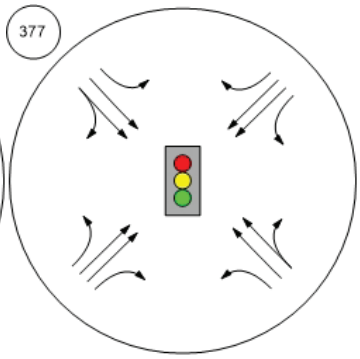
CENTINELA AVENUE/I-10



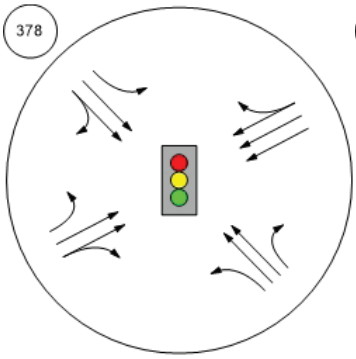
BUNDY DRIVE/OHIO AVEN



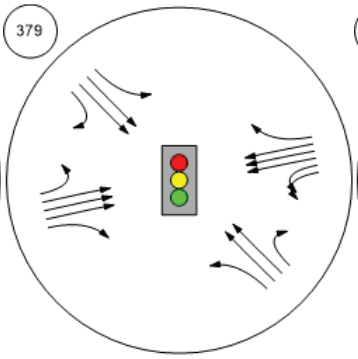
BUNDY DRIVE/WILSHIRE B



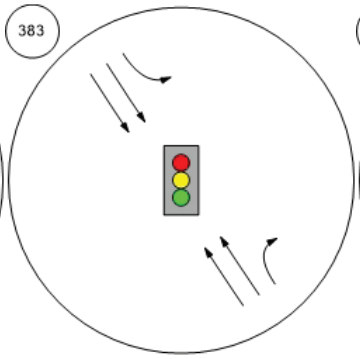
BUNDY DRIVE/SANTA MON



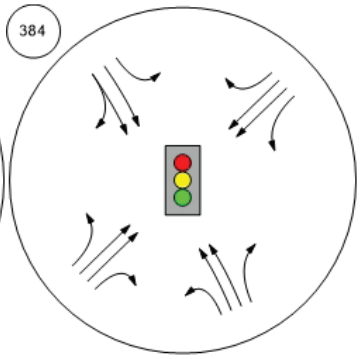
BUNDY DRIVE/OLYMPIC B



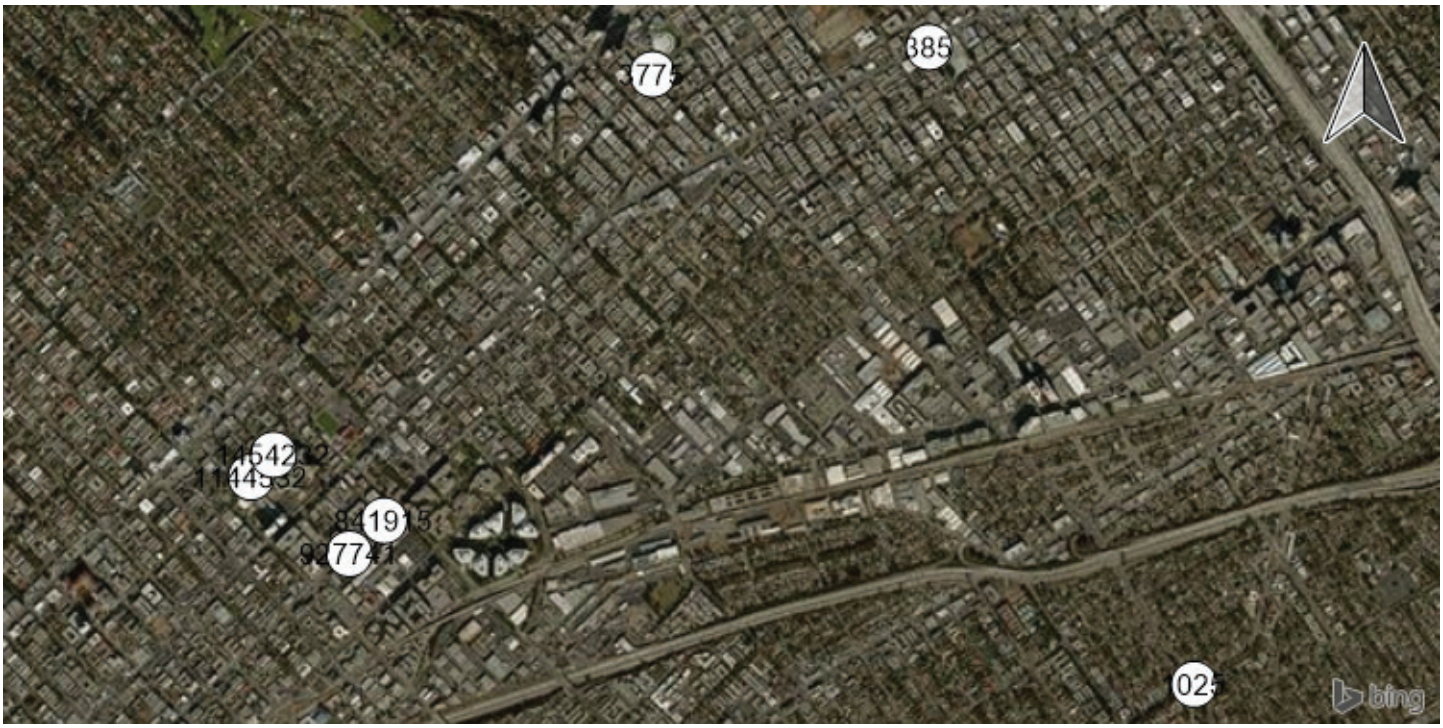
BUNDY DRIVE/I-10 EB ON



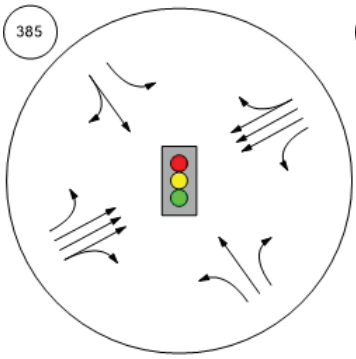
BARRINGTON AVENUE/WIL



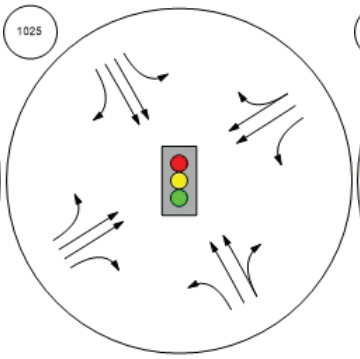
Lane Configuration and Traffic Control



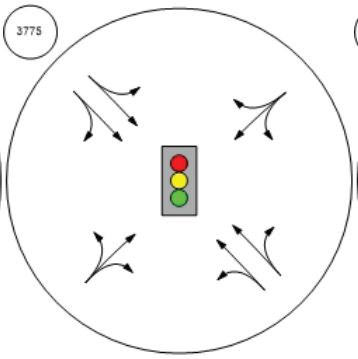
BARRINGTON AVENUE/SA



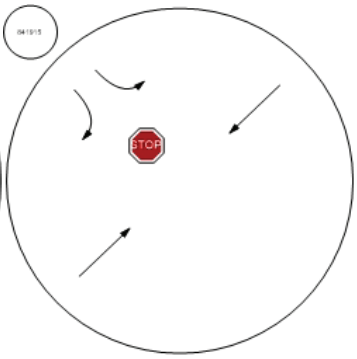
BUNDY DR/OCEAN PARK B



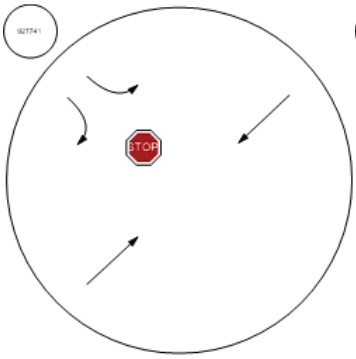
Bundy Drive & Texas Avenue



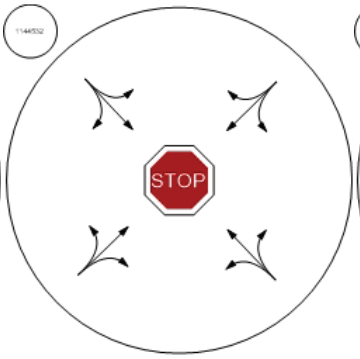
23rd & Broadway



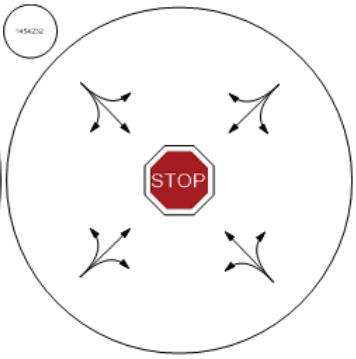
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



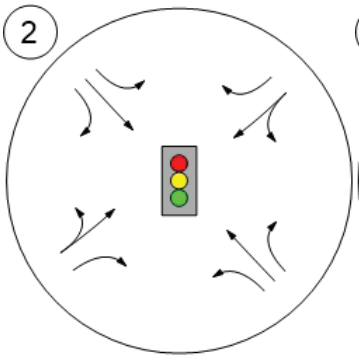
TWENTY-SECOND STREET



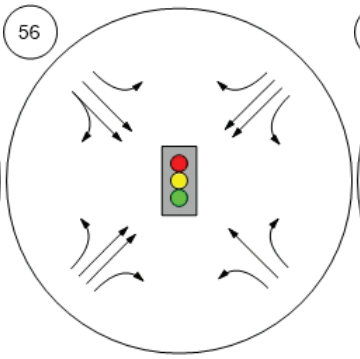
Lane Configurations remain the same throughout all analysis scenarios.

Lane Configuration and Traffic Control

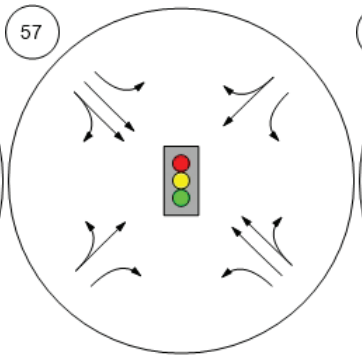
OCEAN AVENUE/CALIFOR



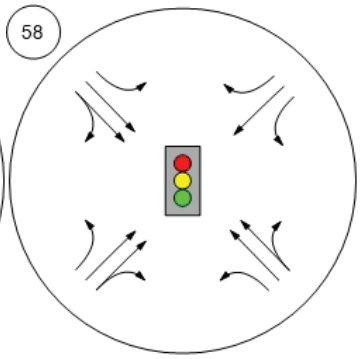
LINCOLN BOULEVARD/WIL



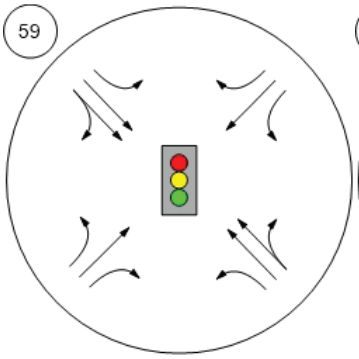
LINCOLN BOULEVARD/ARI



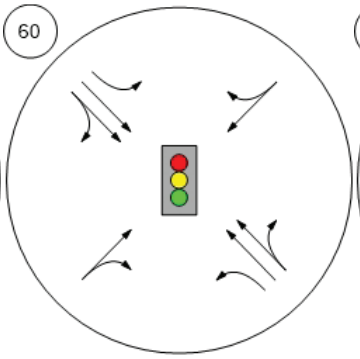
LINCOLN BOULEVARD/SAN



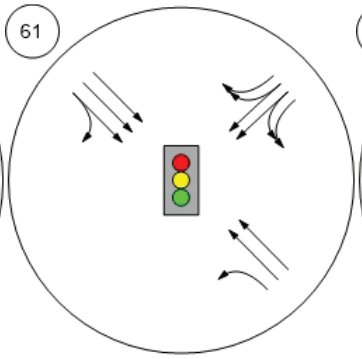
LINCOLN BOULEVARD/BR



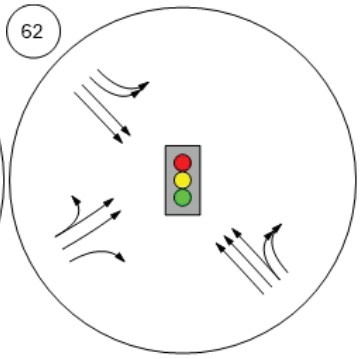
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

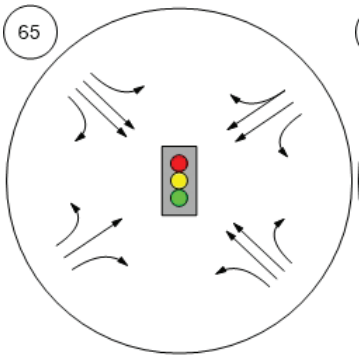


LINCOLN BOULEVARD/I-10

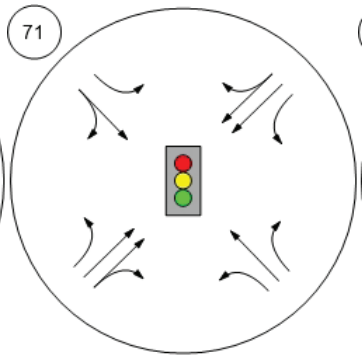


Lane Configuration and Traffic Control

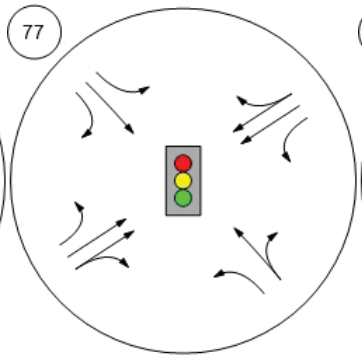
LINCOLN BOULEVARD/OC



ELEVENTH STREET/SANTA



ELEVENTH STREET/PICO B



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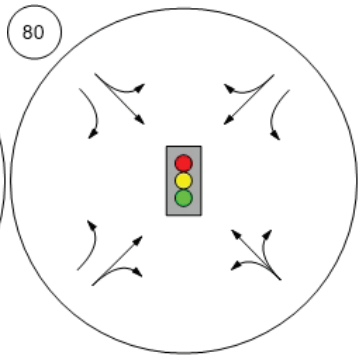

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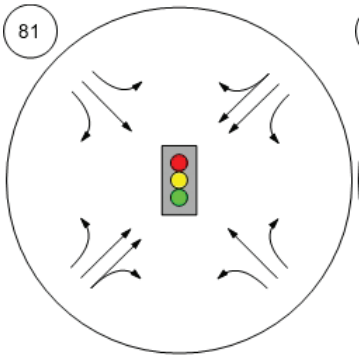

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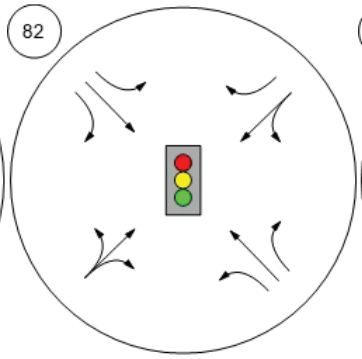

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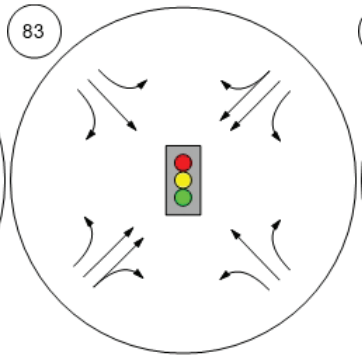

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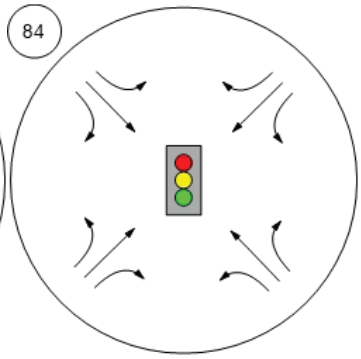
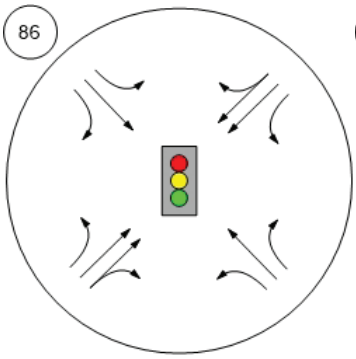


Lane Configuration and Traffic Control

FOURTEENTH STREET/OL



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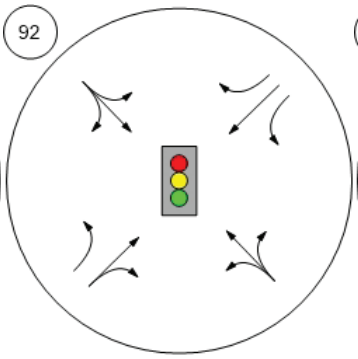

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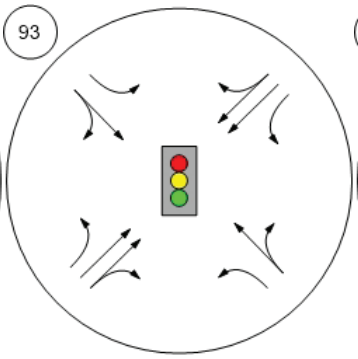

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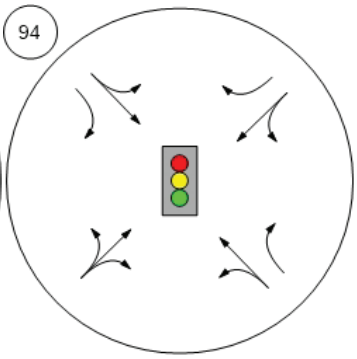

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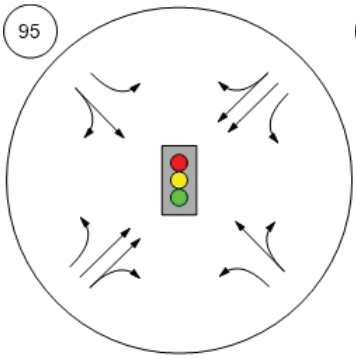

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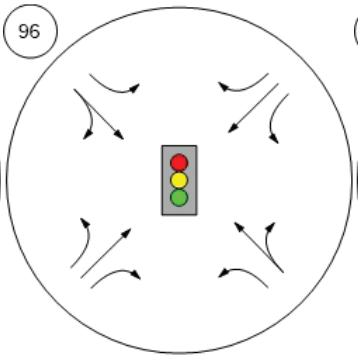
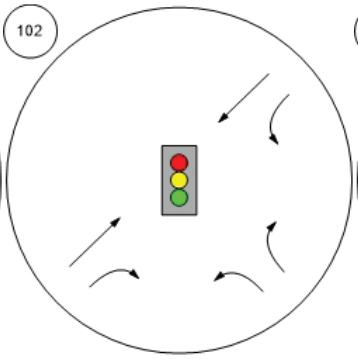
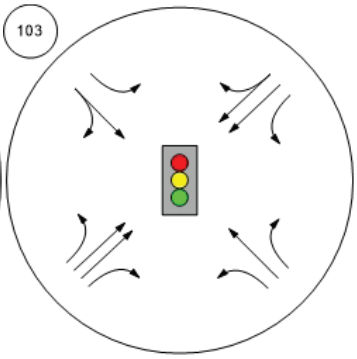


TWENTIETH STREET \(EAS

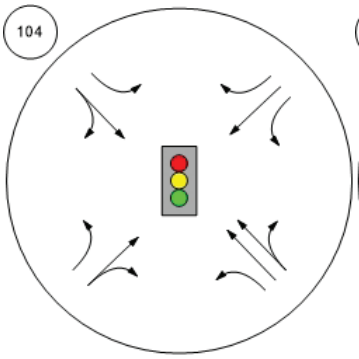


TWENTIETH STREET/WILS

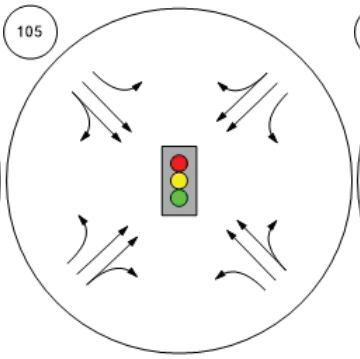


Lane Configuration and Traffic Control

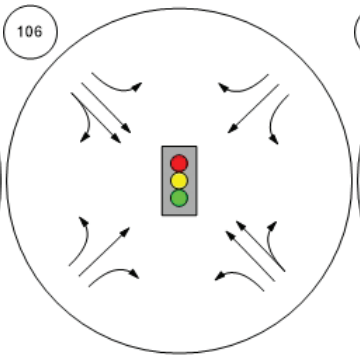
TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



TWENTIETH STREET/BROA



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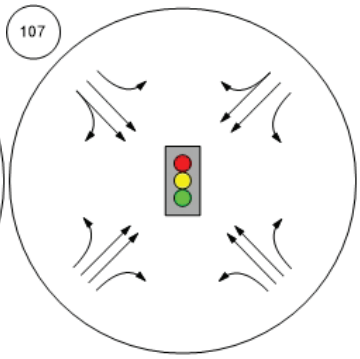
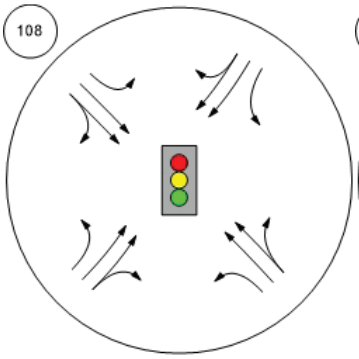
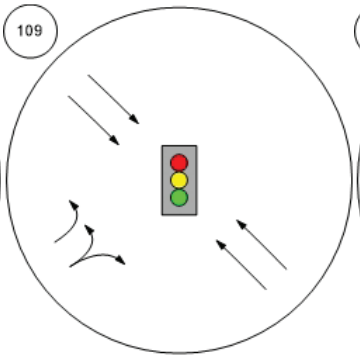


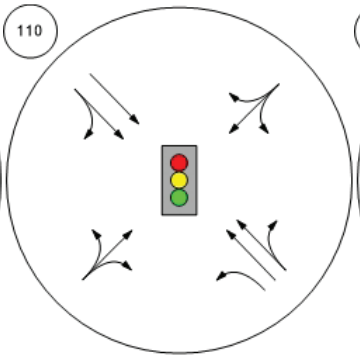
TWENTIETH STREET/OLYM



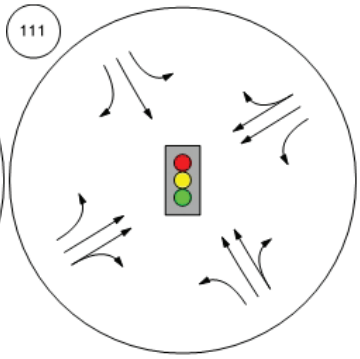
TWENTIETH ST/I-10 EB OF



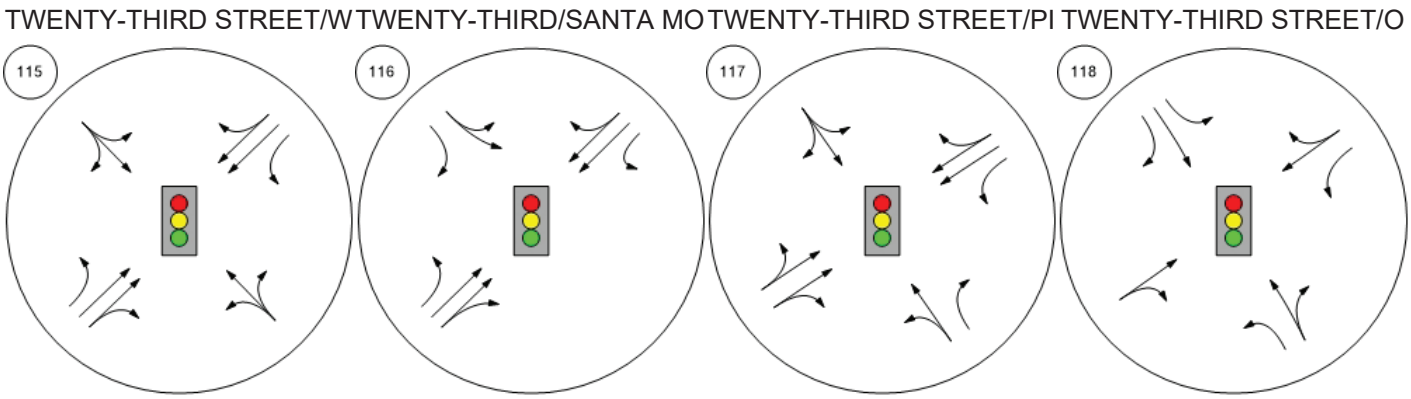
TWENTIETH STREET/DELA

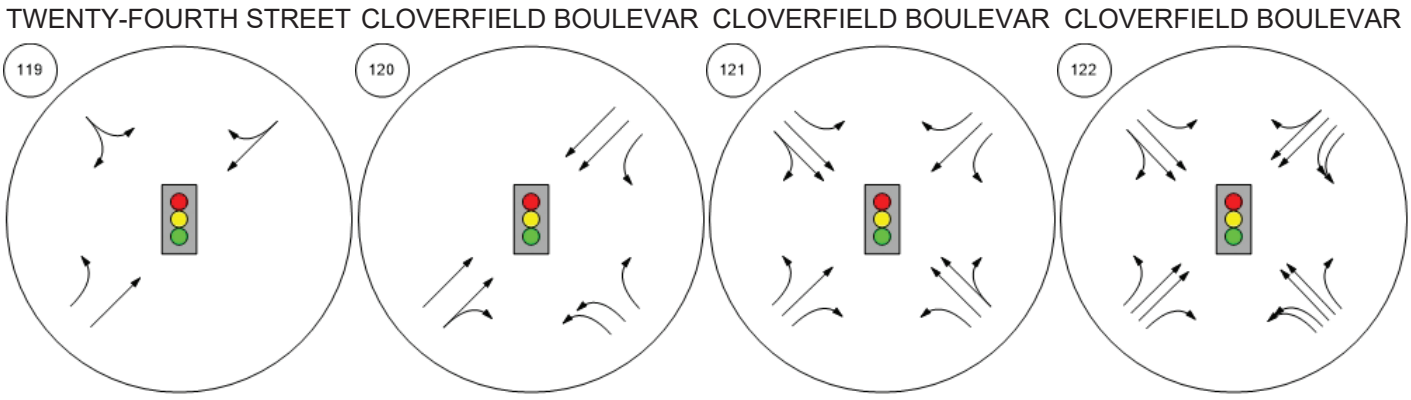


TWENTIETH STREET/PICO

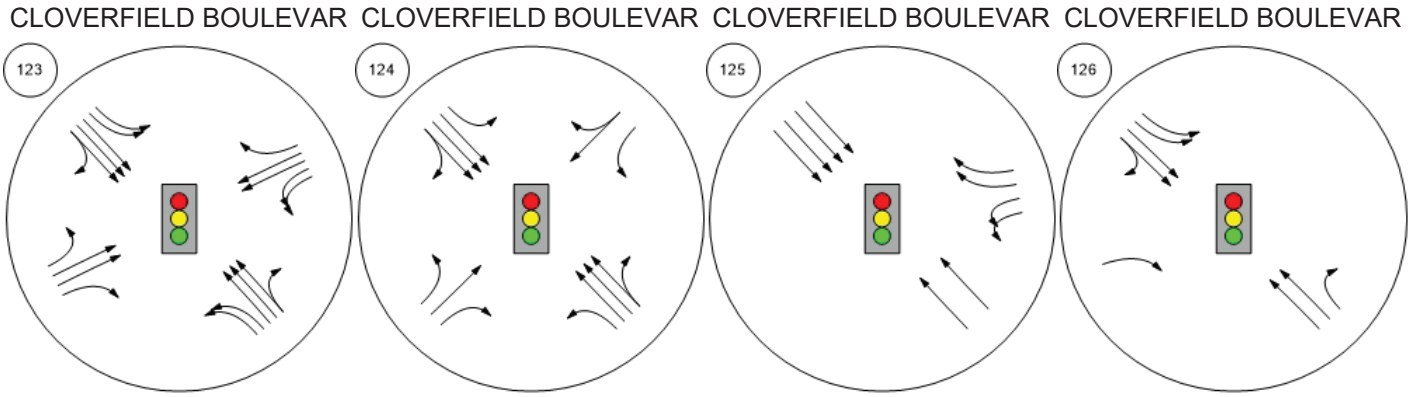


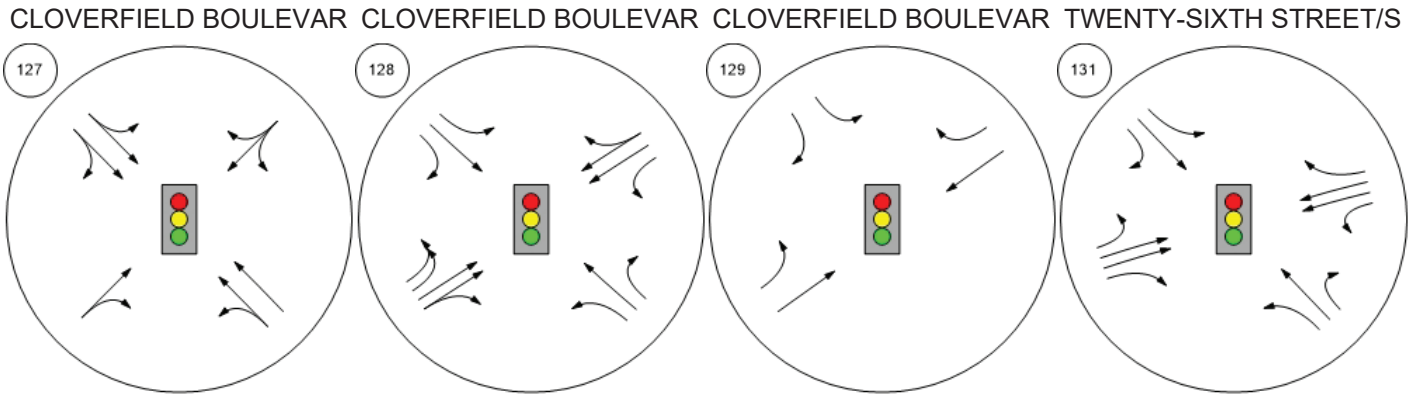
Lane Configuration and Traffic Control





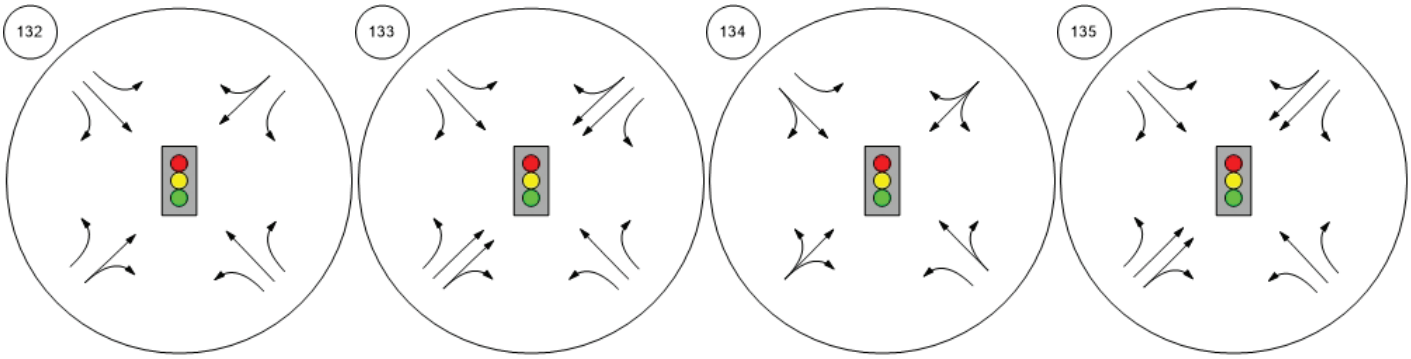
Lane Configuration and Traffic Control



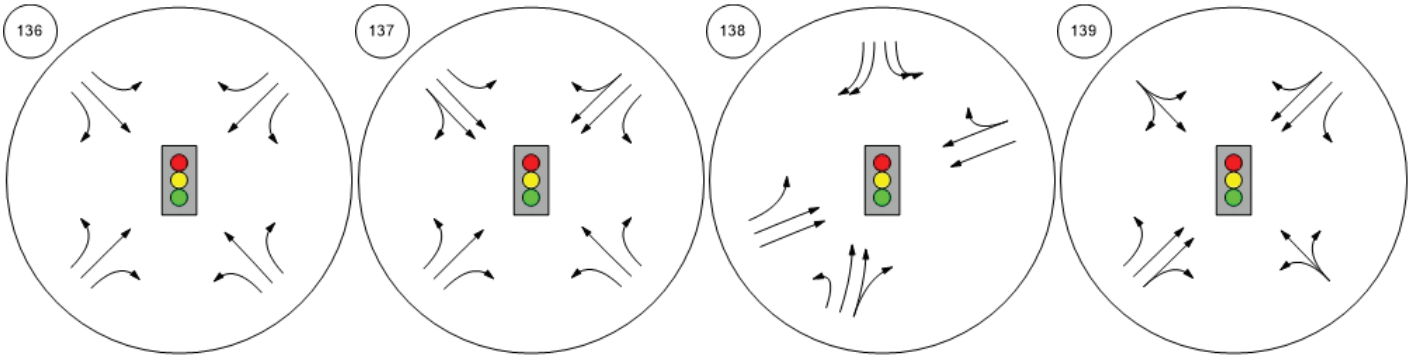


Lane Configuration and Traffic Control

TWENTY-SIXTH STREET/M TWENTY-SIXTH STREET/W TWENTY-SIXTH STREET/A TWENTY-SIXTH STREET/S

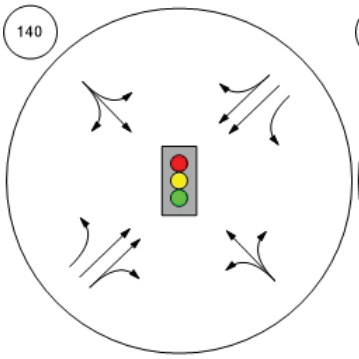


TWENTY-SIXTH STREET/B TWENTY-SIXTH STREET/C TWENTY-SIXTH STREET/O YALE STREET/WILSHIRE B

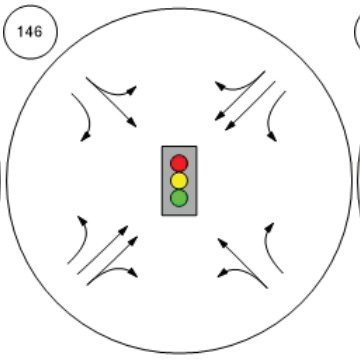


Lane Configuration and Traffic Control

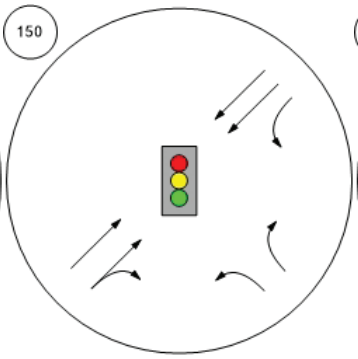
YALE STREET/SANTA MON



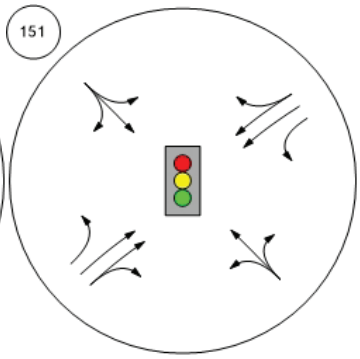
BERKELEY STREET/WILSH



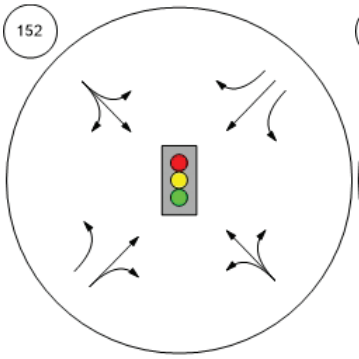
CENTINELA AVENUE (EAS



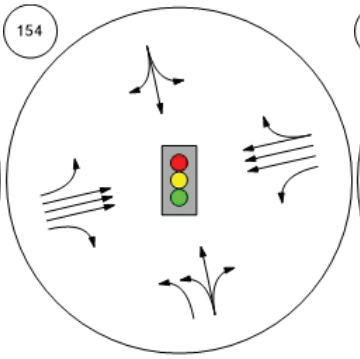
CENTINELA AVENUE/SANT



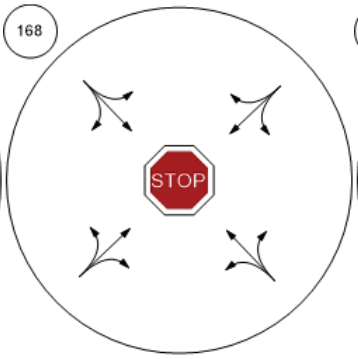
CENTINELA AVENUE/BROA



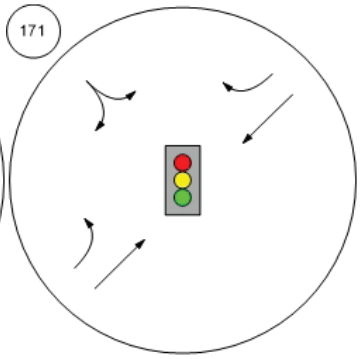
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

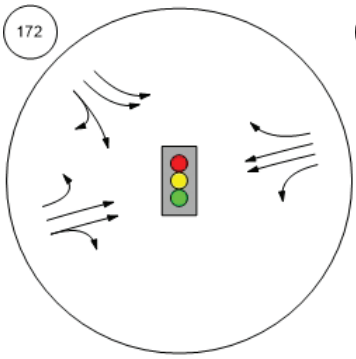


TWENTIETH STREET \(WE

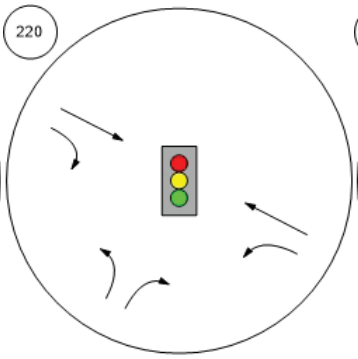


Lane Configuration and Traffic Control

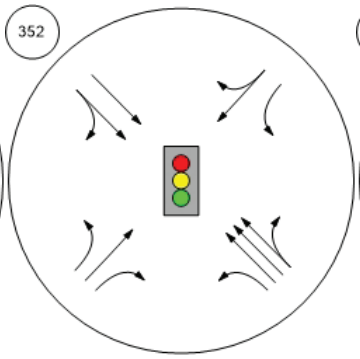
CENTINELA \(WEST\)/OLYM



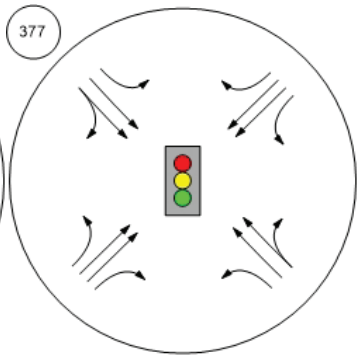
CENTINELA AVENUE/I-10



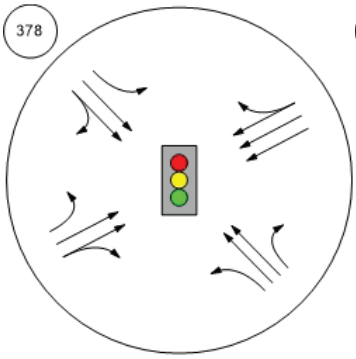
BUNDY DRIVE/OHIO AVEN



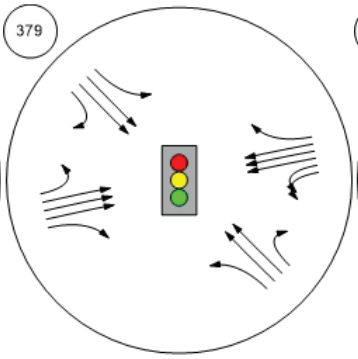
BUNDY DRIVE/WILSHIRE B



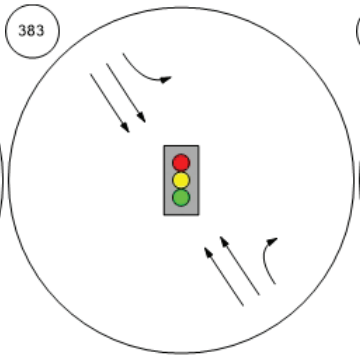
BUNDY DRIVE/SANTA MON



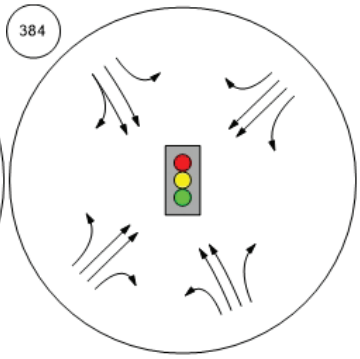
BUNDY DRIVE/OLYMPIC B



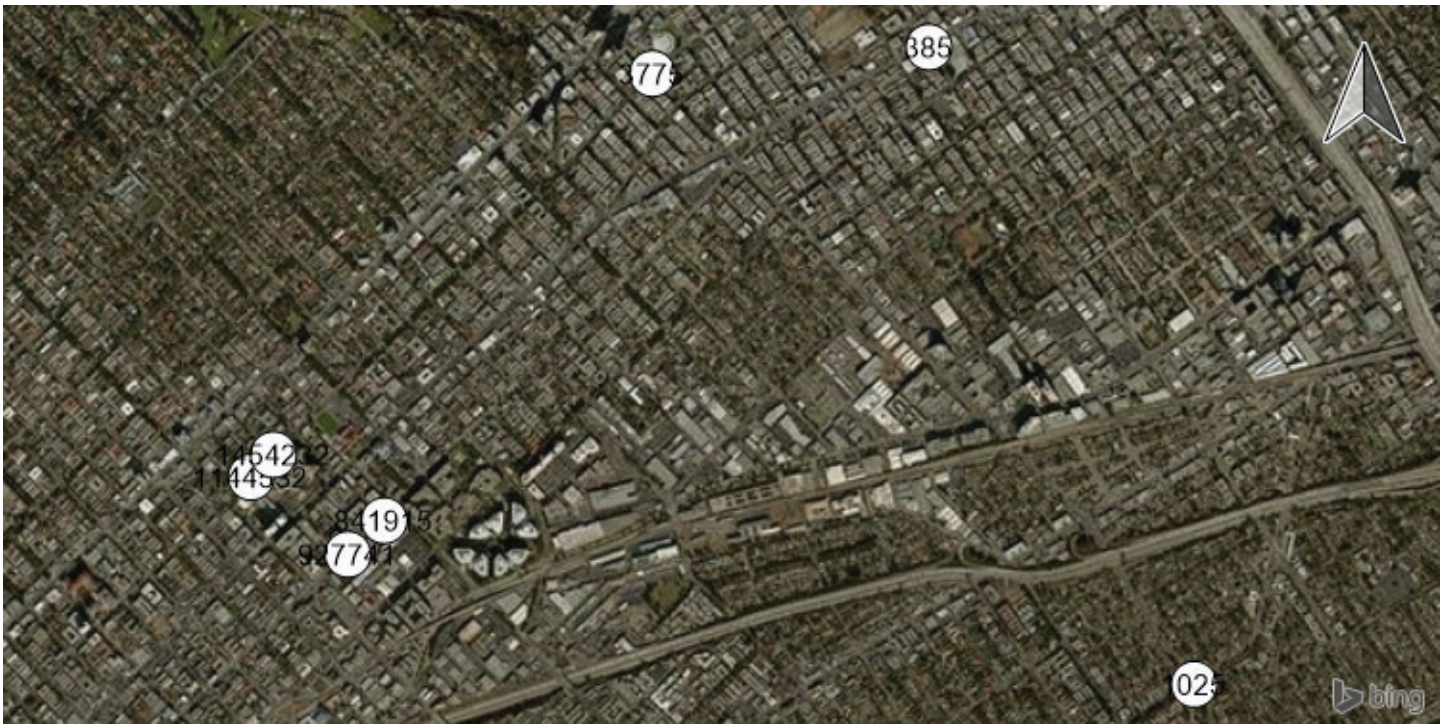
BUNDY DRIVE/I-10 EB ON



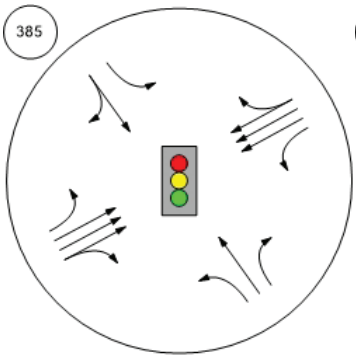
BARRINGTON AVENUE/WIL



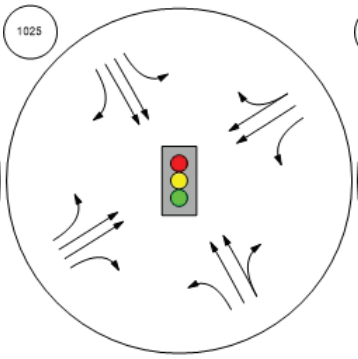
Lane Configuration and Traffic Control



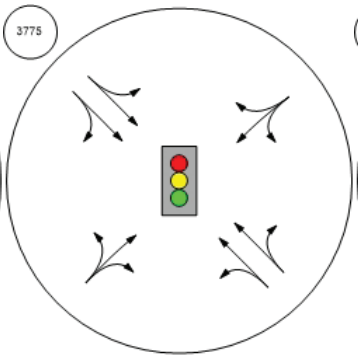
BARRINGTON AVENUE/SA



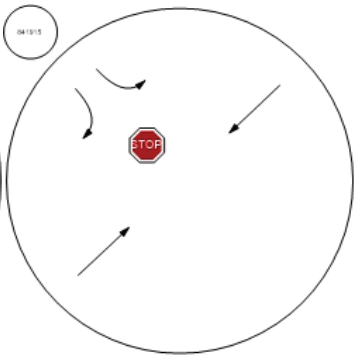
BUNDY DR/OCEAN PARK B



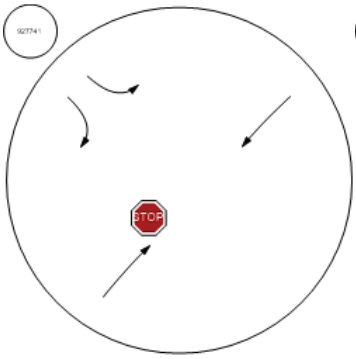
Bundy Drive & Texas Avenue



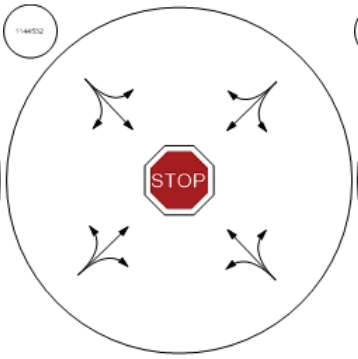
23rd & Broadway



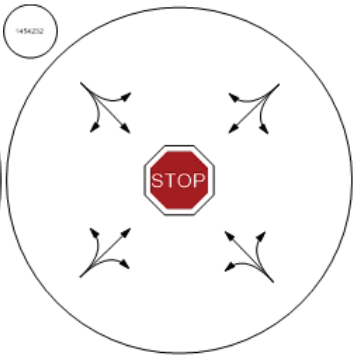
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



TWENTY-SECOND STREET

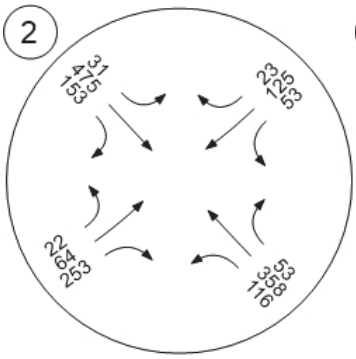


APPENDIX B2:
STUDY INTERSECTION TRAFFIC VOLUMES

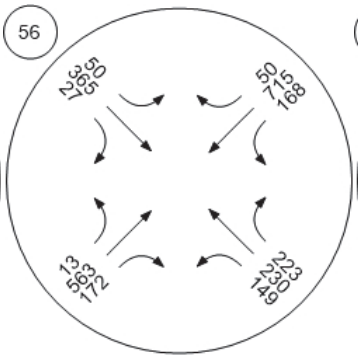
EXISTING CONDITIONS

Traffic Volume - Base Volume

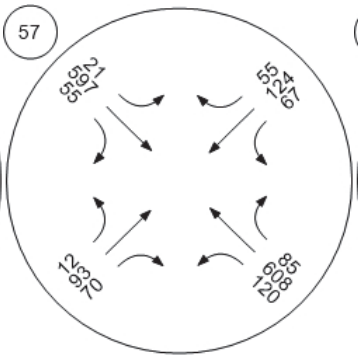
OCEAN AVENUE/CALIFOR



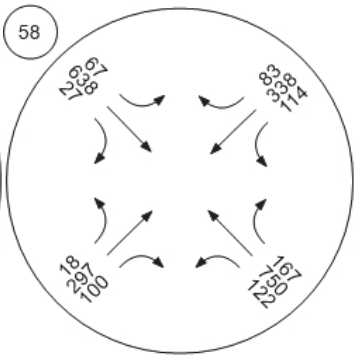
LINCOLN BOULEVARD/WIL



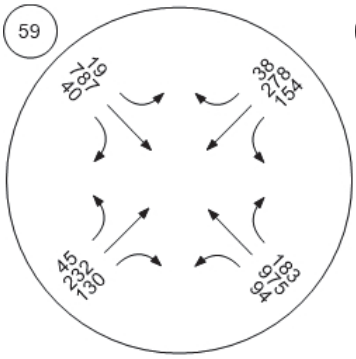
LINCOLN BOULEVARD/ARI



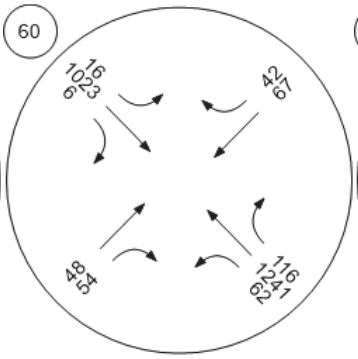
LINCOLN BOULEVARD/SAN



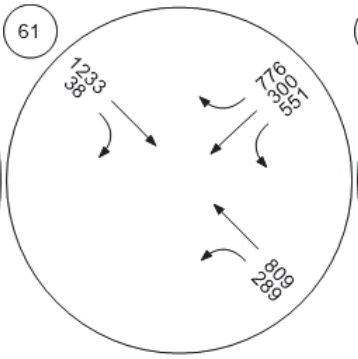
LINCOLN BOULEVARD/BR



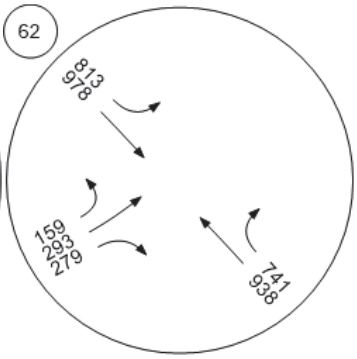
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

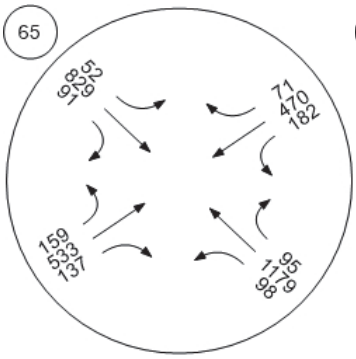


LINCOLN BOULEVARD/I-10

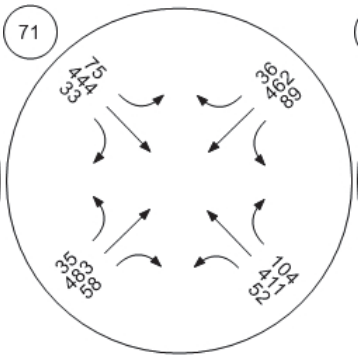


Traffic Volume - Base Volume

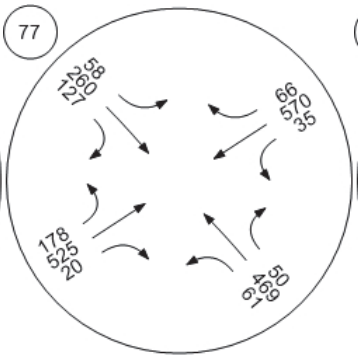
LINCOLN BOULEVARD/OC



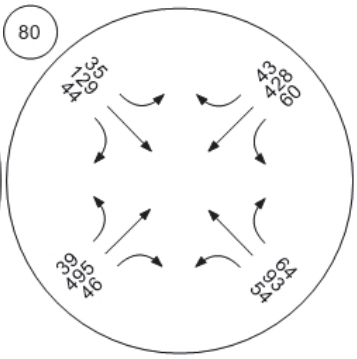
ELEVENTH STREET/SANTA



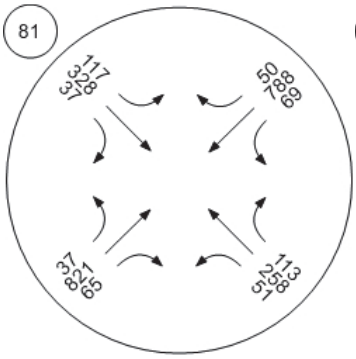
ELEVENTH STREET/PICO B



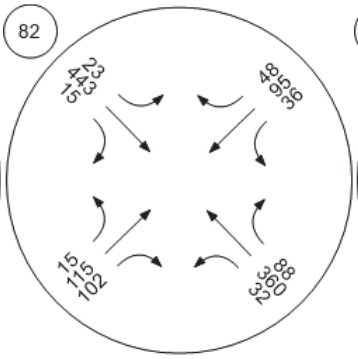
FOURTEENTH STREET/MO



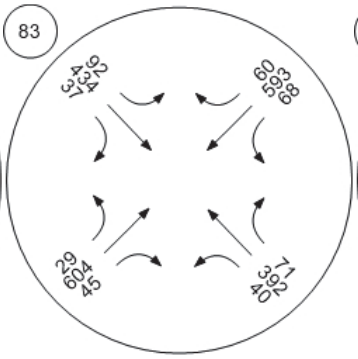
FOURTEENTH STREET/WIL



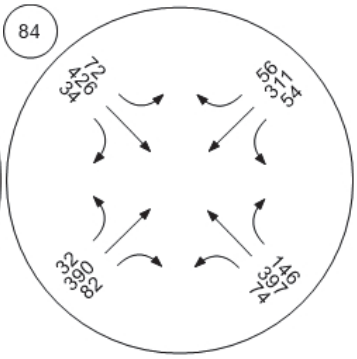
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

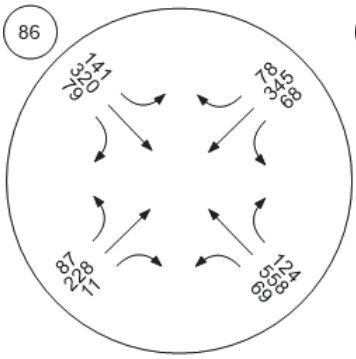


FOURTEENTH STREET/BR

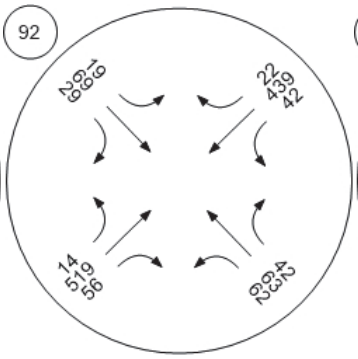


Traffic Volume - Base Volume

FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



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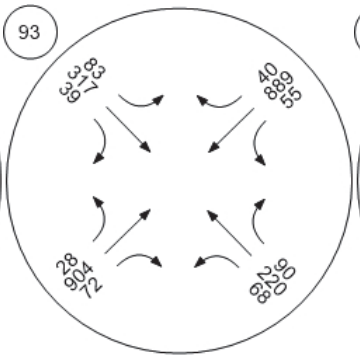

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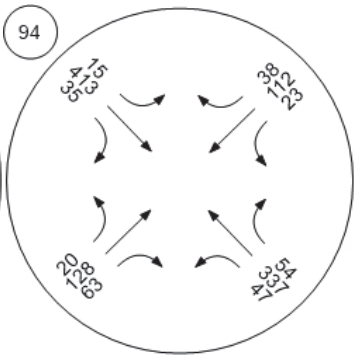
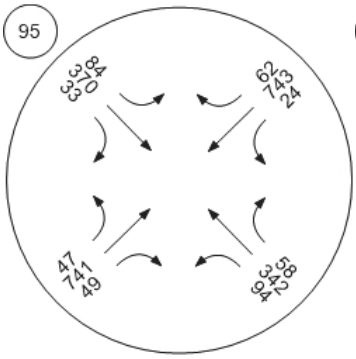


SEVENTEENTH STREET/S



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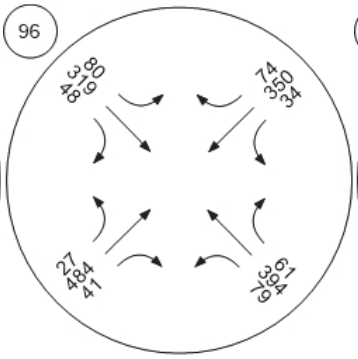
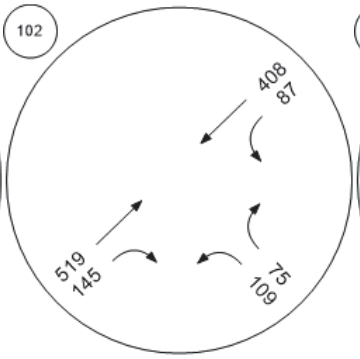
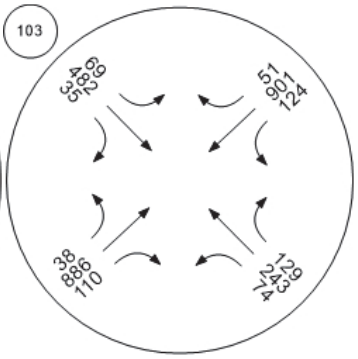


TWENTIETH STREET \(EAS

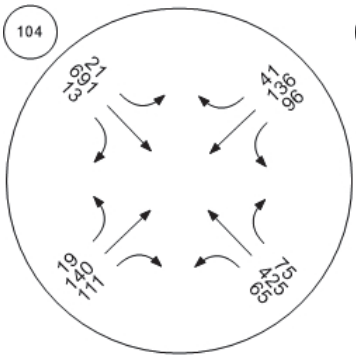


TWENTIETH STREET/WILS

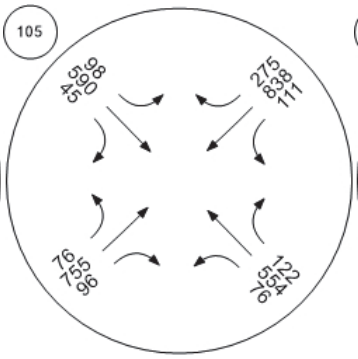


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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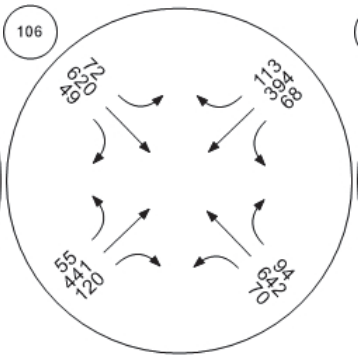

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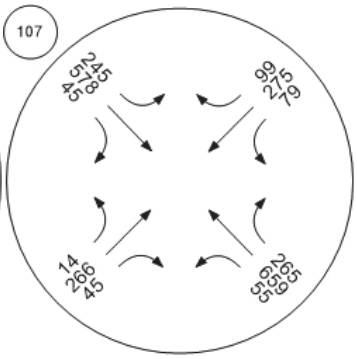
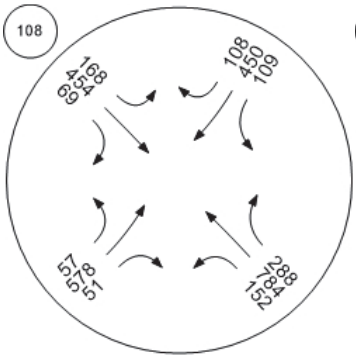
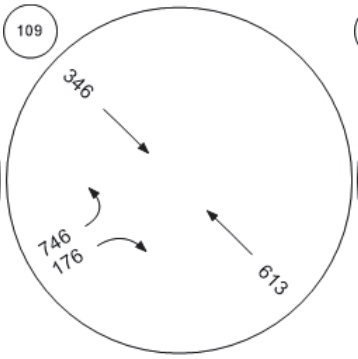


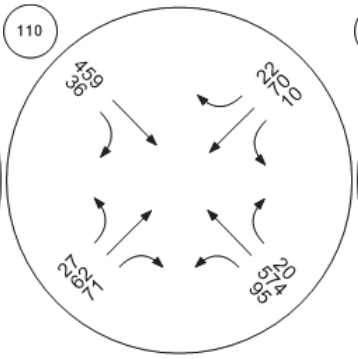
TWENTIETH STREET/OLYM



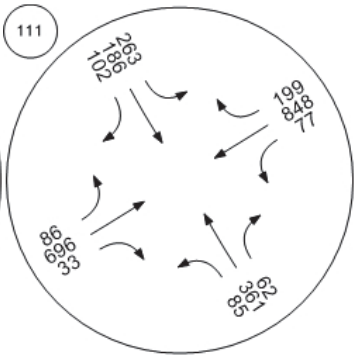
TWENTIETH ST/I-10 EB OF



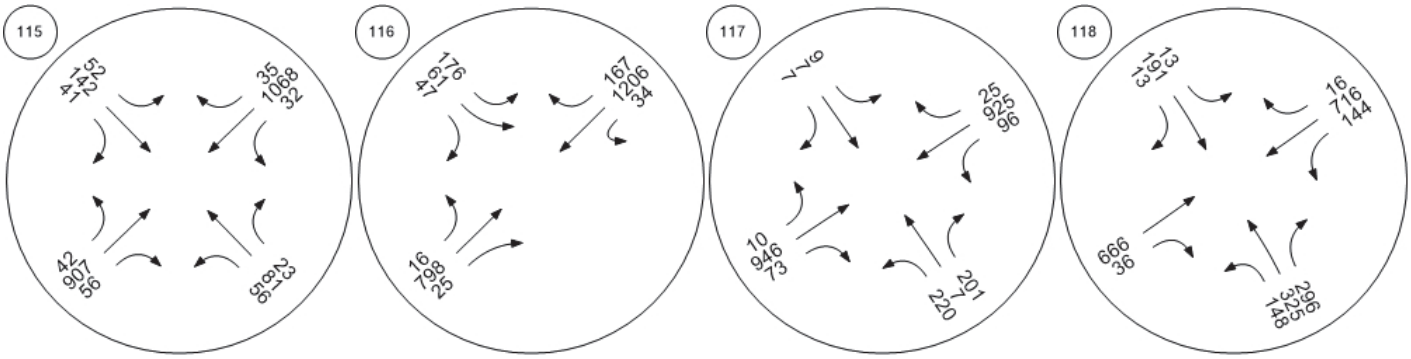
TWENTIETH STREET/DELA

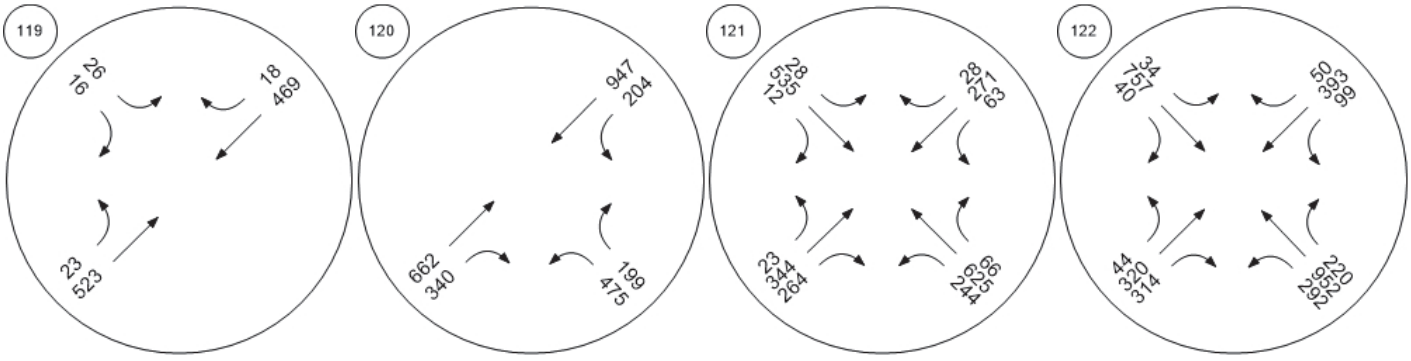


TWENTIETH STREET/PICO



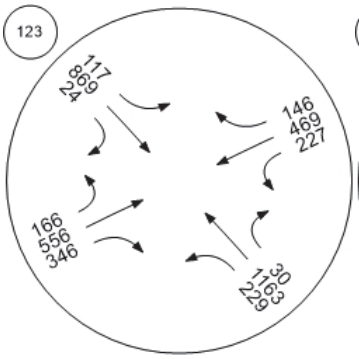
Traffic Volume - Base Volume



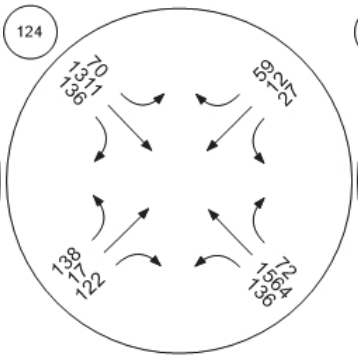


Traffic Volume - Base Volume

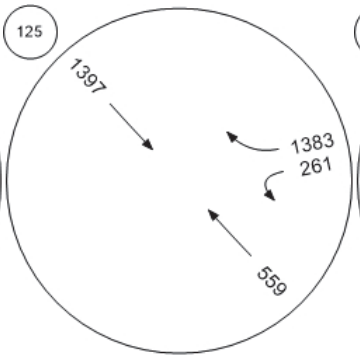
CLOVERFIELD BOULEVAR



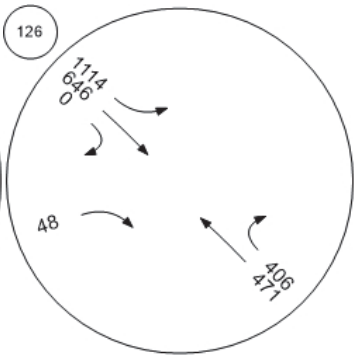
CLOVERFIELD BOULEVAR



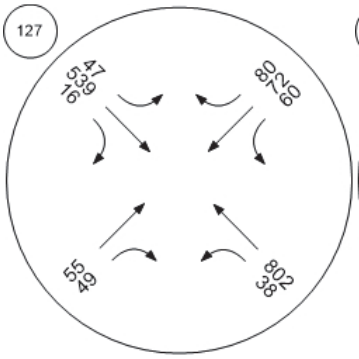
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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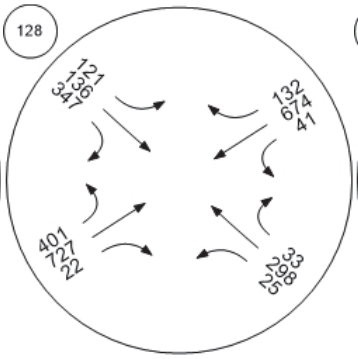
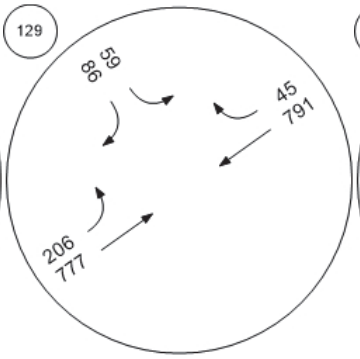
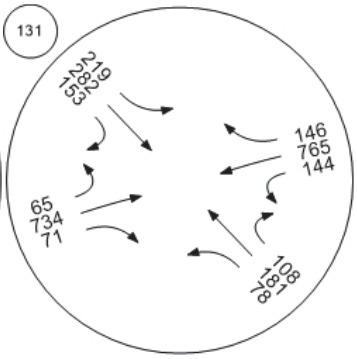


CLOVERFIELD BOULEVAR

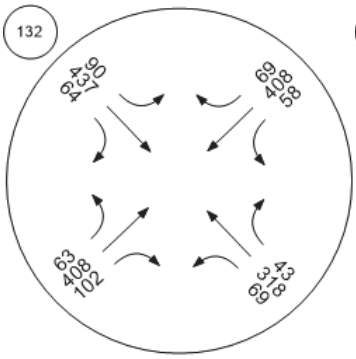


TWENTY-SIXTH STREET/S

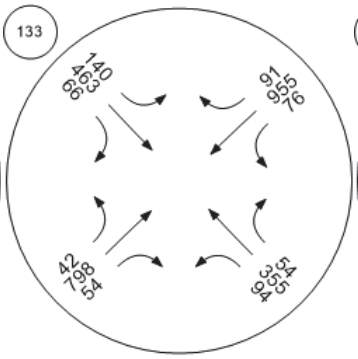


Traffic Volume - Base Volume

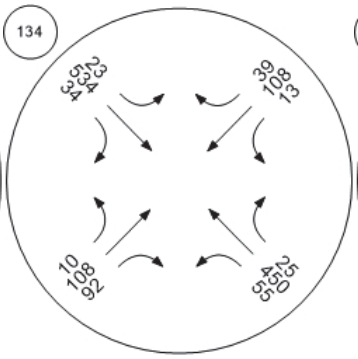
TWENTY-SIXTH STREET/M



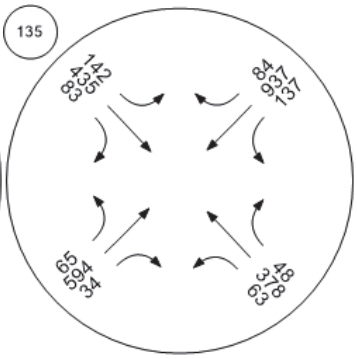
TWENTY-SIXTH STREET/W



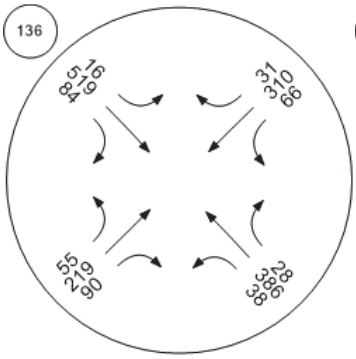
TWENTY-SIXTH STREET/A



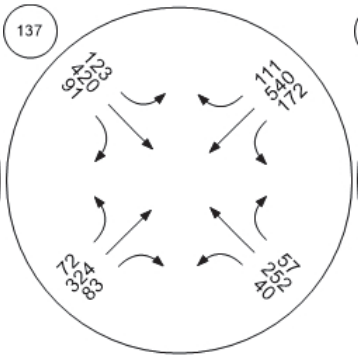
TWENTY-SIXTH STREET/S



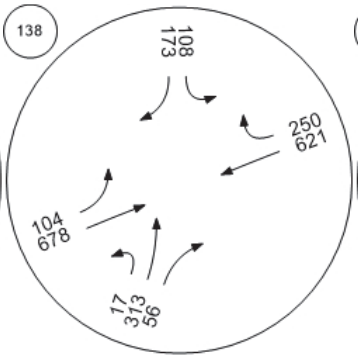
TWENTY-SIXTH STREET/B



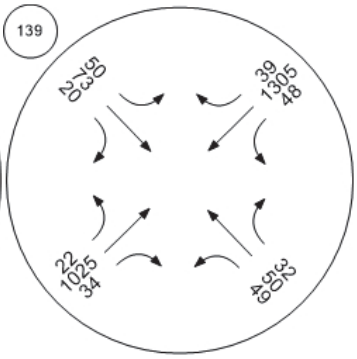
TWENTY-SIXTH STREET/C



TWENTY-SIXTH STREET/O

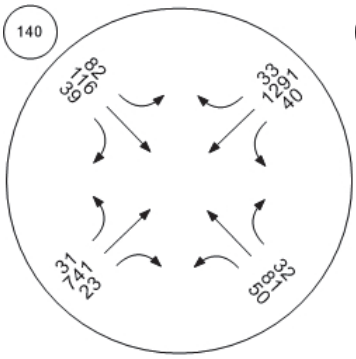


YALE STREET/WILSHIRE B

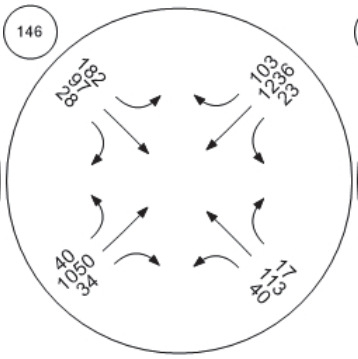


Traffic Volume - Base Volume

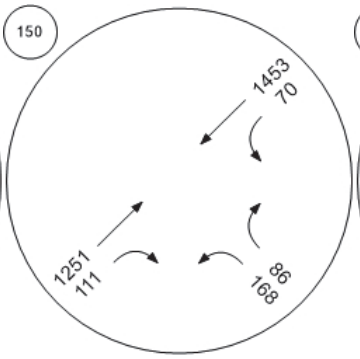
YALE STREET/SANTA MON



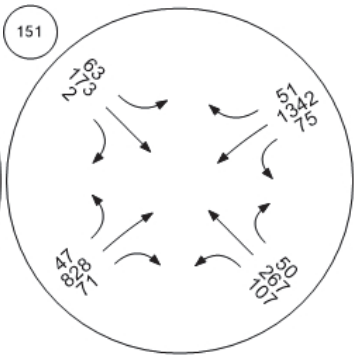
BERKELEY STREET/WILSH



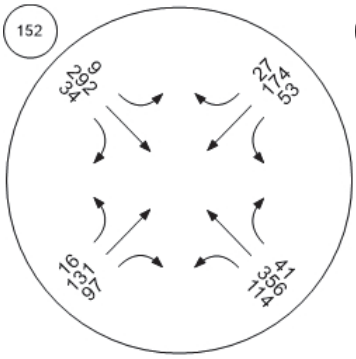
CENTINELA AVENUE (EAS



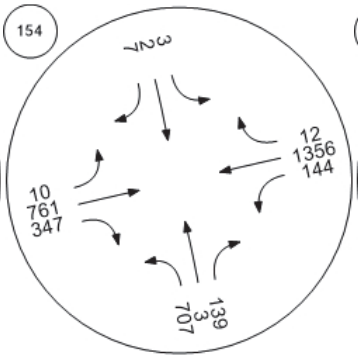
CENTINELA AVENUE/SANT



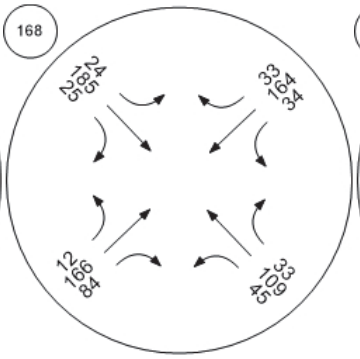
CENTINELA AVENUE/BROA



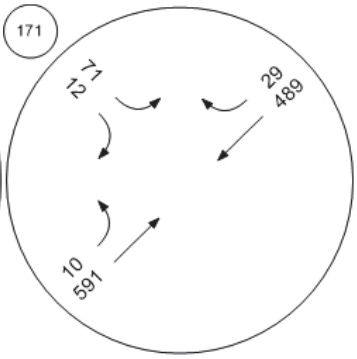
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

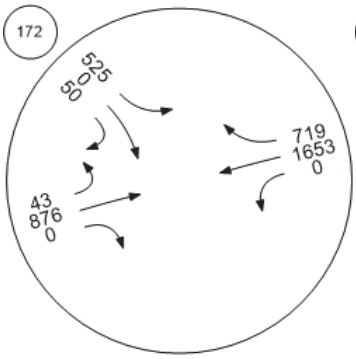


TWENTIETH STREET \(WE

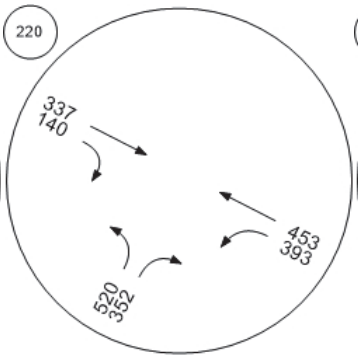


Traffic Volume - Base Volume

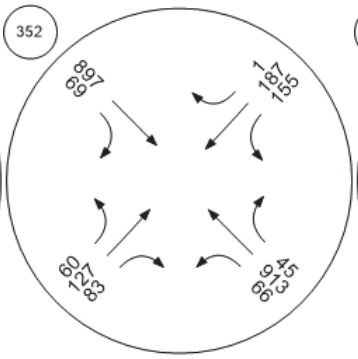
CENTINELA \(WEST\)/OLYM



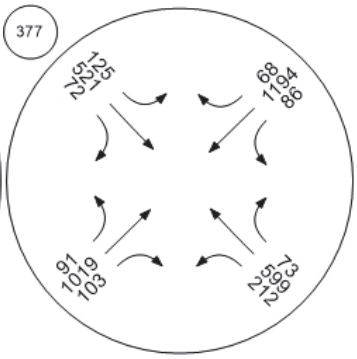
CENTINELA AVENUE/I-10



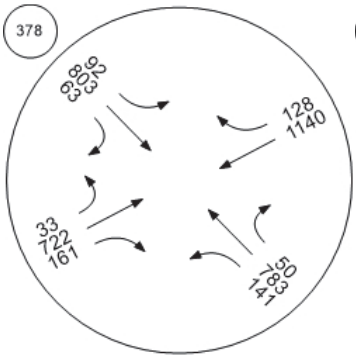
BUNDY DRIVE/OHIO AVEN



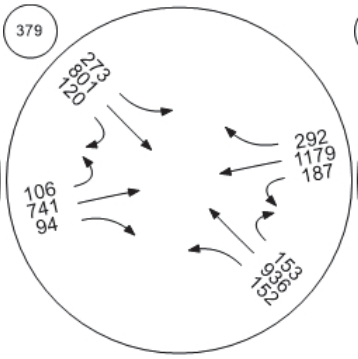
BUNDY DRIVE/WILSHIRE B



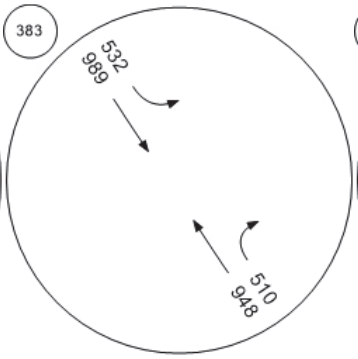
BUNDY DRIVE/SANTA MON



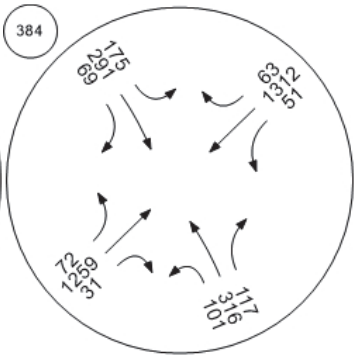
BUNDY DRIVE/OLYMPIC B



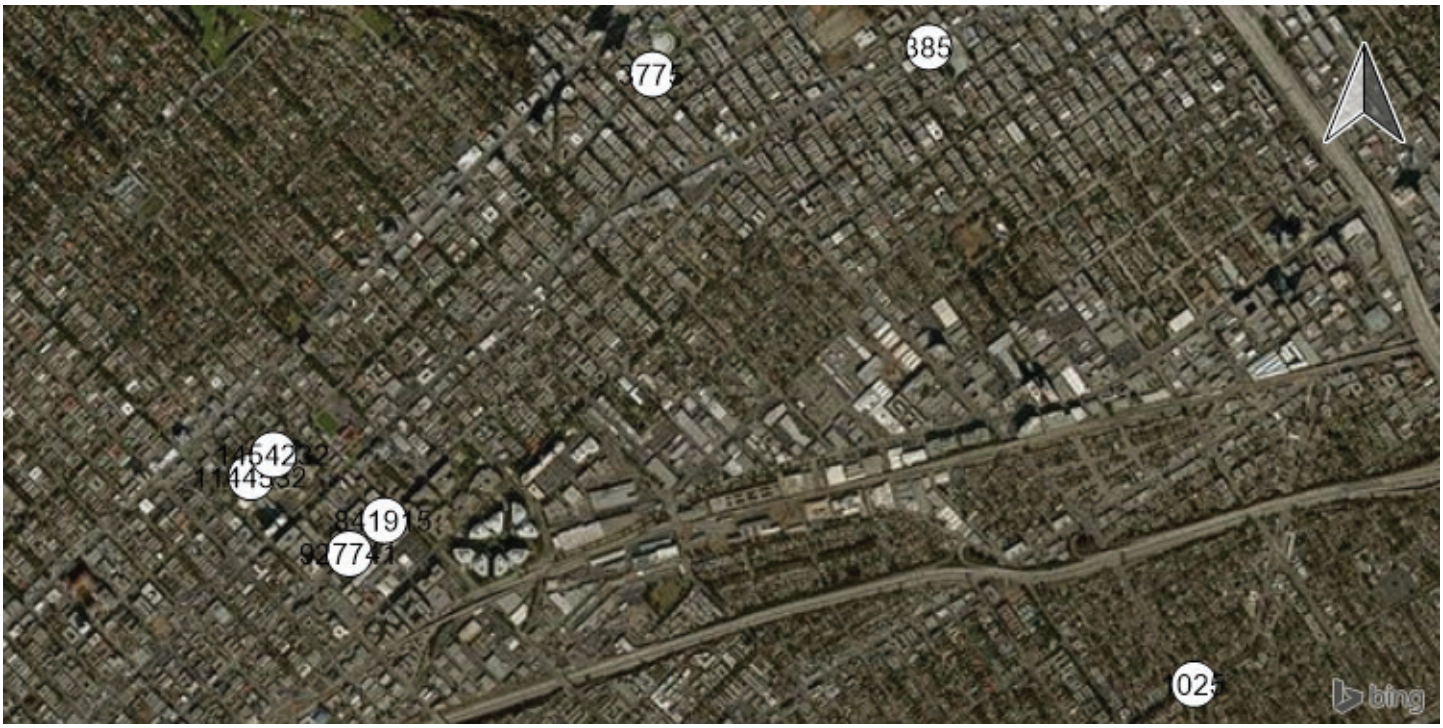
BUNDY DRIVE/I-10 EB ON



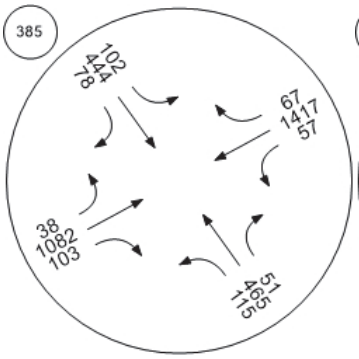
BARRINGTON AVENUE/WIL



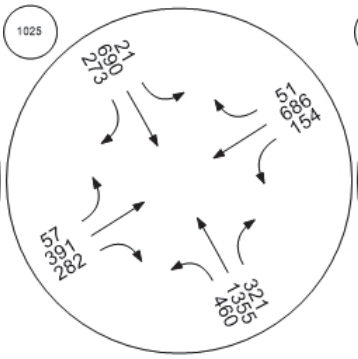
Traffic Volume - Base Volume



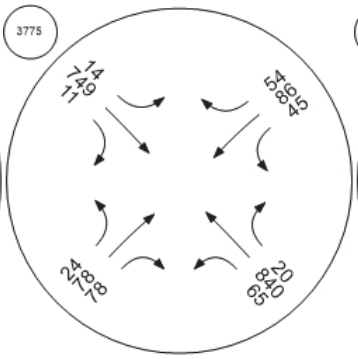
BARRINGTON AVENUE/SA



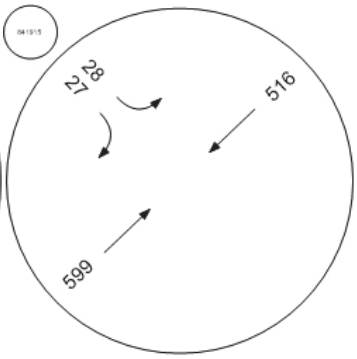
BUNDY DR/OCEAN PARK B



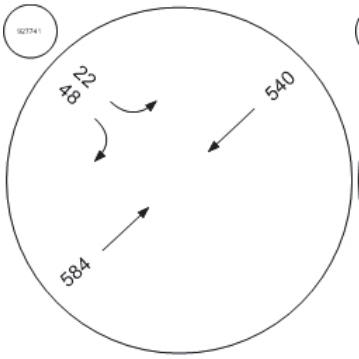
Bundy Drive & Texas Avenue



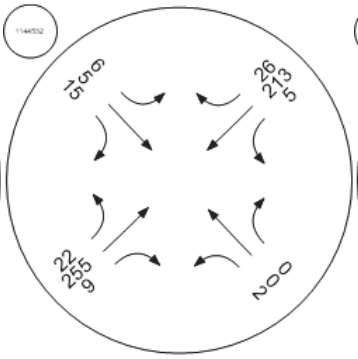
23rd & Broadway



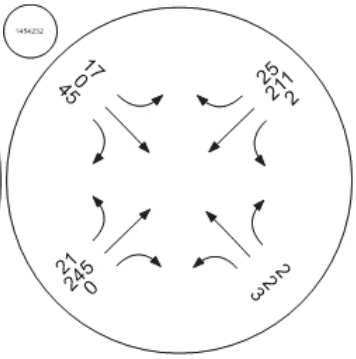
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A

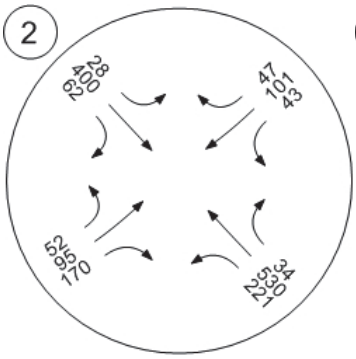


TWENTY-SECOND STREET

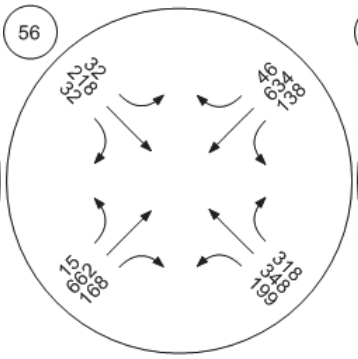


Traffic Volume - Base Volume

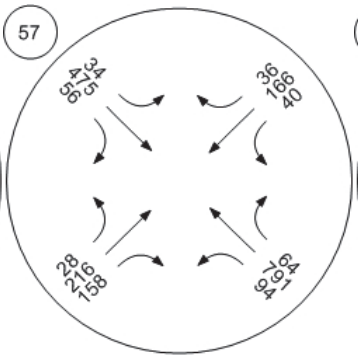
OCEAN AVENUE/CALIFOR



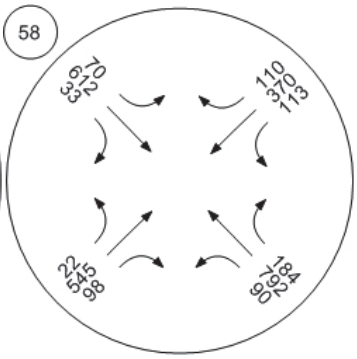
LINCOLN BOULEVARD/WIL



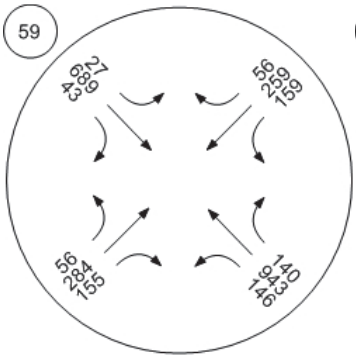
LINCOLN BOULEVARD/ARI



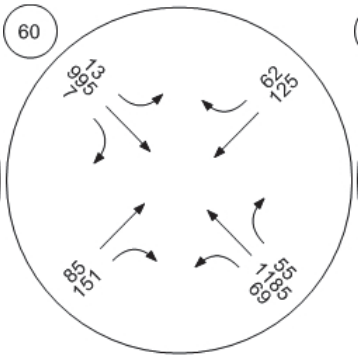
LINCOLN BOULEVARD/SAN



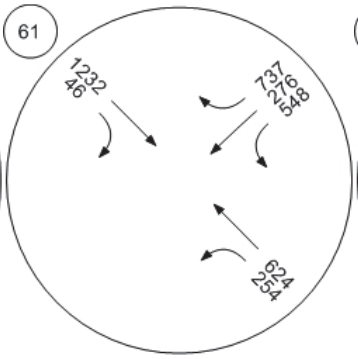
LINCOLN BOULEVARD/BR



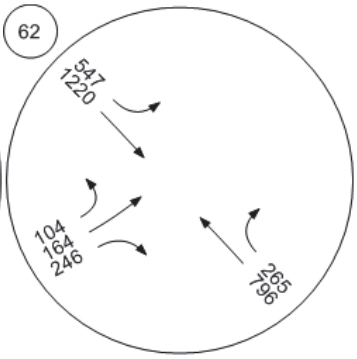
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

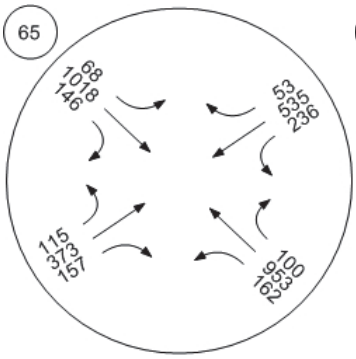


LINCOLN BOULEVARD/I-10

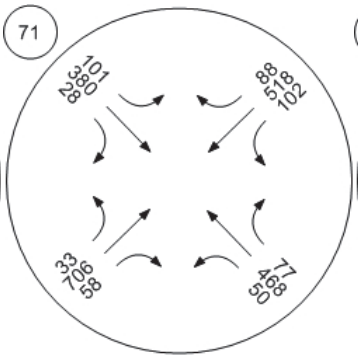


Traffic Volume - Base Volume

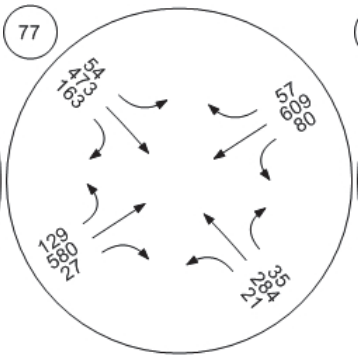
LINCOLN BOULEVARD/OC



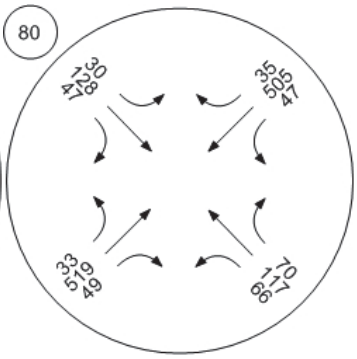
ELEVENTH STREET/SANTA



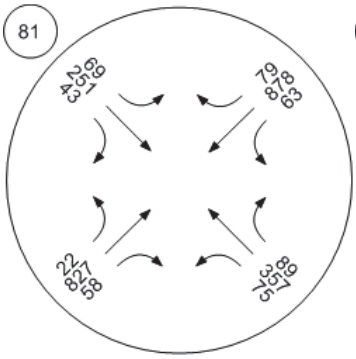
ELEVENTH STREET/PICO B



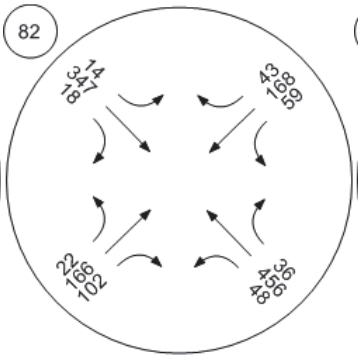
FOURTEENTH STREET/MO



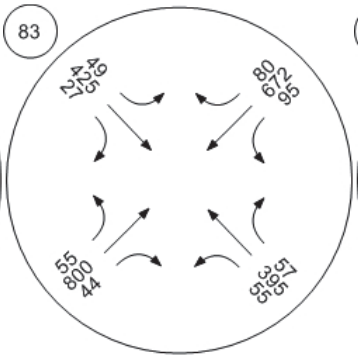
FOURTEENTH STREET/WIL



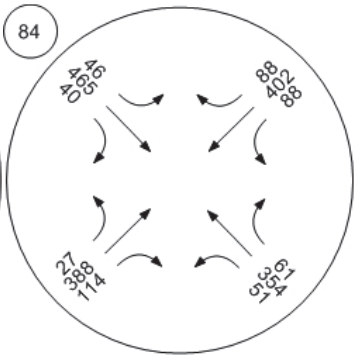
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

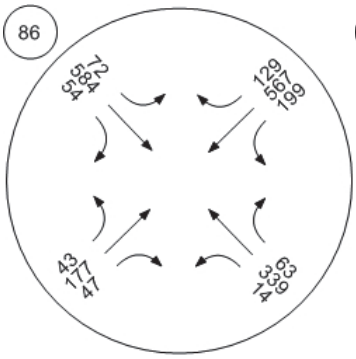


FOURTEENTH STREET/BR

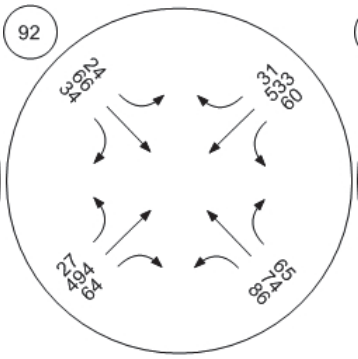


Traffic Volume - Base Volume

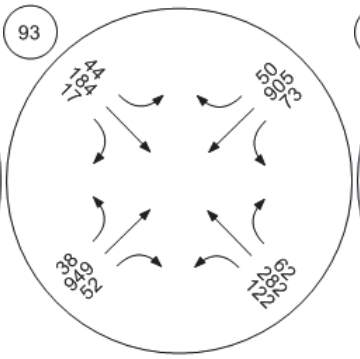
FOURTEENTH STREET/OL



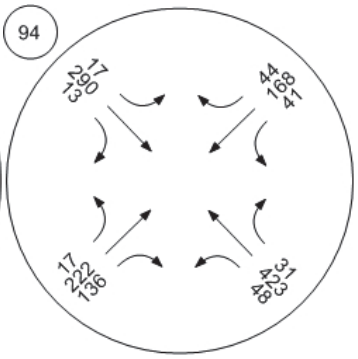
SEVENTEENTH STREET/M



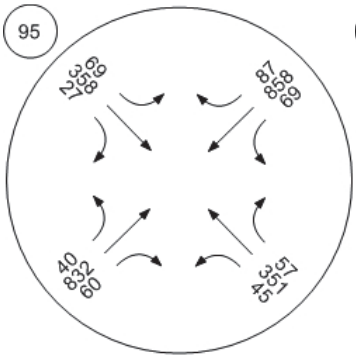
SEVENTEENTH STREET/WI



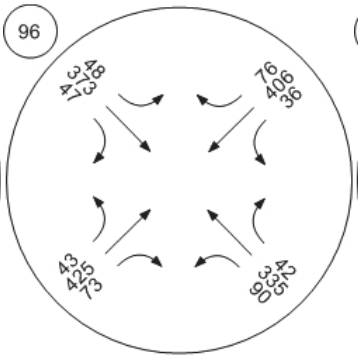
SEVENTEENTH STREET/A



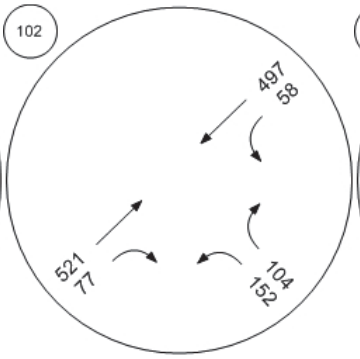
SEVENTEENTH STREET/S



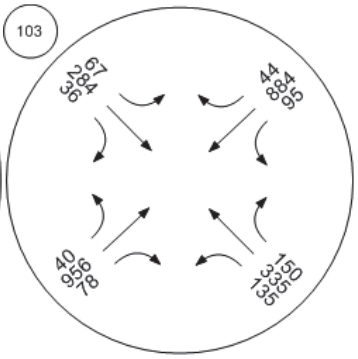
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

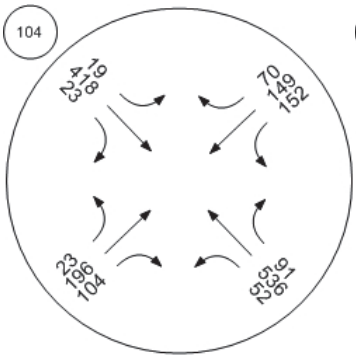


TWENTIETH STREET/WILS

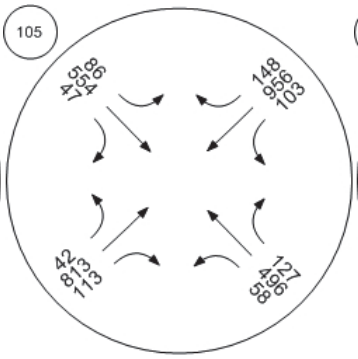


Traffic Volume - Base Volume

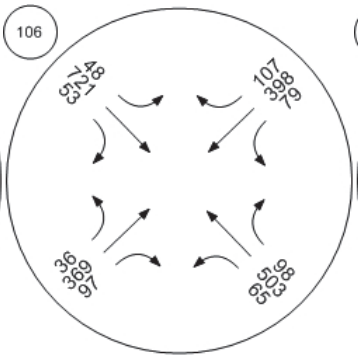
TWENTIETH STREET/ARIZ



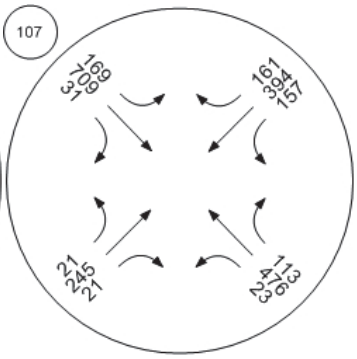
TWENTIETH STREET/SANT



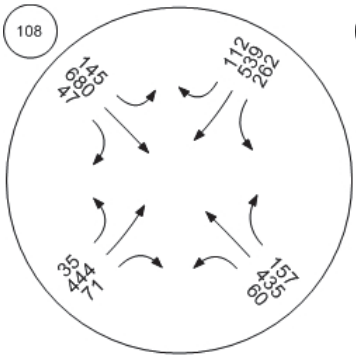
TWENTIETH STREET/BROA



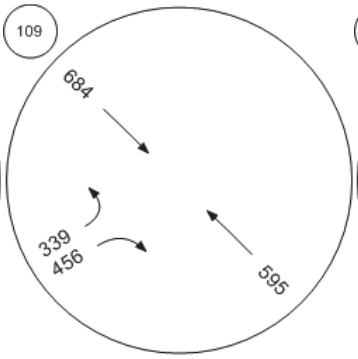
TWENTIETH STREET/COLO



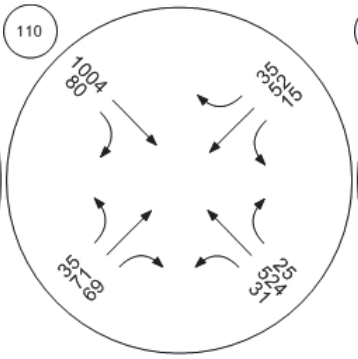
TWENTIETH STREET/OLYM



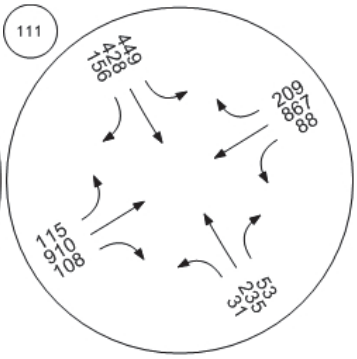
TWENTIETH ST/I-10 EB OF



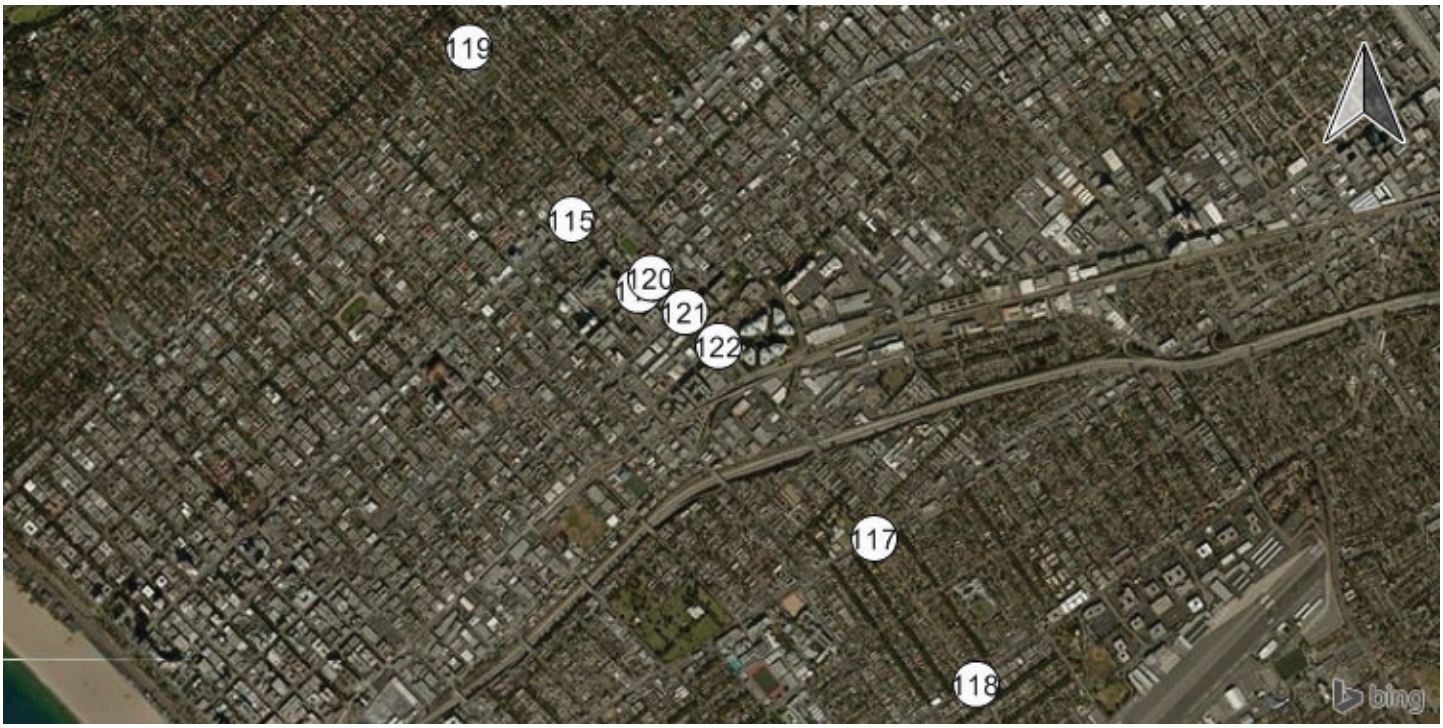
TWENTIETH STREET/DELA

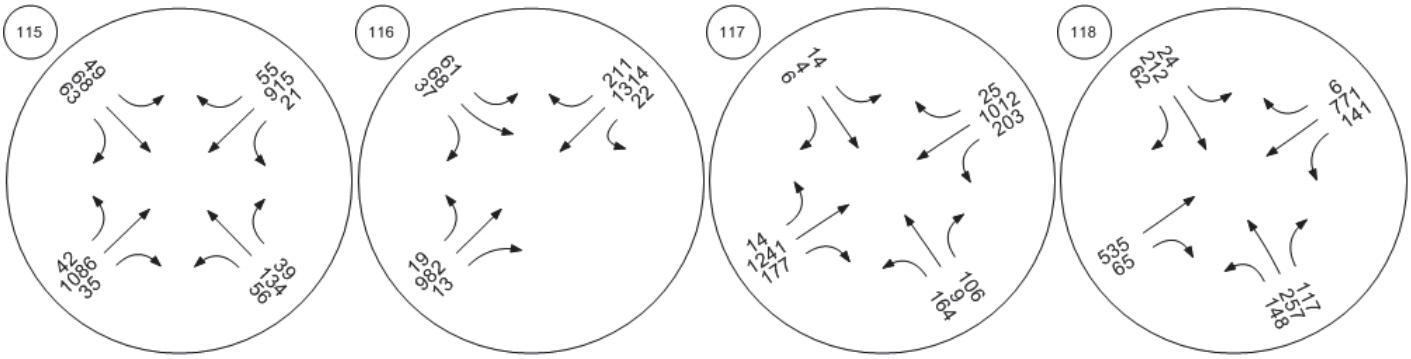


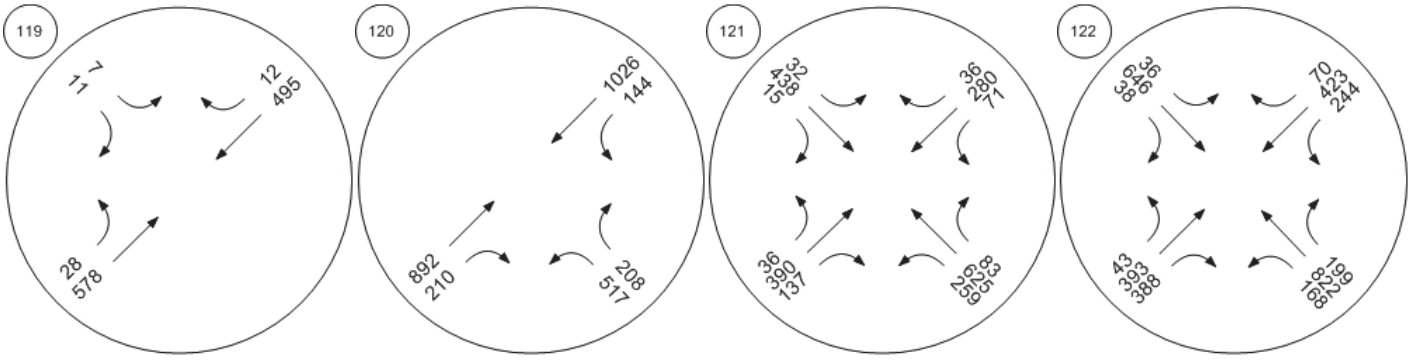
TWENTIETH STREET/PICO



Traffic Volume - Base Volume

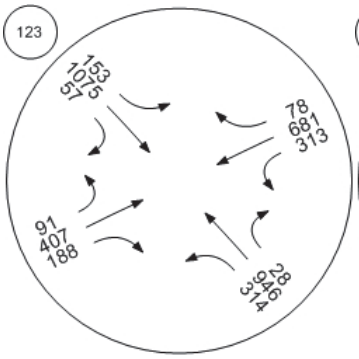




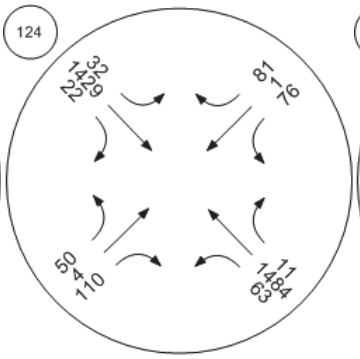


Traffic Volume - Base Volume

CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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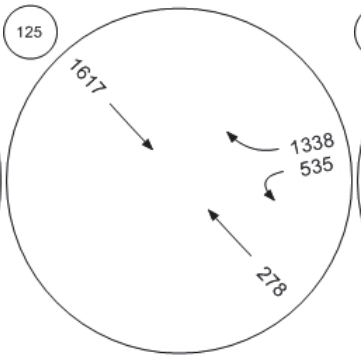

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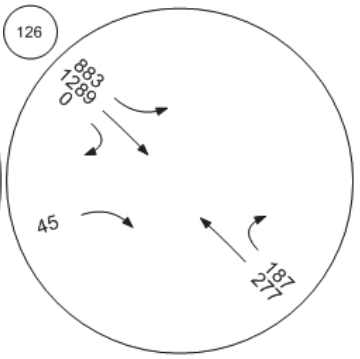

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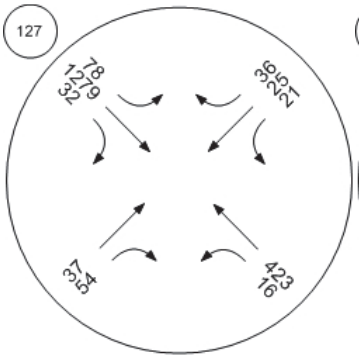

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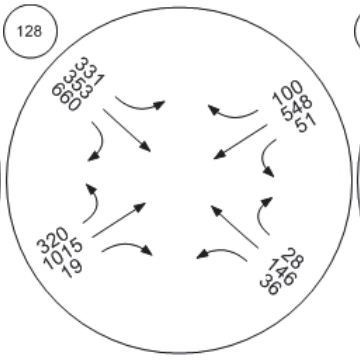
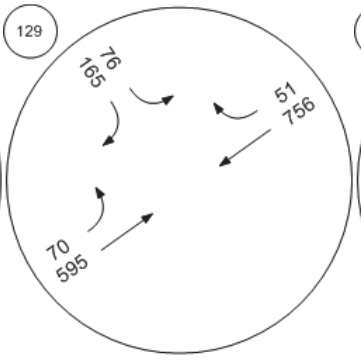
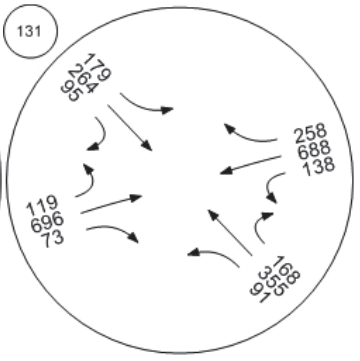


CLOVERFIELD BOULEVAR

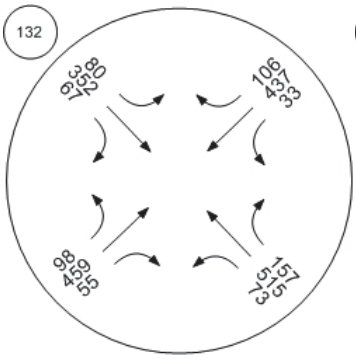


TWENTY-SIXTH STREET/S

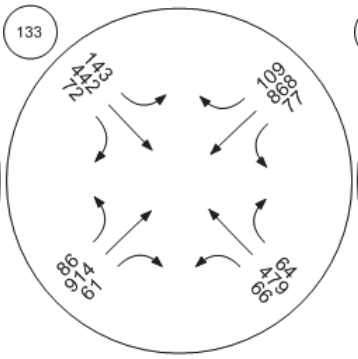


Traffic Volume - Base Volume

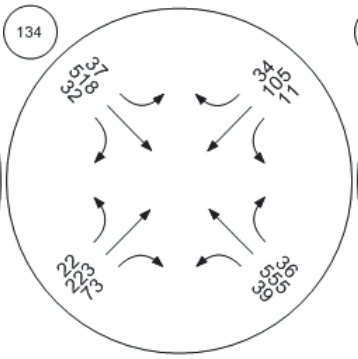
TWENTY-SIXTH STREET/M



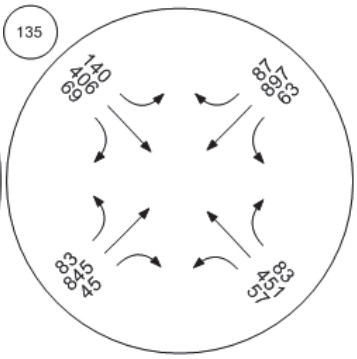
TWENTY-SIXTH STREET/W



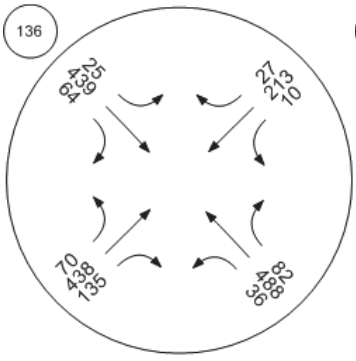
TWENTY-SIXTH STREET/A



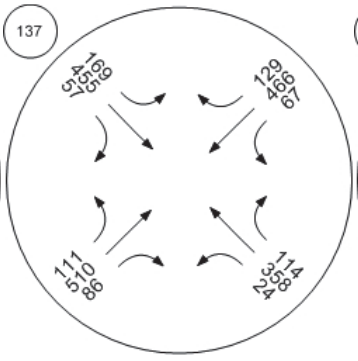
TWENTY-SIXTH STREET/S



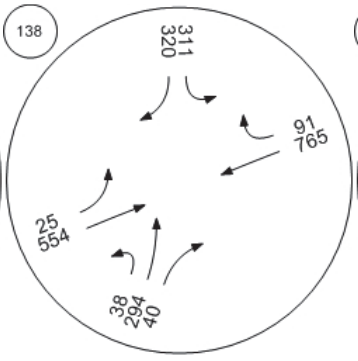
TWENTY-SIXTH STREET/B



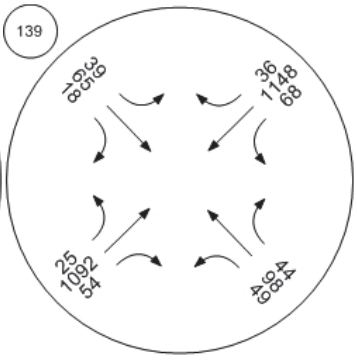
TWENTY-SIXTH STREET/C



TWENTY-SIXTH STREET/O

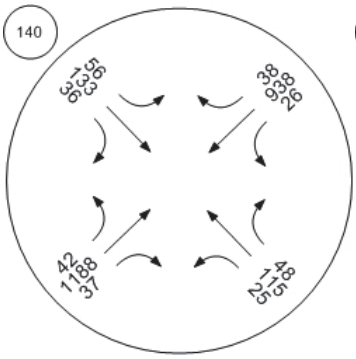


YALE STREET/WILSHIRE B

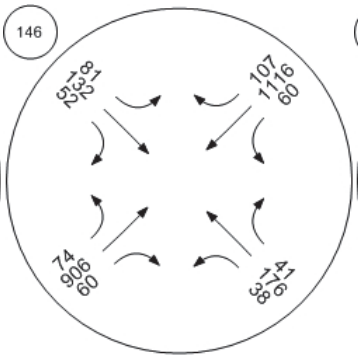


Traffic Volume - Base Volume

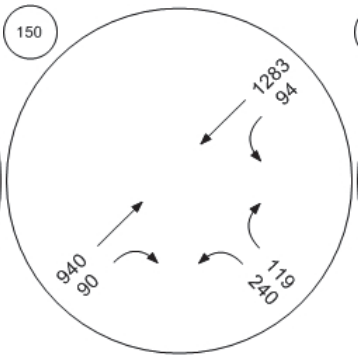
YALE STREET/SANTA MON



BERKELEY STREET/WILSH



CENTINELA AVENUE (EAS



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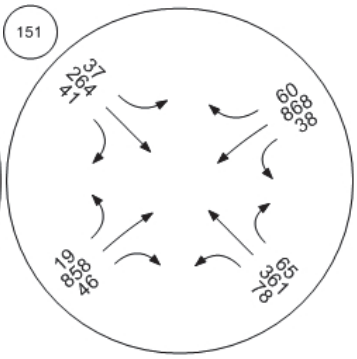
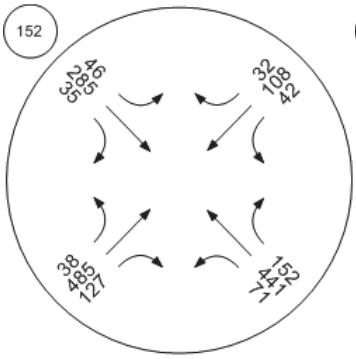


CENTINELA AVENUE/BROA



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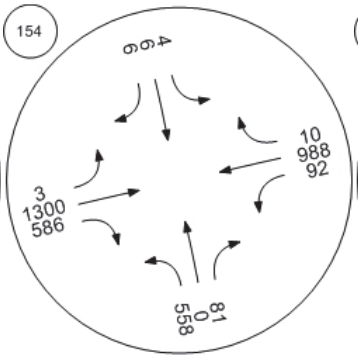
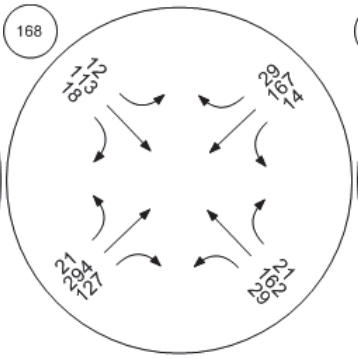
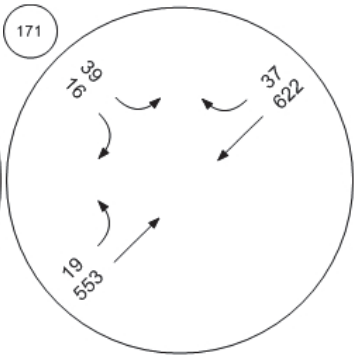


Arizona Ave / 23rd St.

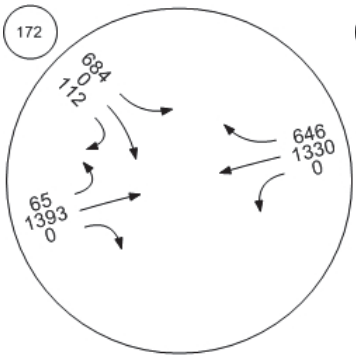


TWENTIETH STREET \(WE

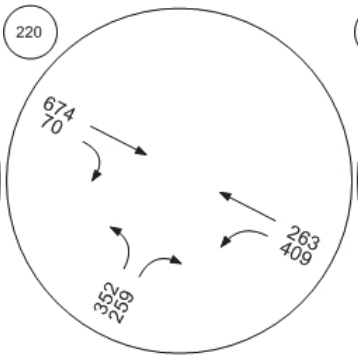


Traffic Volume - Base Volume

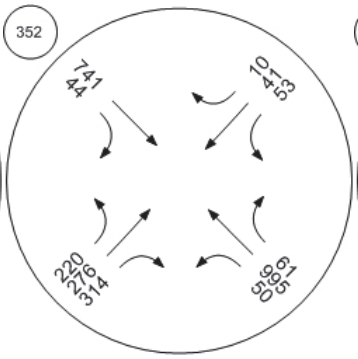
CENTINELA \(WEST\)/OLYM



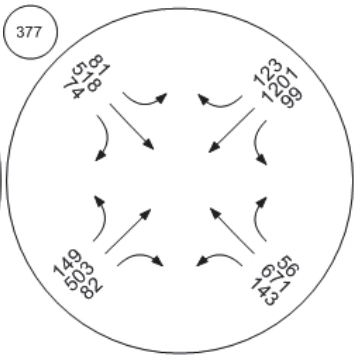
CENTINELA AVENUE/I-10



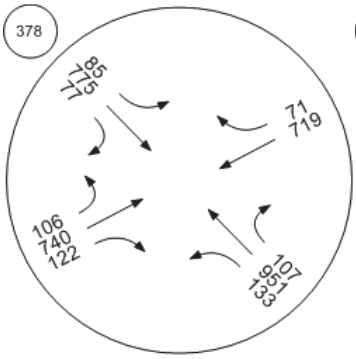
BUNDY DRIVE/OHIO AVEN



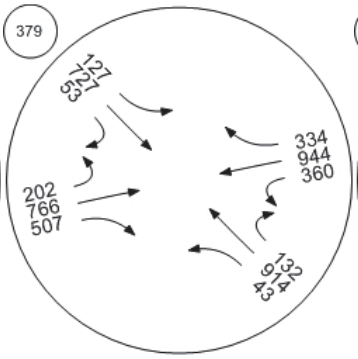
BUNDY DRIVE/WILSHIRE B



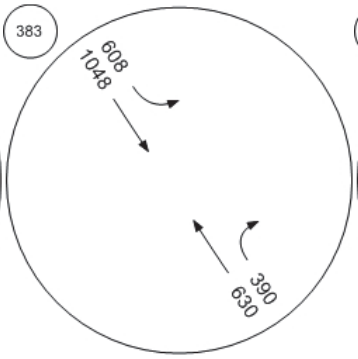
BUNDY DRIVE/SANTA MON



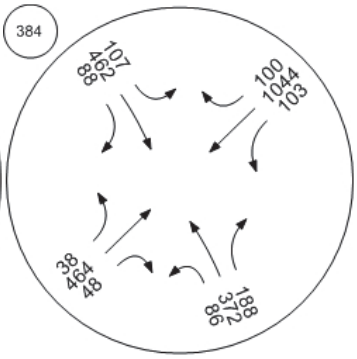
BUNDY DRIVE/OLYMPIC B



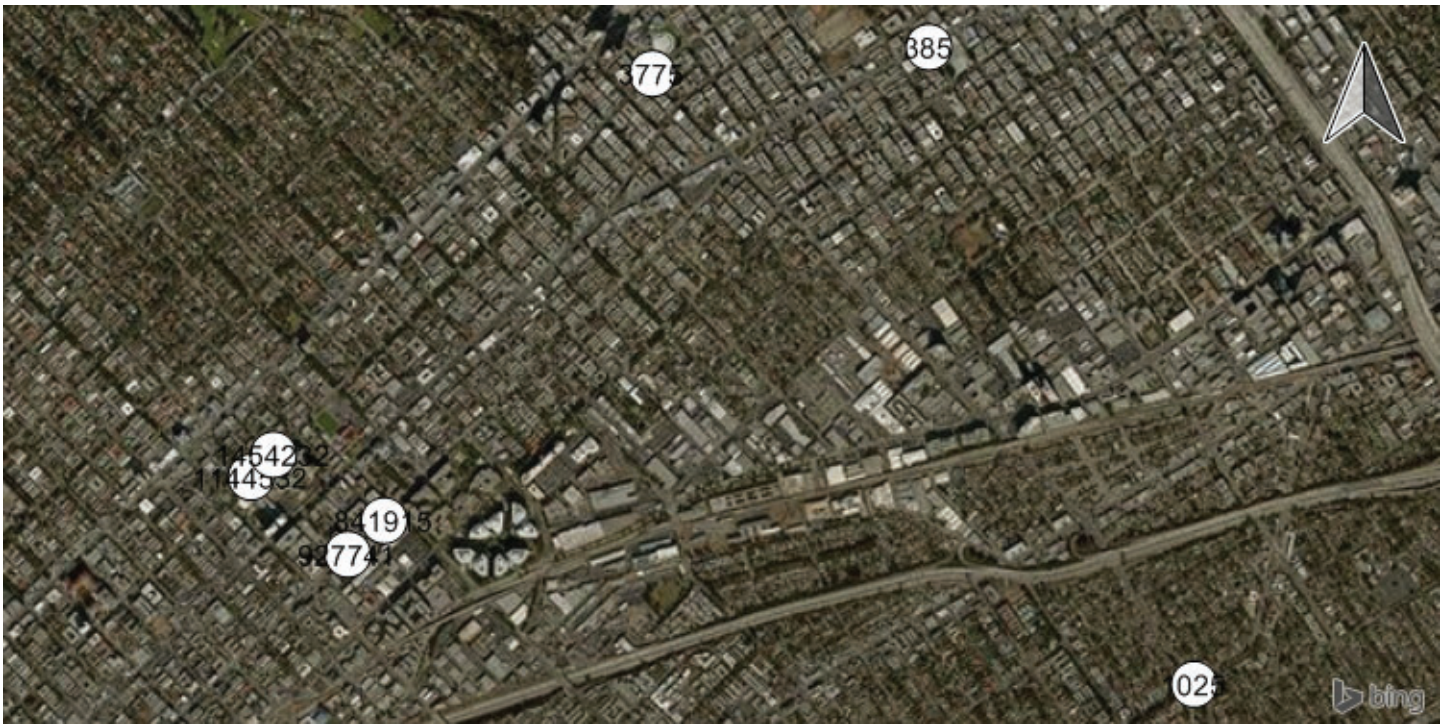
BUNDY DRIVE/I-10 EB ON



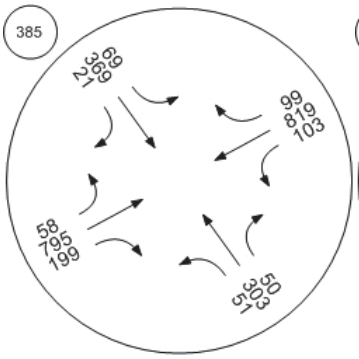
BARRINGTON AVENUE/WIL



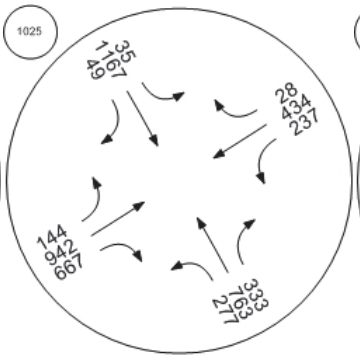
Traffic Volume - Base Volume



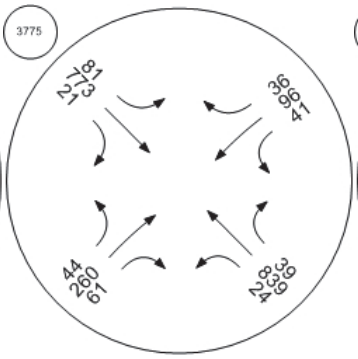
BARRINGTON AVENUE/SA



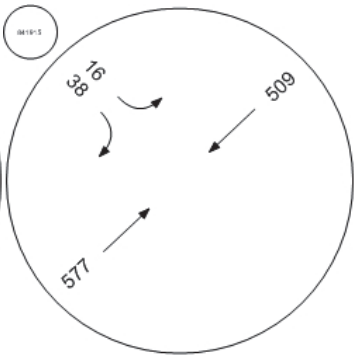
BUNDY DR/OCEAN PARK B



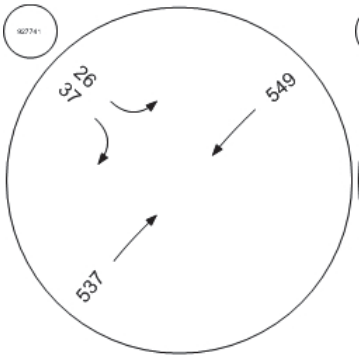
Bundy Drive & Texas Avenue



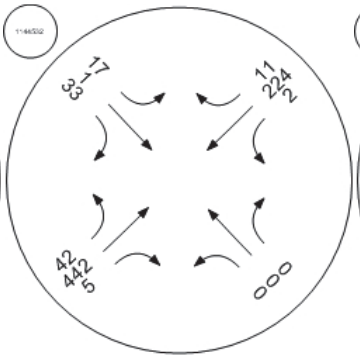
23rd & Broadway



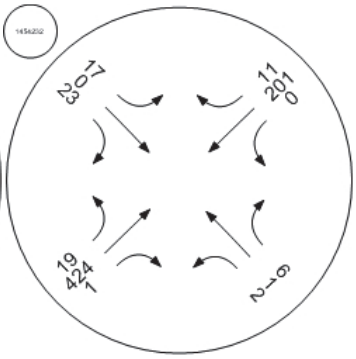
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



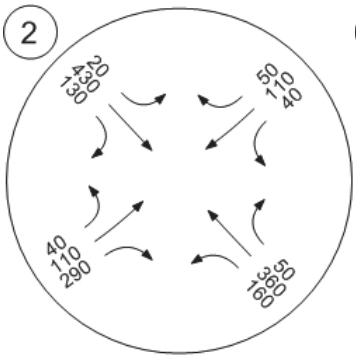
TWENTY-SECOND STREET



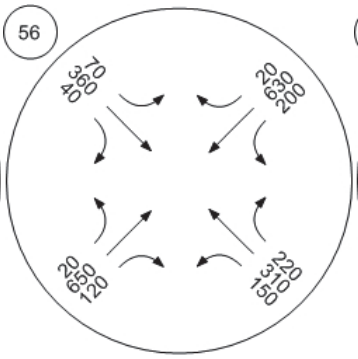
APPROVAL YEAR (2019) NO PROJECT CONDITIONS

Traffic Volume - Base Volume

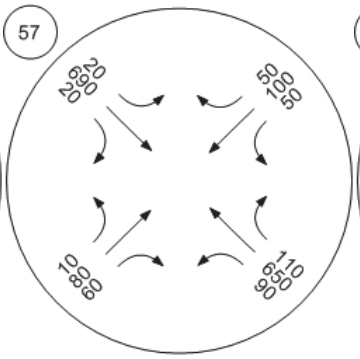
OCEAN AVENUE/CALIFOR



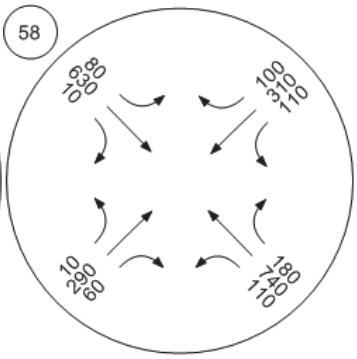
LINCOLN BOULEVARD/WIL



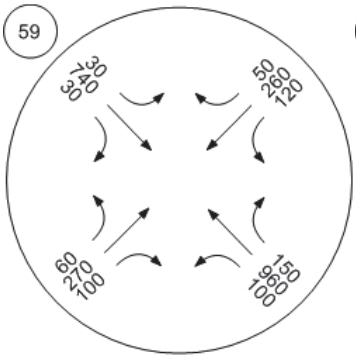
LINCOLN BOULEVARD/ARI



LINCOLN BOULEVARD/SAN



LINCOLN BOULEVARD/BR



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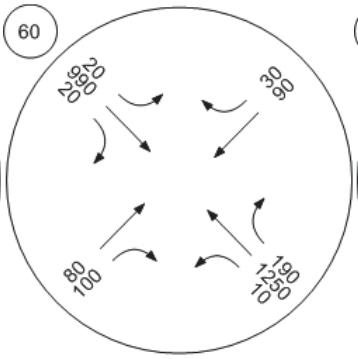
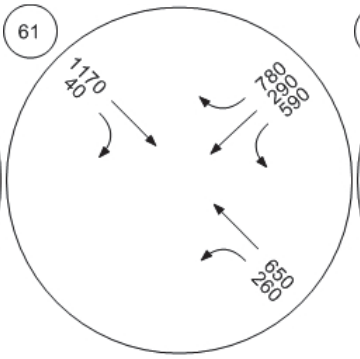
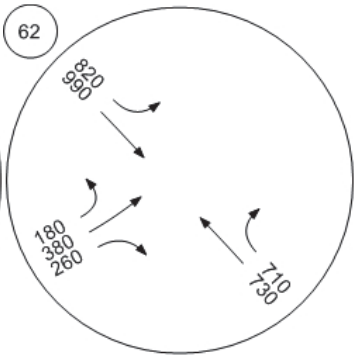


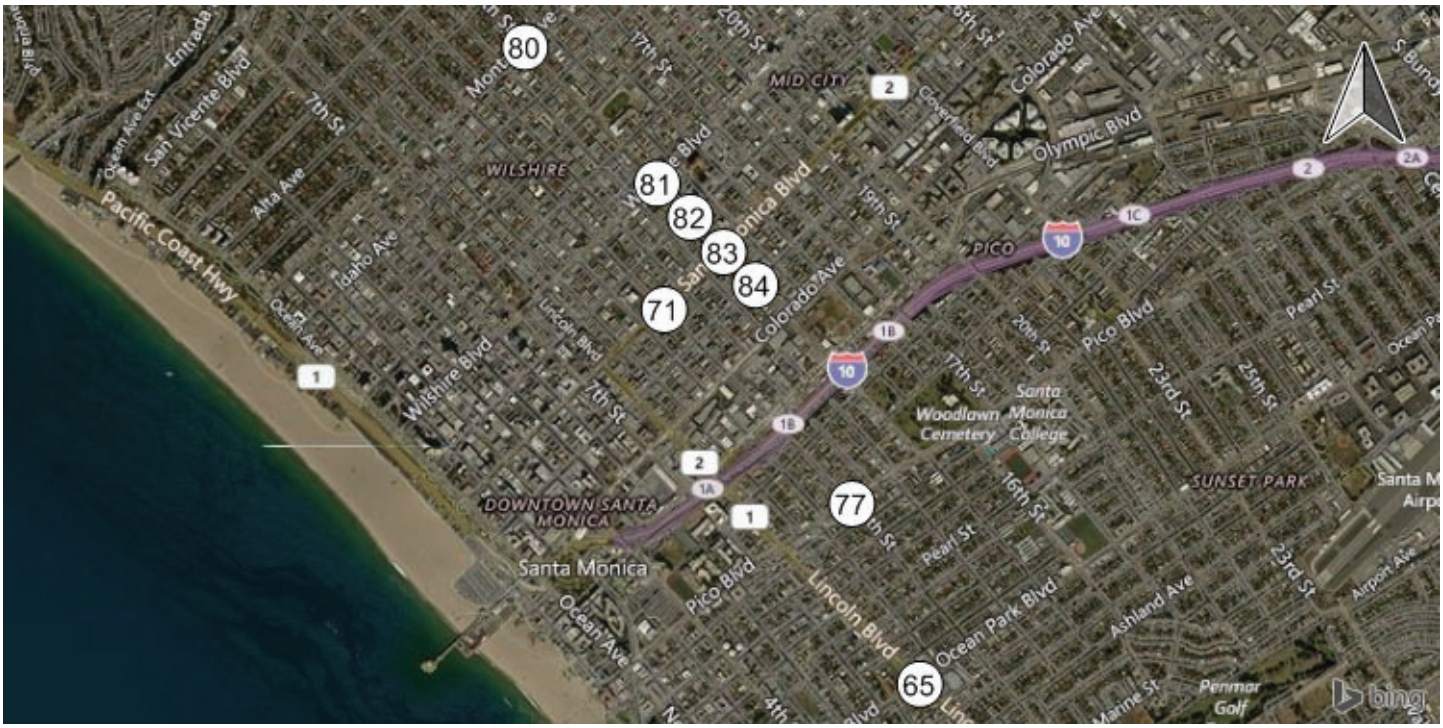
LINCOLN BOULEVARD/OLY



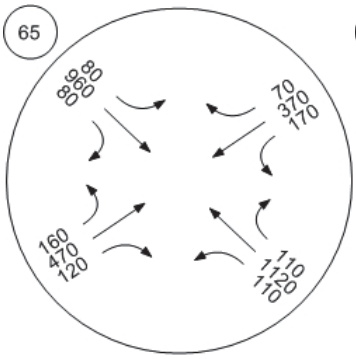
LINCOLN BOULEVARD/I-10



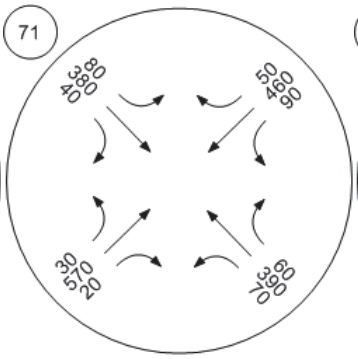
Traffic Volume - Base Volume



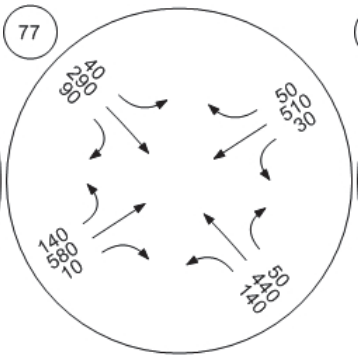
LINCOLN BOULEVARD/OC



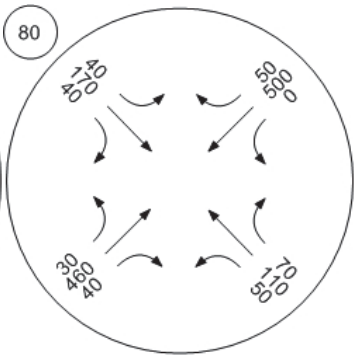
ELEVENTH STREET/SANTA



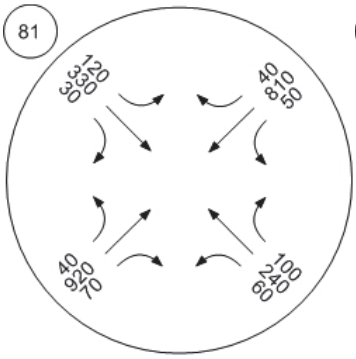
ELEVENTH STREET/PICO B



FOURTEENTH STREET/MO



FOURTEENTH STREET/WIL



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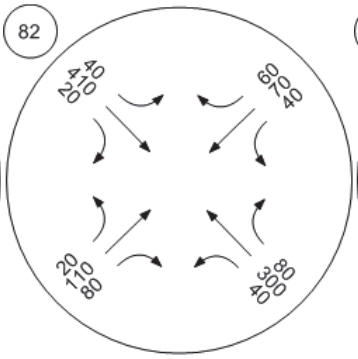

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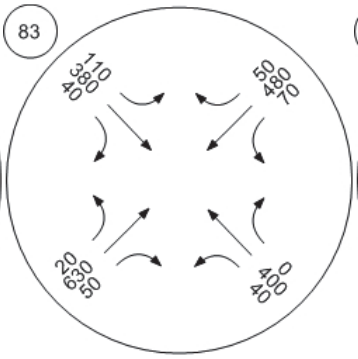

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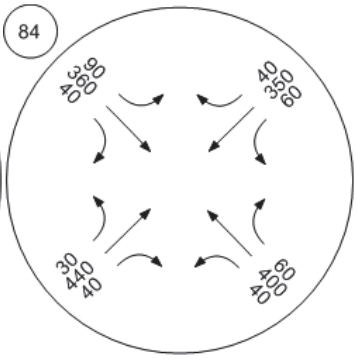
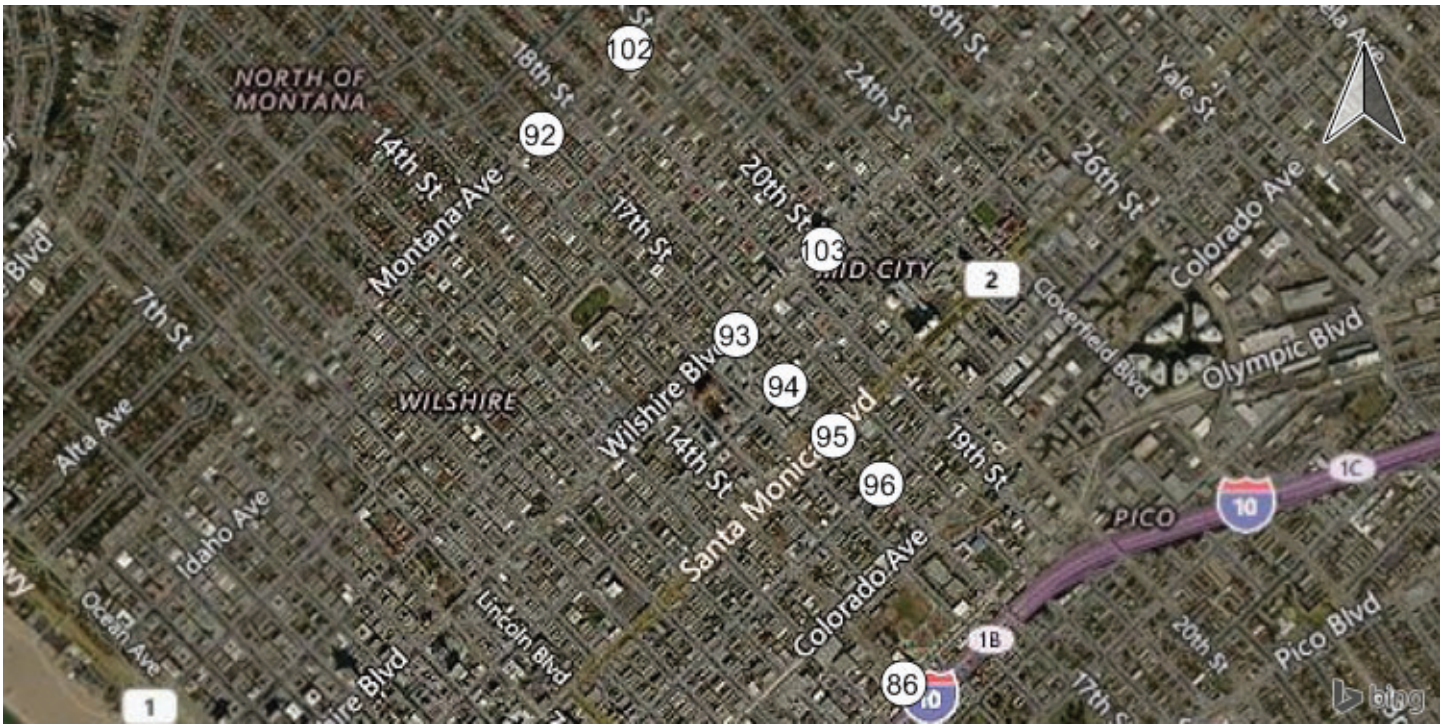
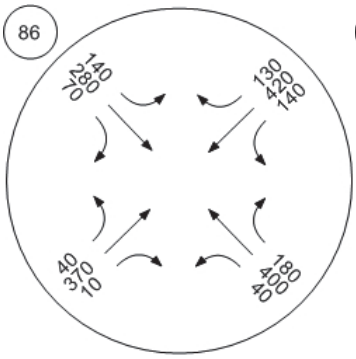


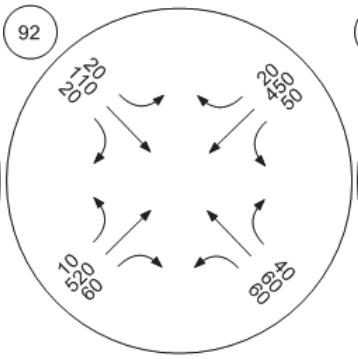
Traffic Volume - Base Volume



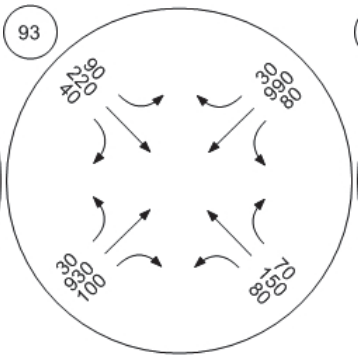
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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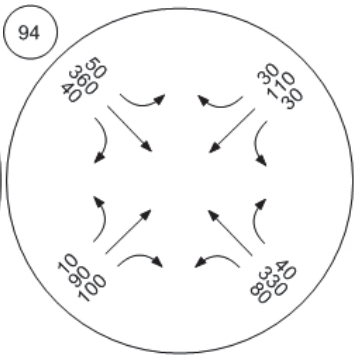
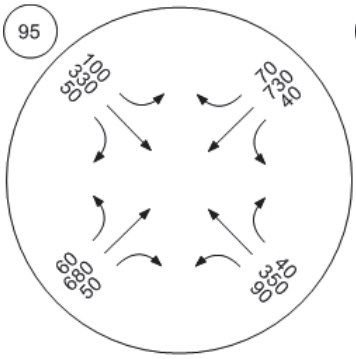


SEVENTEENTH STREET/S



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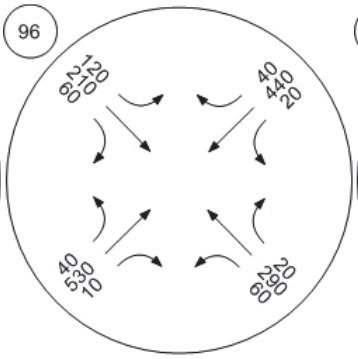
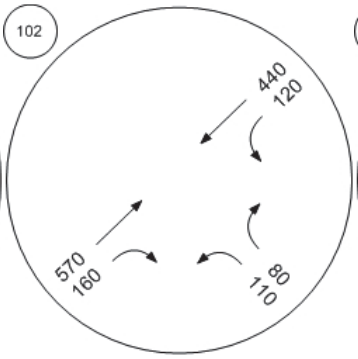
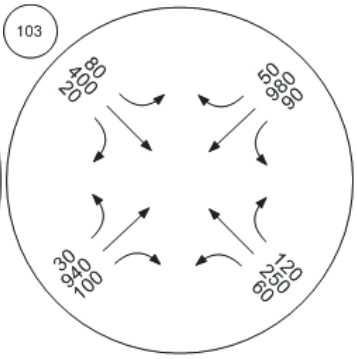


TWENTIETH STREET \(EAS

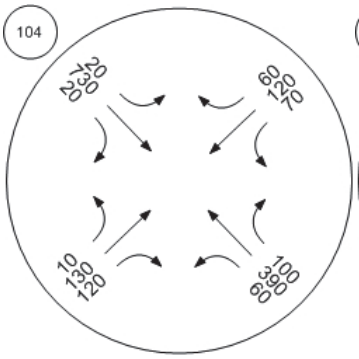


TWENTIETH STREET/WILS



Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



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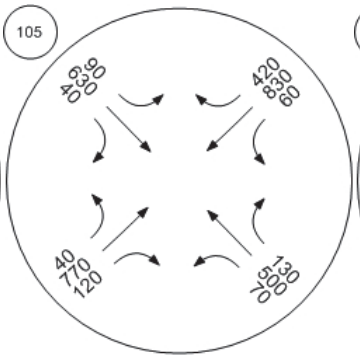

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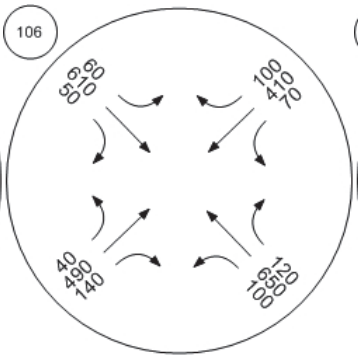

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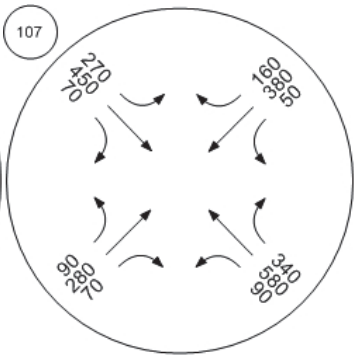

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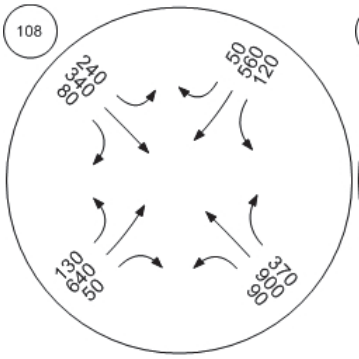
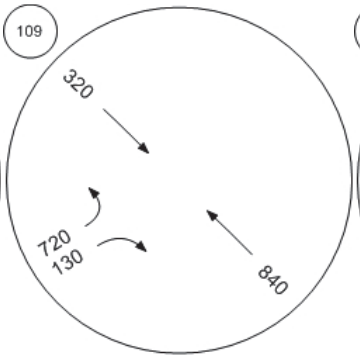


TWENTIETH ST/I-10 EB OF



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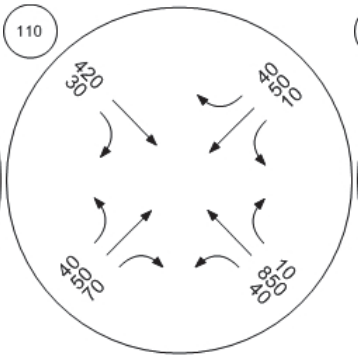
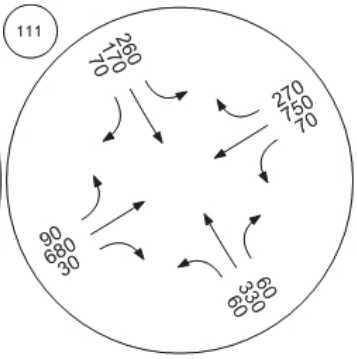
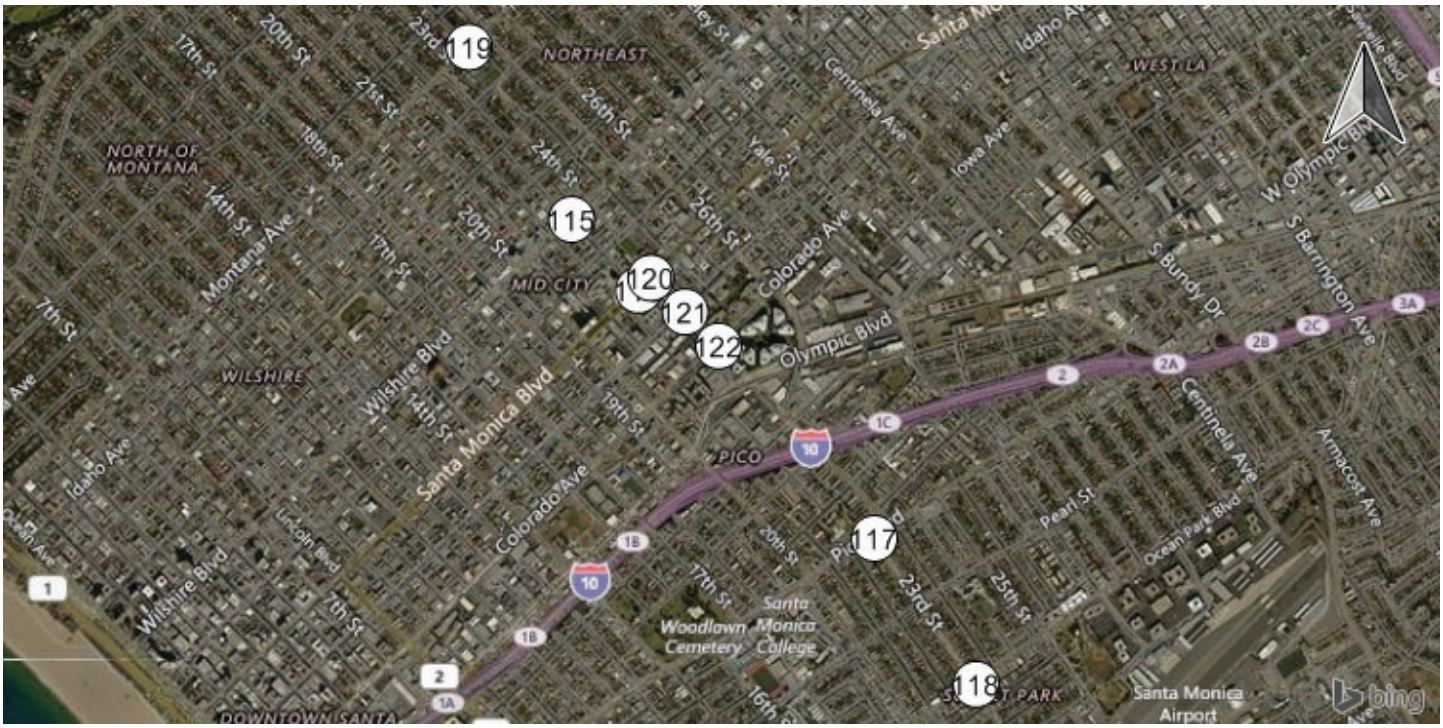


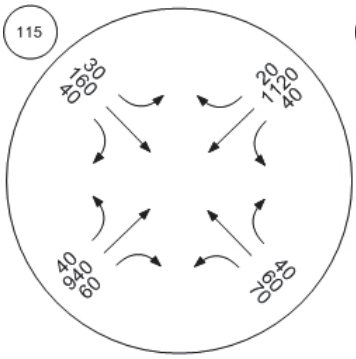
TWENTIETH STREET/PICO



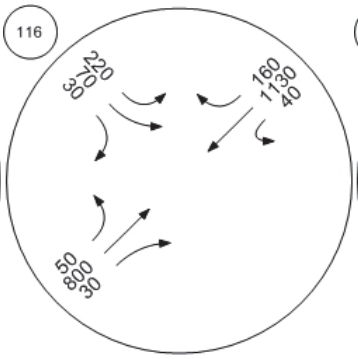
Traffic Volume - Base Volume



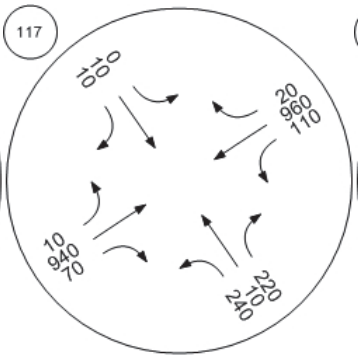
TWENTY-THIRD STREET/W



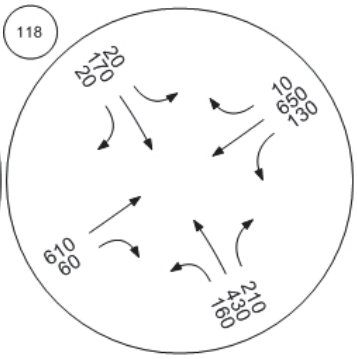
TWENTY-THIRD/SANTA MO



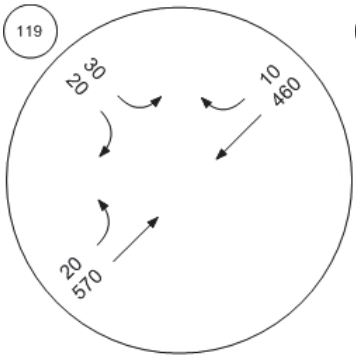
TWENTY-THIRD STREET/PI



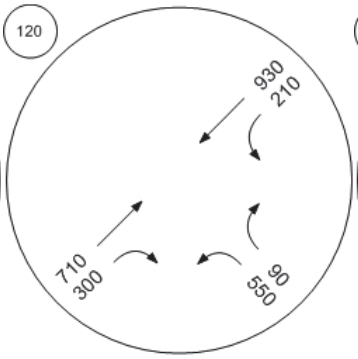
TWENTY-THIRD STREET/O



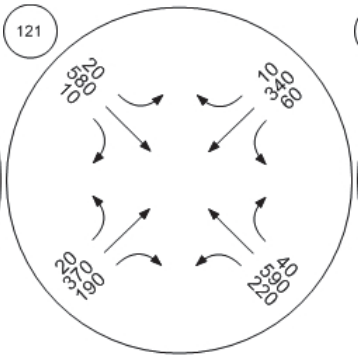
TWENTY-FOURTH STREET



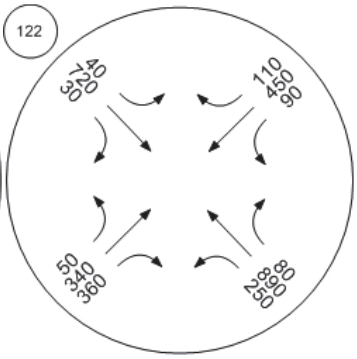
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR

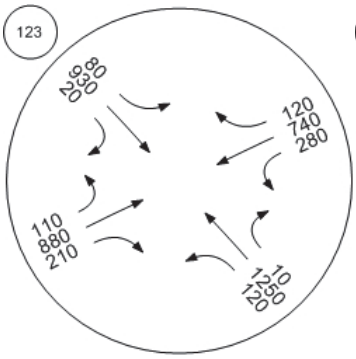


CLOVERFIELD BOULEVAR

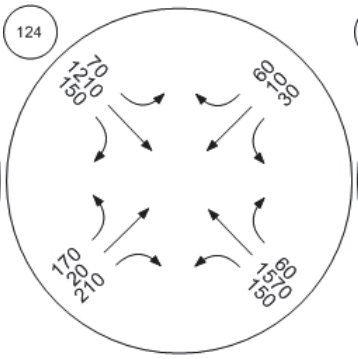


Traffic Volume - Base Volume

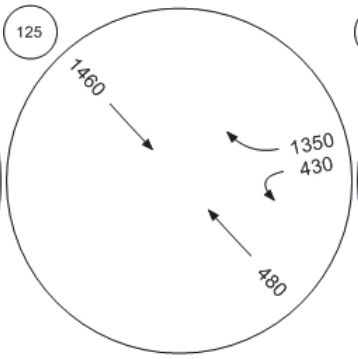
CLOVERFIELD BOULEVAR



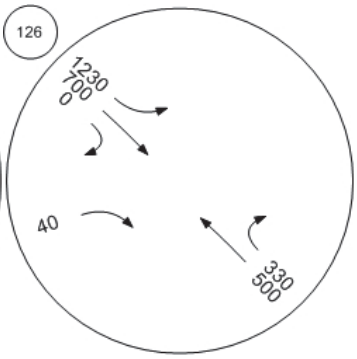
CLOVERFIELD BOULEVAR



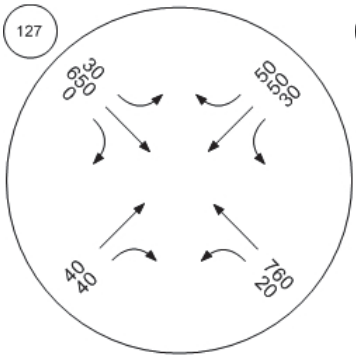
CLOVERFIELD BOULEVAR



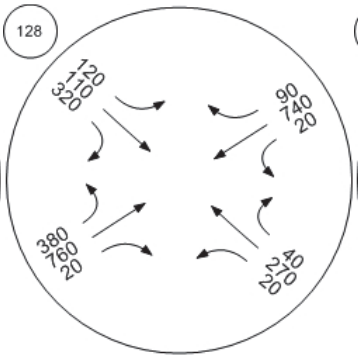
CLOVERFIELD BOULEVAR



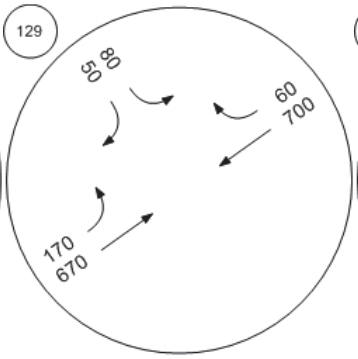
CLOVERFIELD BOULEVAR



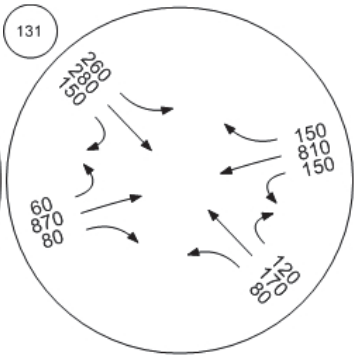
CLOVERFIELD BOULEVAR



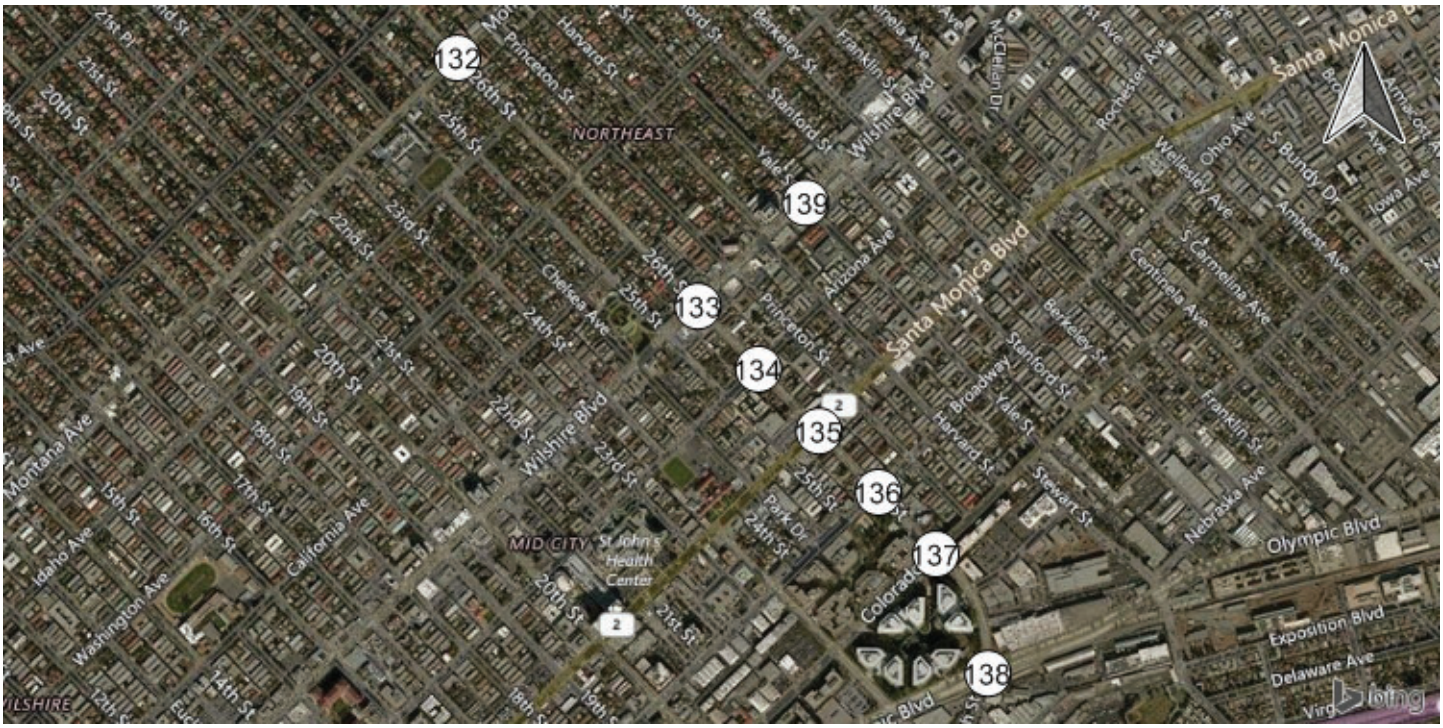
CLOVERFIELD BOULEVAR



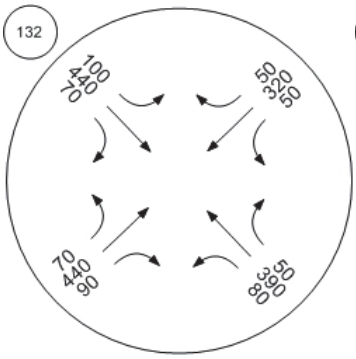
TWENTY-SIXTH STREET/S



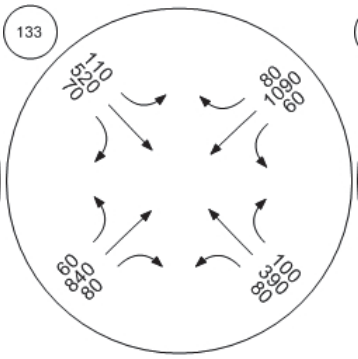
Traffic Volume - Base Volume



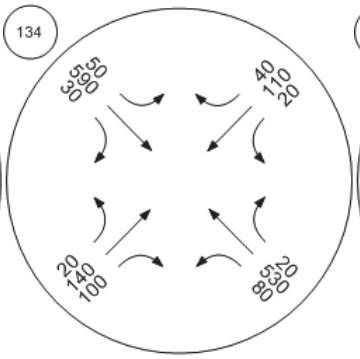
TWENTY-SIXTH STREET/M



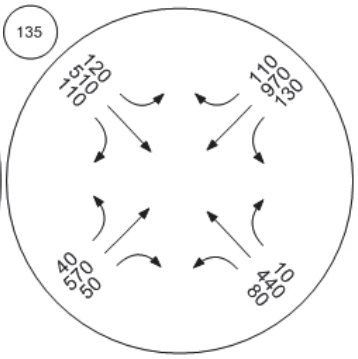
TWENTY-SIXTH STREET/W



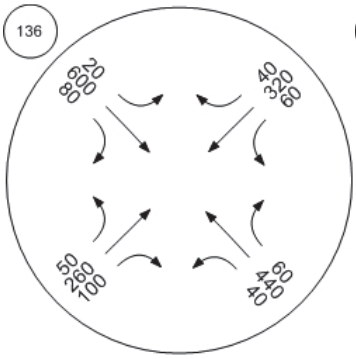
TWENTY-SIXTH STREET/A



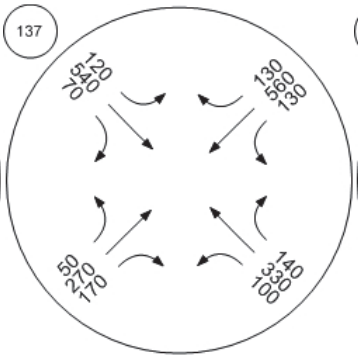
TWENTY-SIXTH STREET/S



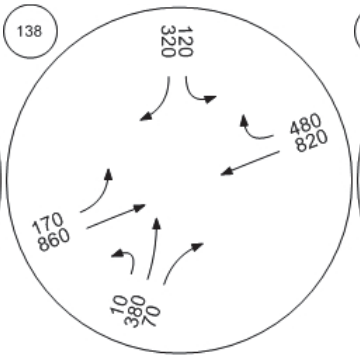
TWENTY-SIXTH STREET/B



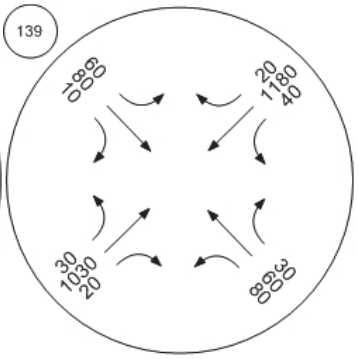
TWENTY-SIXTH STREET/C



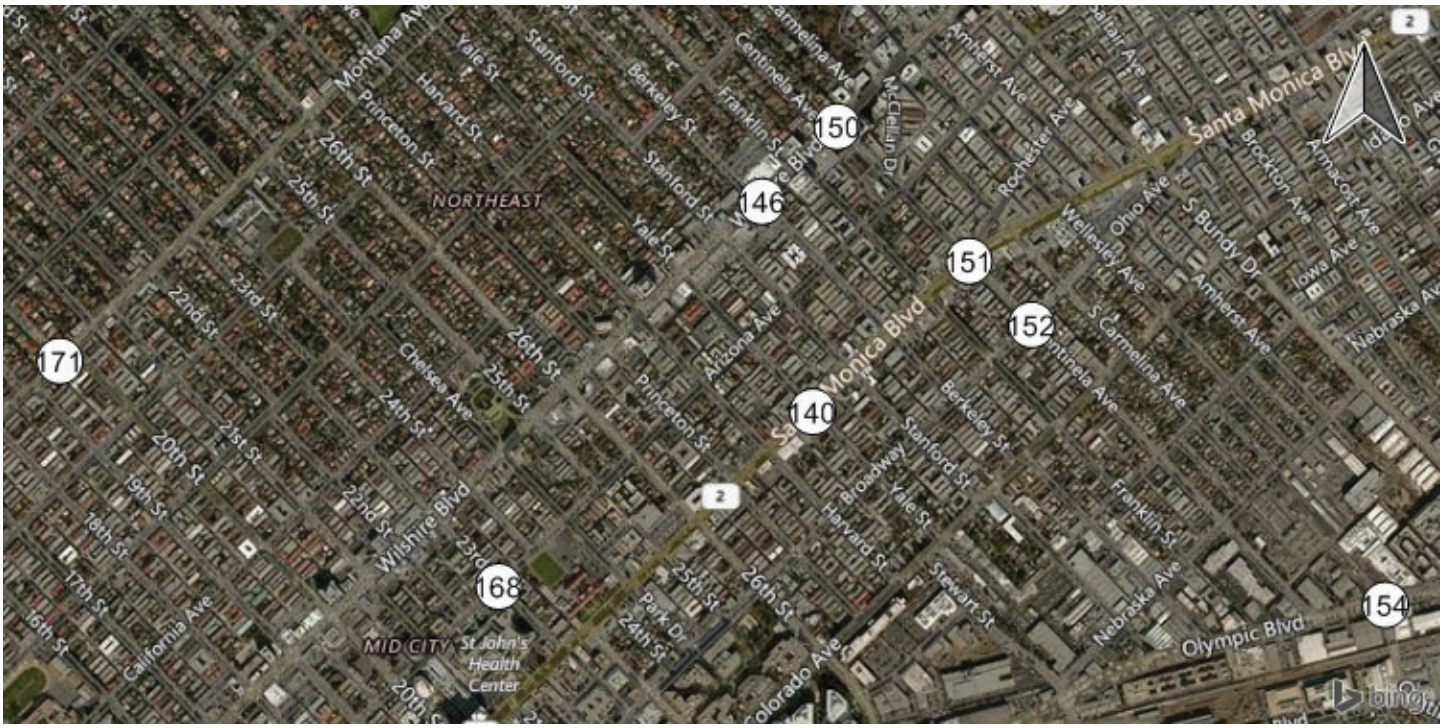
TWENTY-SIXTH STREET/O



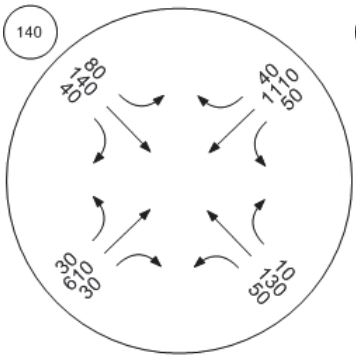
YALE STREET/WILSHIRE B



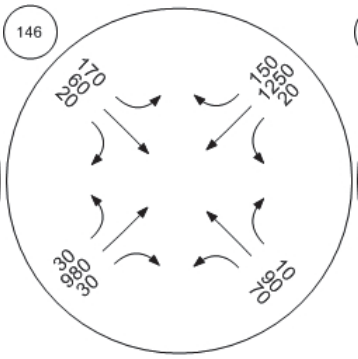
Traffic Volume - Base Volume



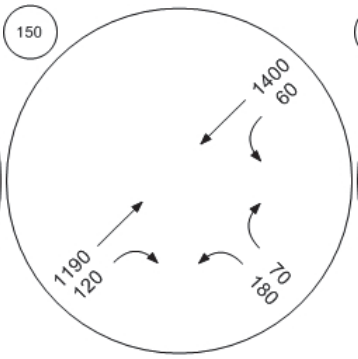
YALE STREET/SANTA MON



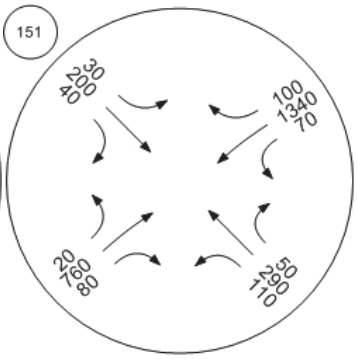
BERKELEY STREET/WILSH



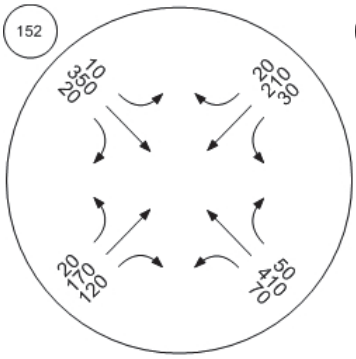
CENTINELA AVENUE (EAS



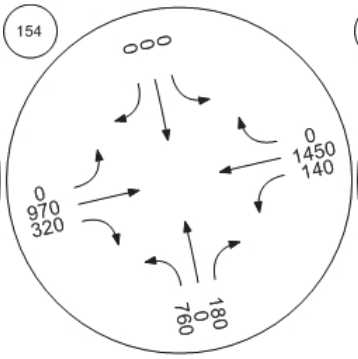
CENTINELA AVENUE/SANT



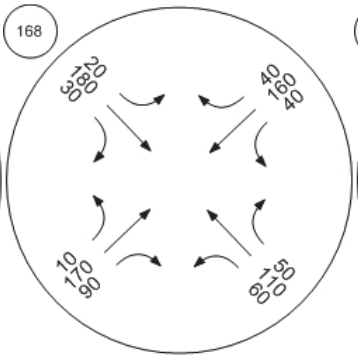
CENTINELA AVENUE/BROA



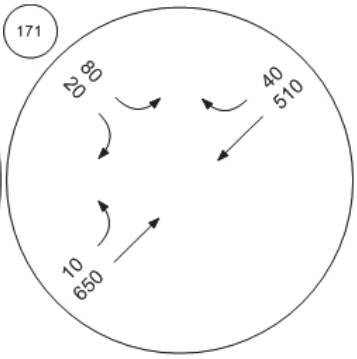
CENTINELA AVENUE (EAS



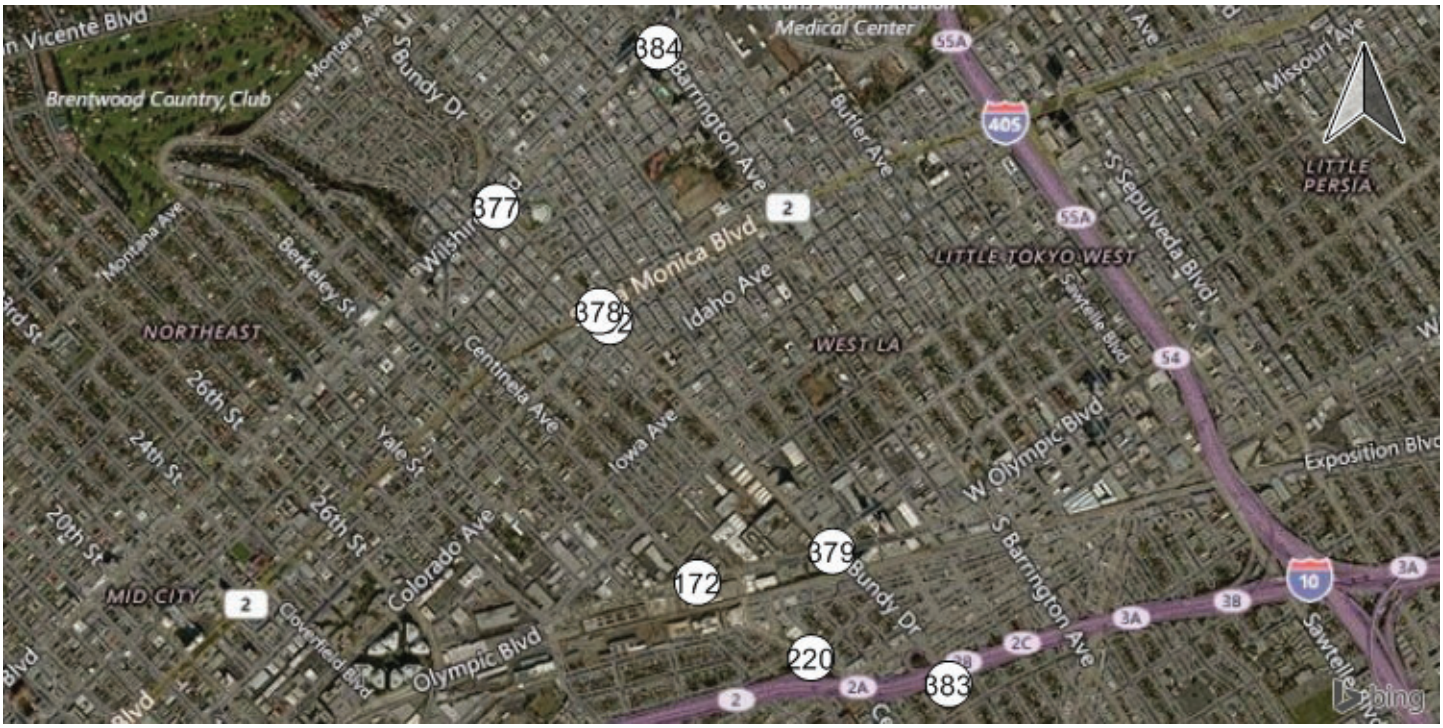
Arizona Ave / 23rd St.



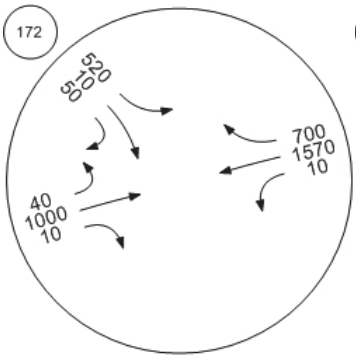
TWENTIETH STREET \(WE



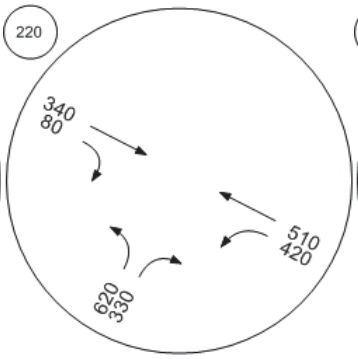
Traffic Volume - Base Volume



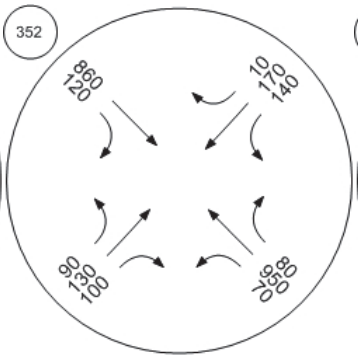
CENTINELA \(WEST\)/OLYM



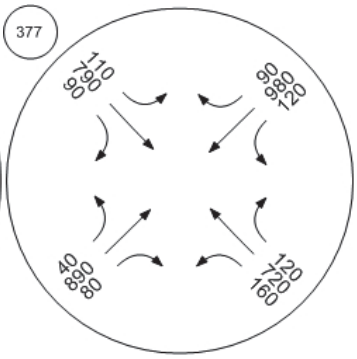
CENTINELA AVENUE/I-10



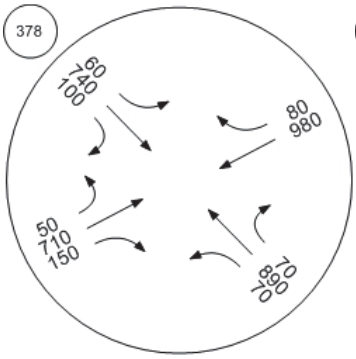
BUNDY DRIVE/OHIO AVEN



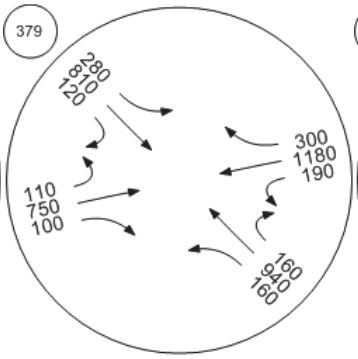
BUNDY DRIVE/WILSHIRE B



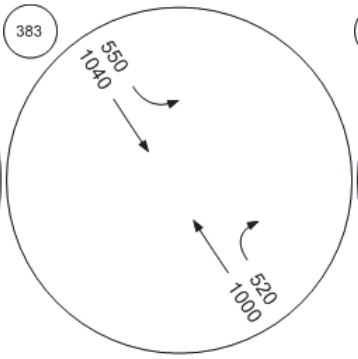
BUNDY DRIVE/SANTA MON



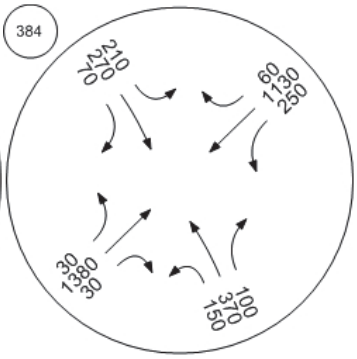
BUNDY DRIVE/OLYMPIC B



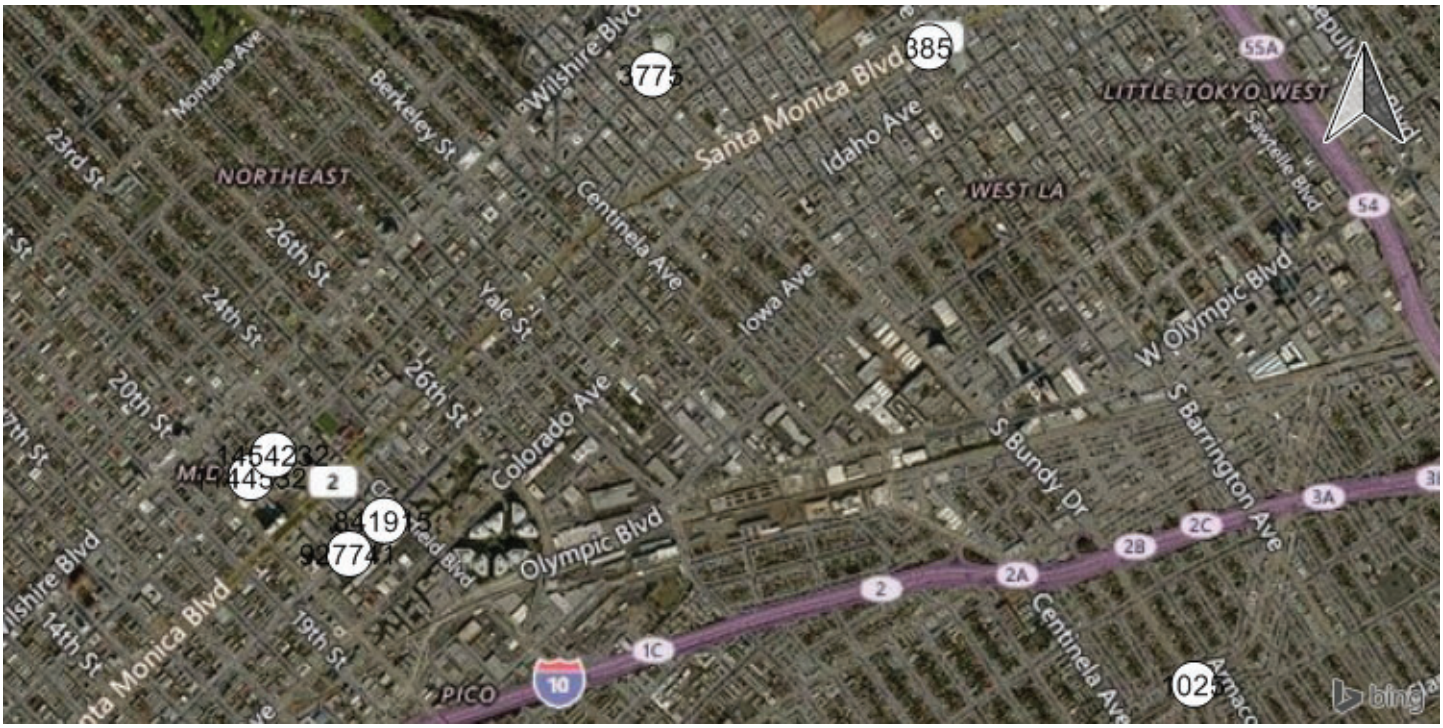
BUNDY DRIVE/I-10 EB ON



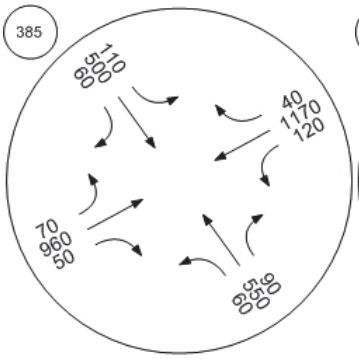
BARRINGTON AVENUE/WIL



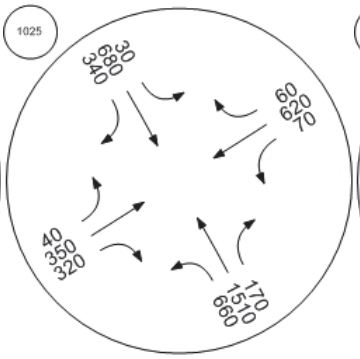
Traffic Volume - Base Volume



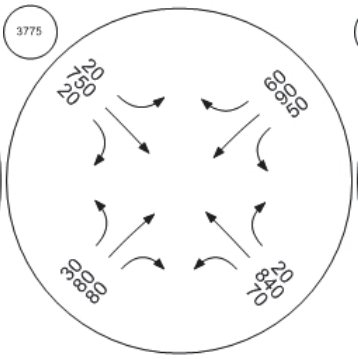
BARRINGTON AVENUE/SA



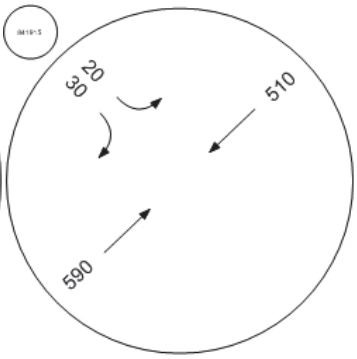
BUNDY DR/OCEAN PARK B



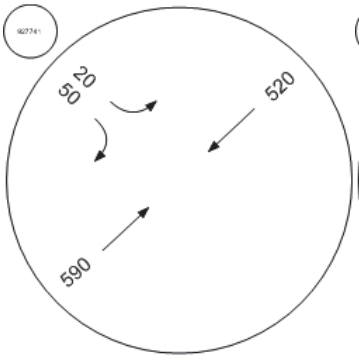
Bundy Drive & Texas Avenue



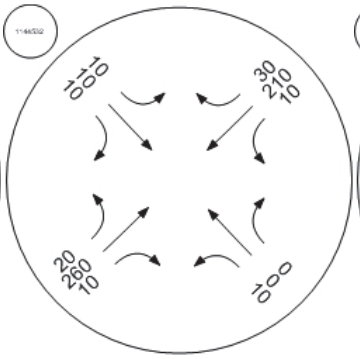
23rd & Broadway



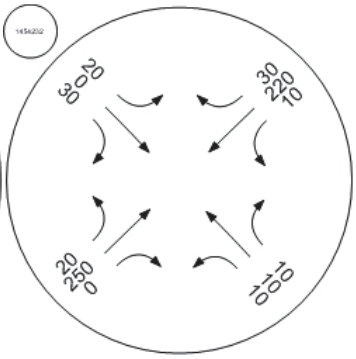
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A

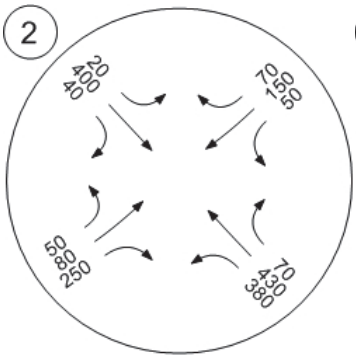


TWENTY-SECOND STREET

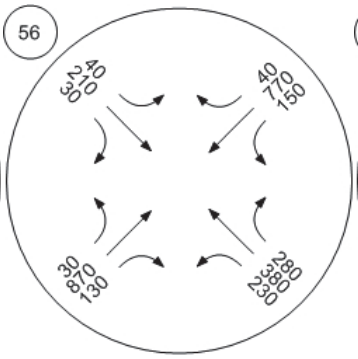


Traffic Volume - Base Volume

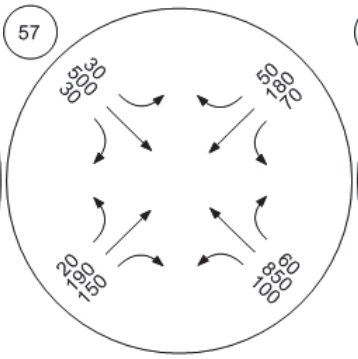
OCEAN AVENUE/CALIFOR



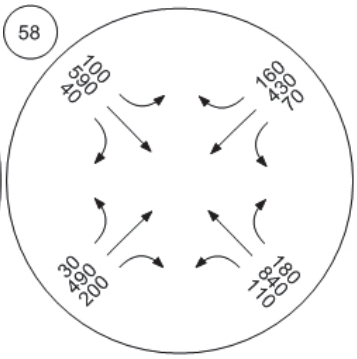
LINCOLN BOULEVARD/WIL



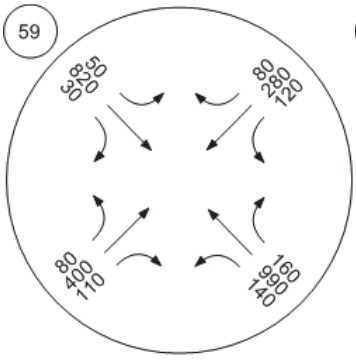
LINCOLN BOULEVARD/ARI



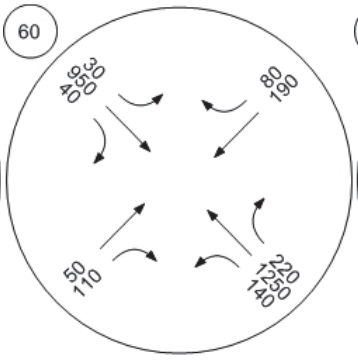
LINCOLN BOULEVARD/SAN



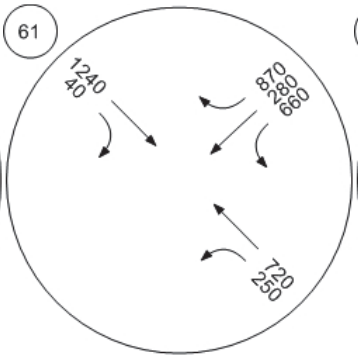
LINCOLN BOULEVARD/BR



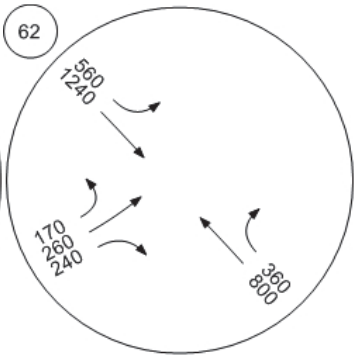
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

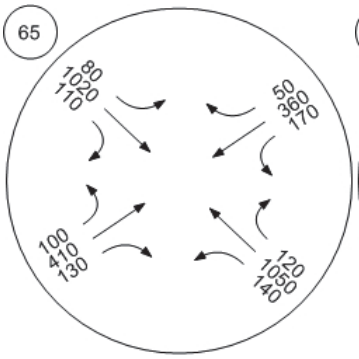


LINCOLN BOULEVARD/I-10

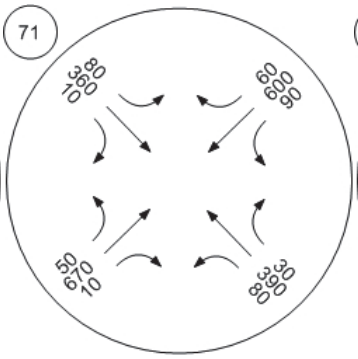


Traffic Volume - Base Volume

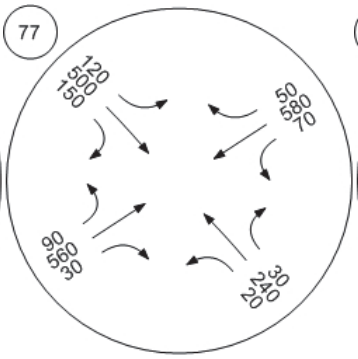
LINCOLN BOULEVARD/OC



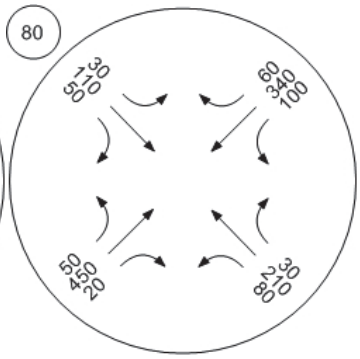
ELEVENTH STREET/SANTA



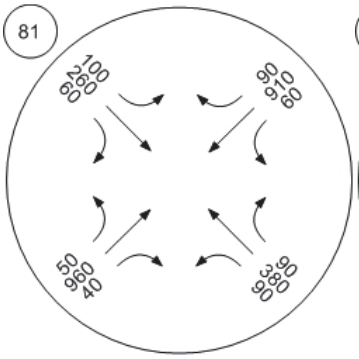
ELEVENTH STREET/PICO B



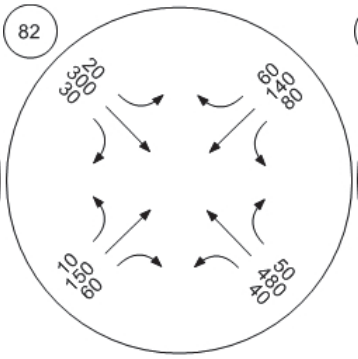
FOURTEENTH STREET/MO



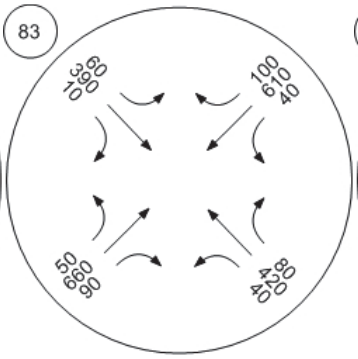
FOURTEENTH STREET/WIL



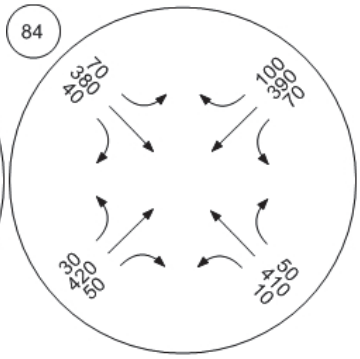
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

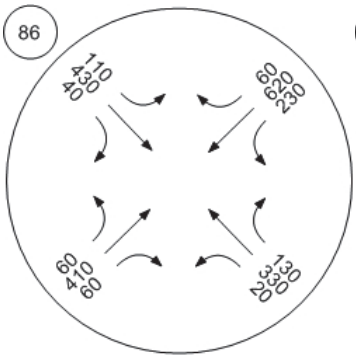


FOURTEENTH STREET/BR

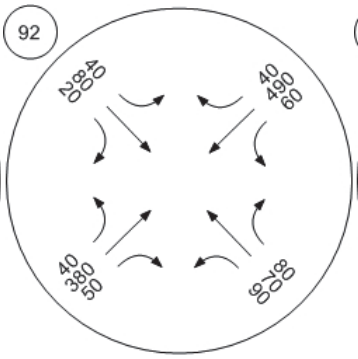


Traffic Volume - Base Volume

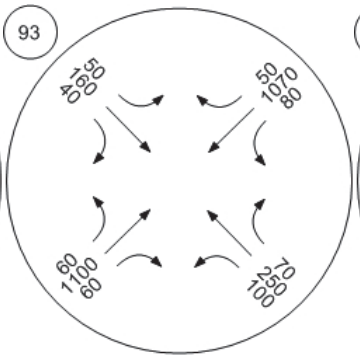
FOURTEENTH STREET/OL



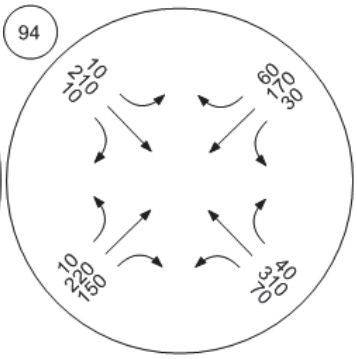
SEVENTEENTH STREET/M



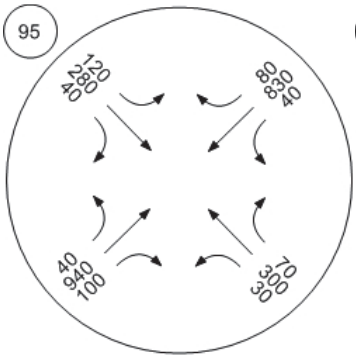
SEVENTEENTH STREET/WI



SEVENTEENTH STREET/A



SEVENTEENTH STREET/S



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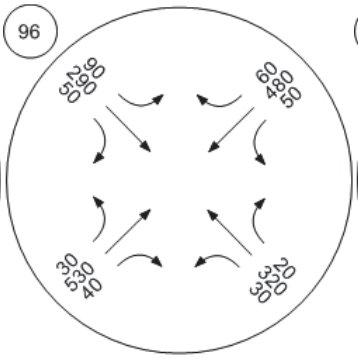
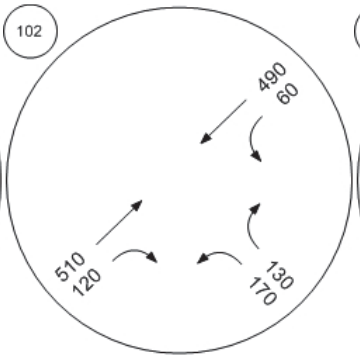
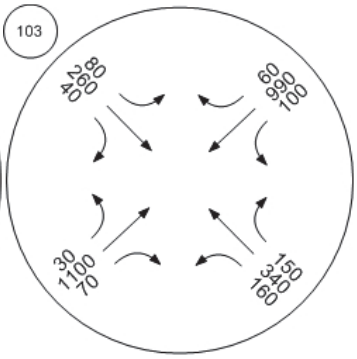


TWENTIETH STREET \(EAS

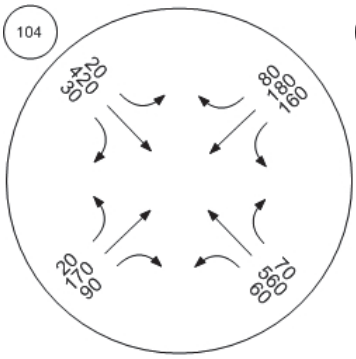


TWENTIETH STREET/WILS

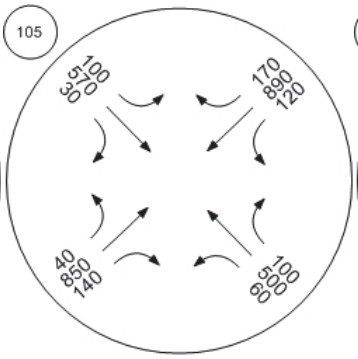


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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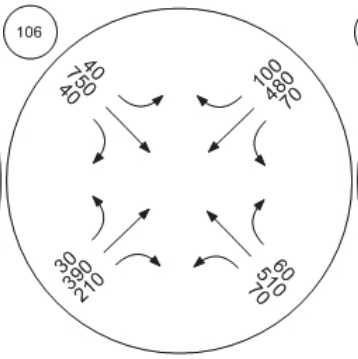

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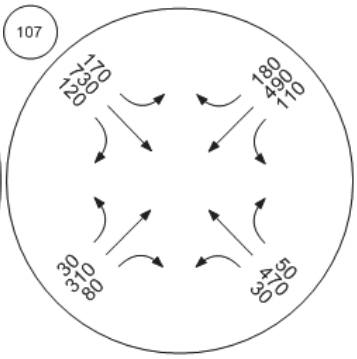

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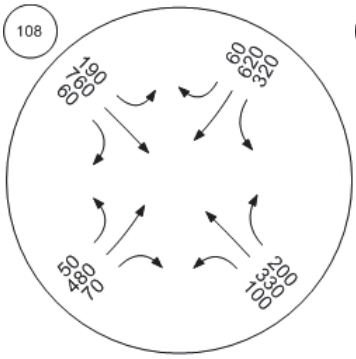
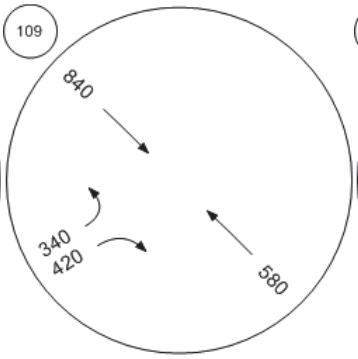


TWENTIETH ST/I-10 EB OF



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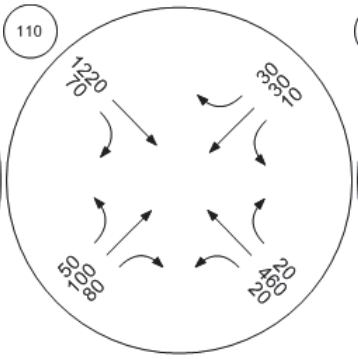
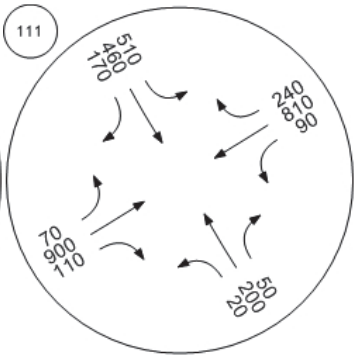
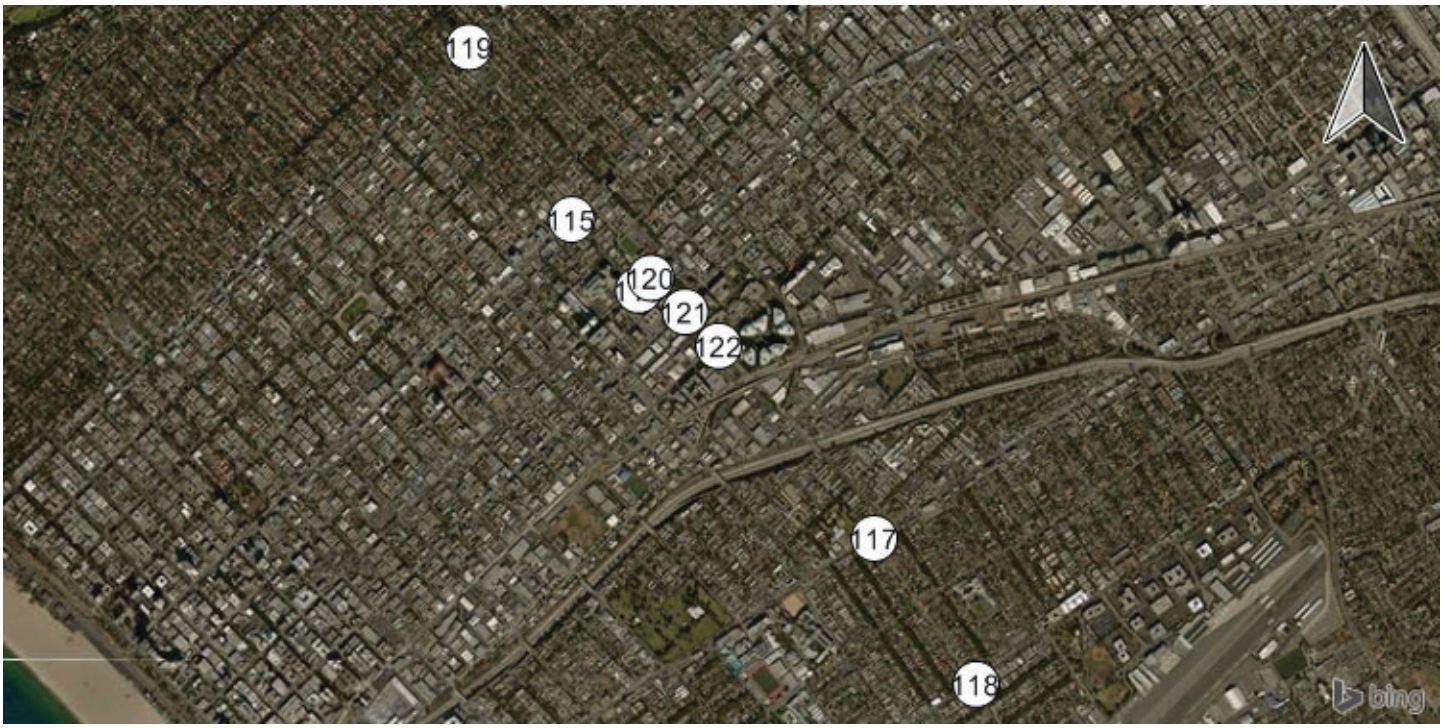
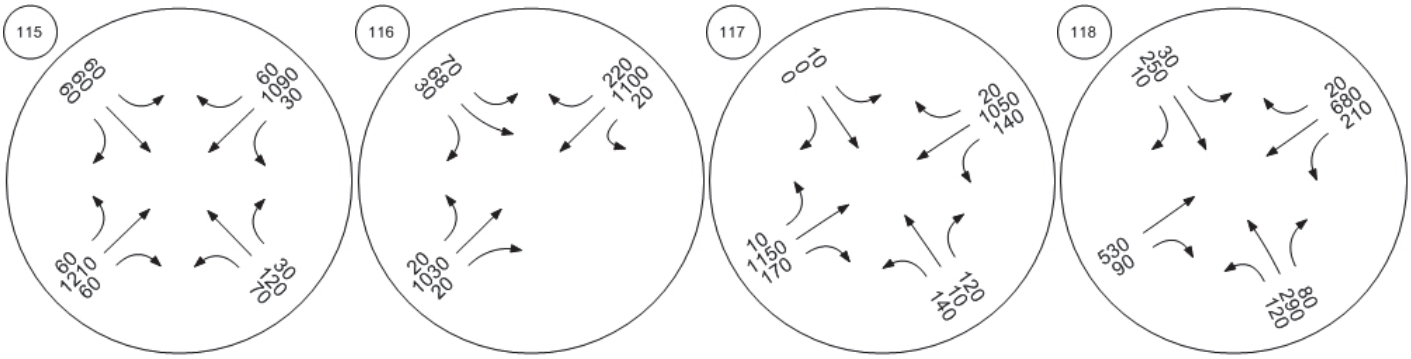


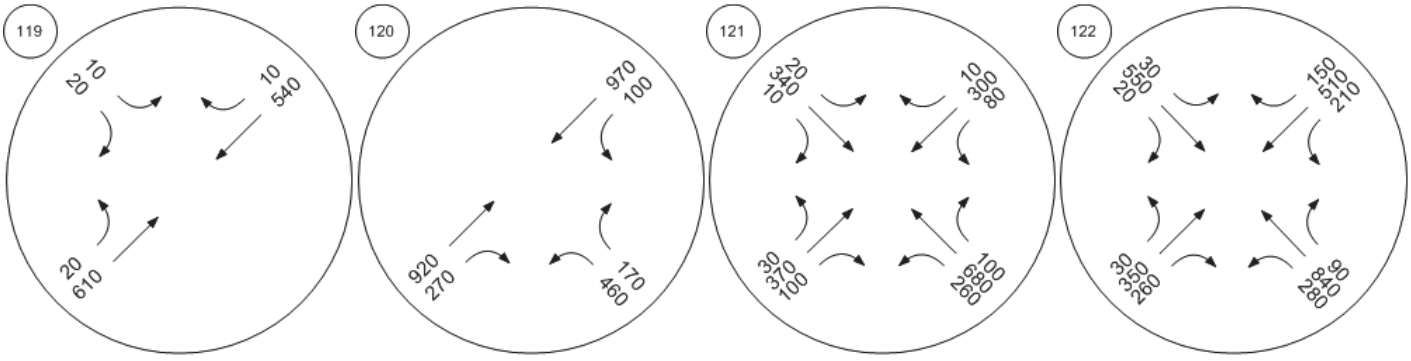
TWENTIETH STREET/PICO



Traffic Volume - Base Volume

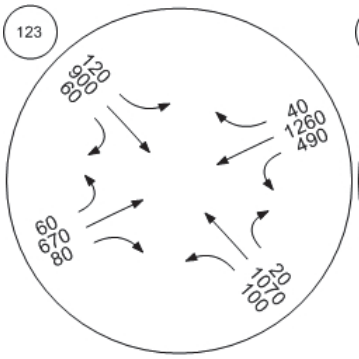




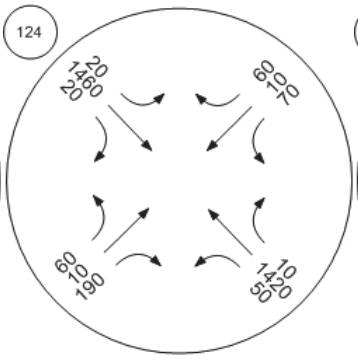


Traffic Volume - Base Volume

CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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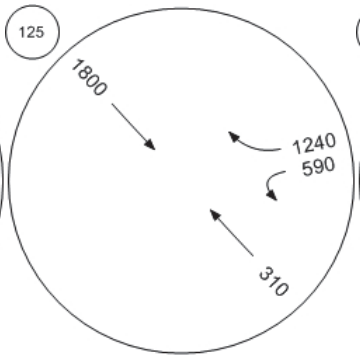

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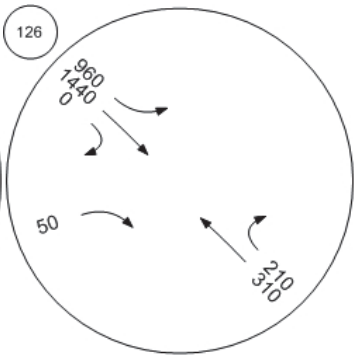

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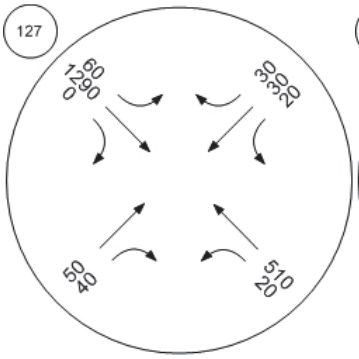

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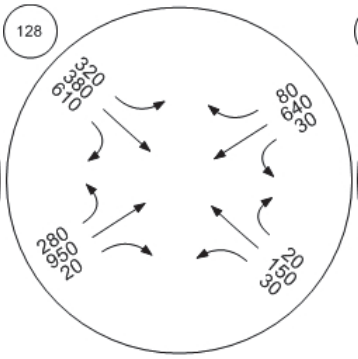
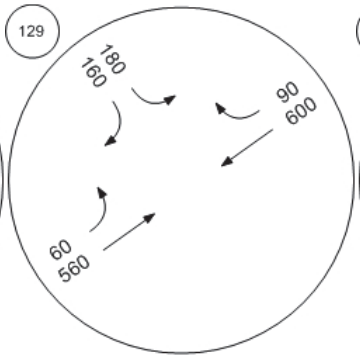
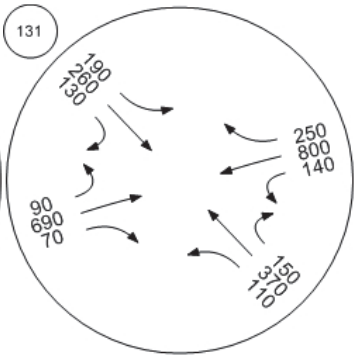


CLOVERFIELD BOULEVAR

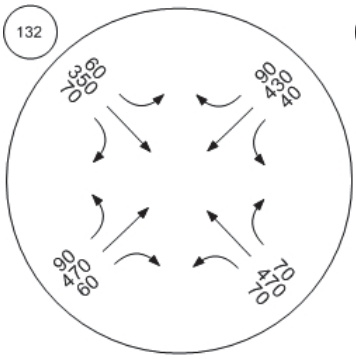


TWENTY-SIXTH STREET/S

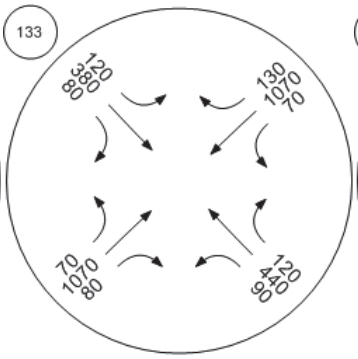


Traffic Volume - Base Volume

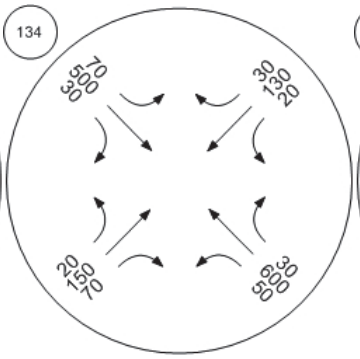
TWENTY-SIXTH STREET/M



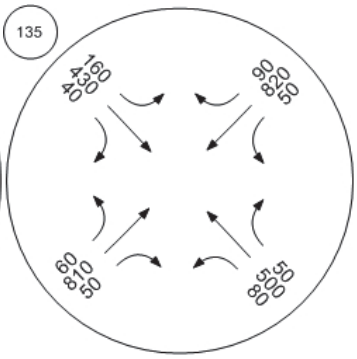
TWENTY-SIXTH STREET/W



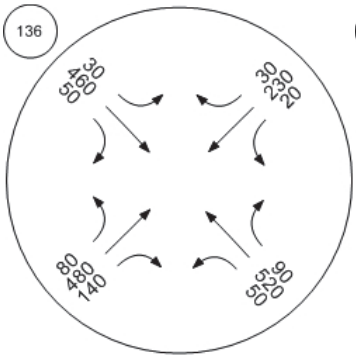
TWENTY-SIXTH STREET/A



TWENTY-SIXTH STREET/S



TWENTY-SIXTH STREET/B



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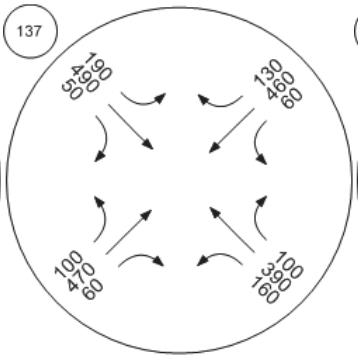
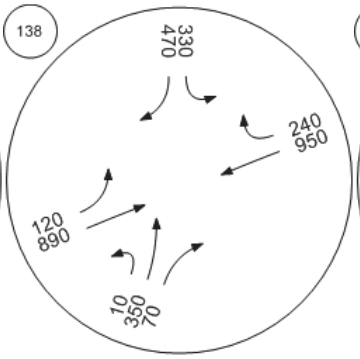
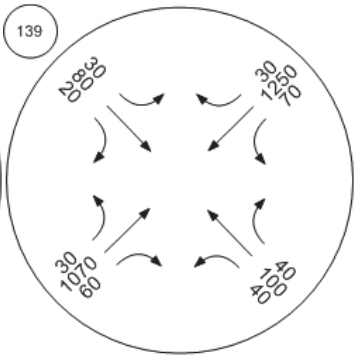


TWENTY-SIXTH STREET/O

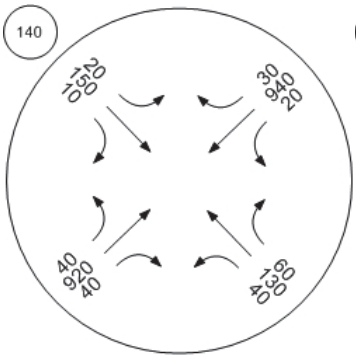


YALE STREET/WILSHIRE B

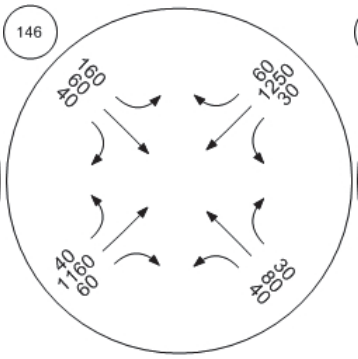


Traffic Volume - Base Volume

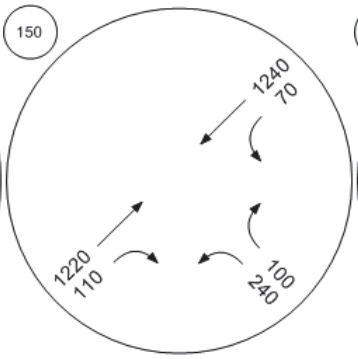
YALE STREET/SANTA MON



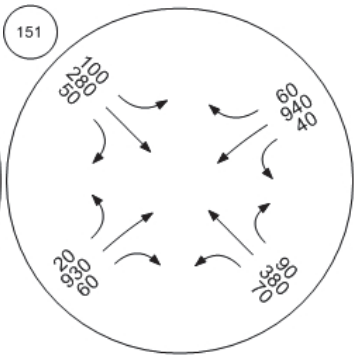
BERKELEY STREET/WILSH



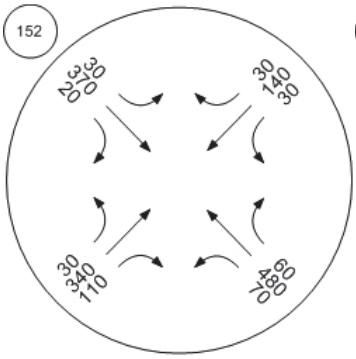
CENTINELA AVENUE (EAS



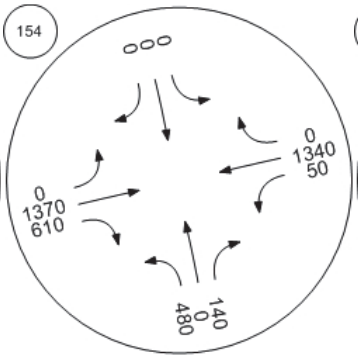
CENTINELA AVENUE/SANT



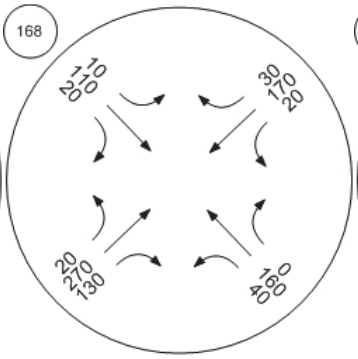
CENTINELA AVENUE/BROA



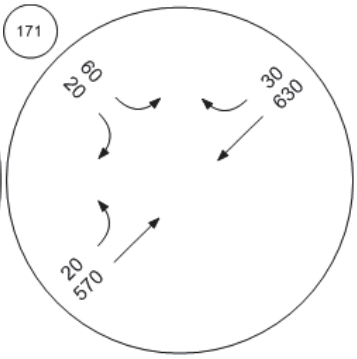
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

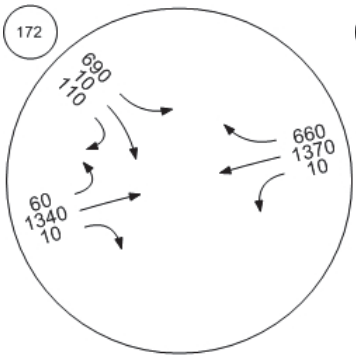


TWENTIETH STREET \(WE

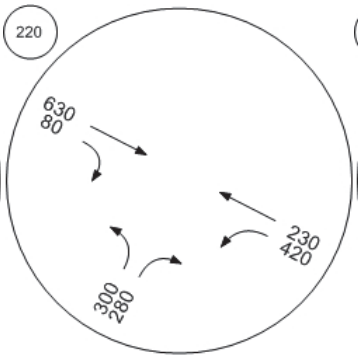


Traffic Volume - Base Volume

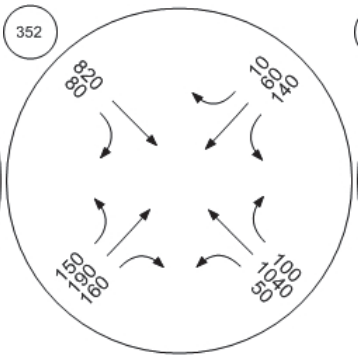
CENTINELA \(WEST\)/OLYM



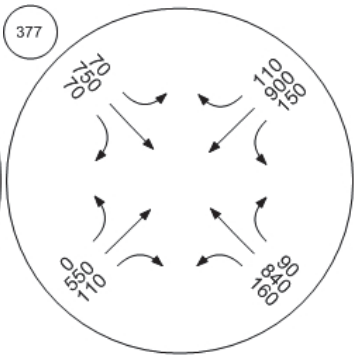
CENTINELA AVENUE/I-10



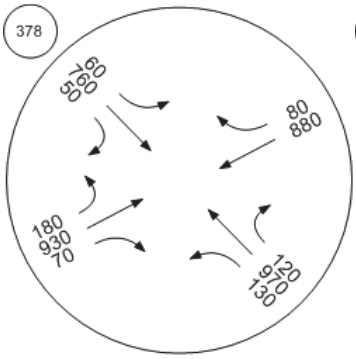
BUNDY DRIVE/OHIO AVEN



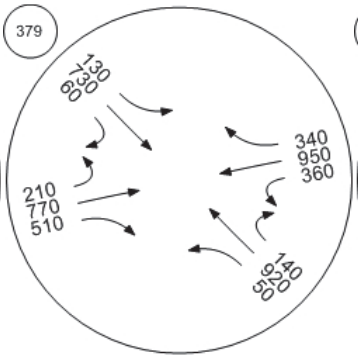
BUNDY DRIVE/WILSHIRE B



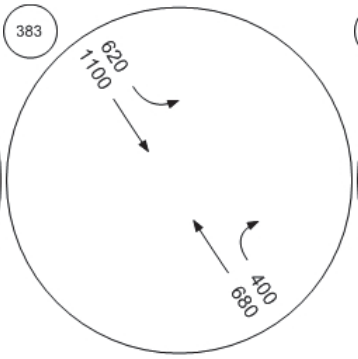
BUNDY DRIVE/SANTA MON



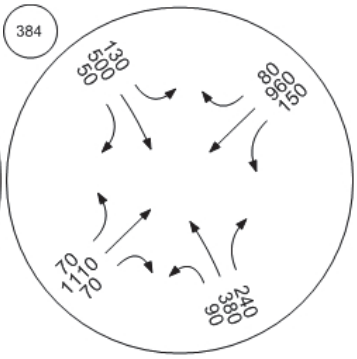
BUNDY DRIVE/OLYMPIC B



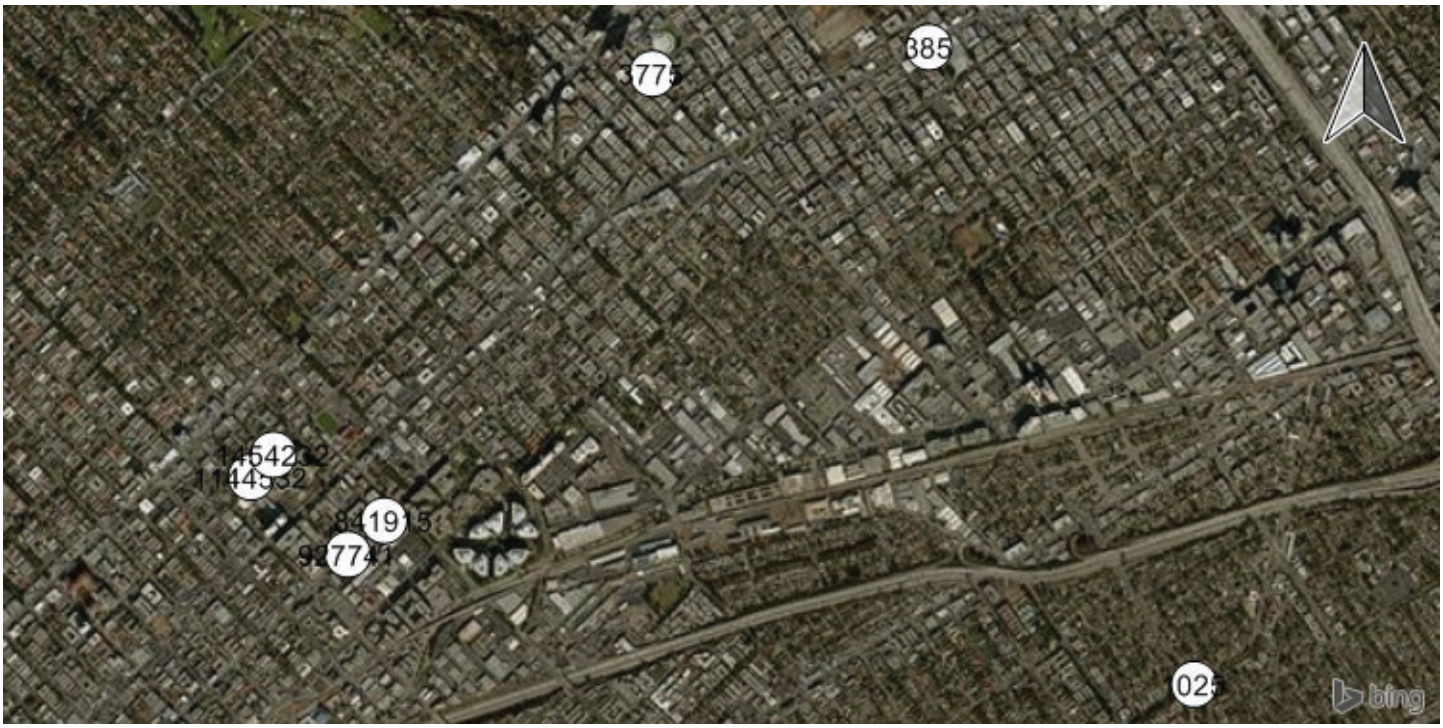
BUNDY DRIVE/I-10 EB ON



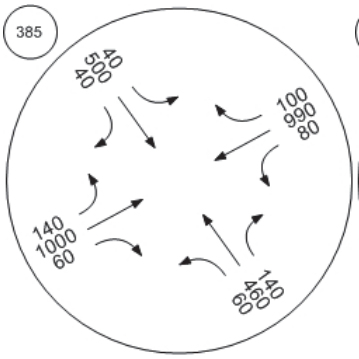
BARRINGTON AVENUE/WIL



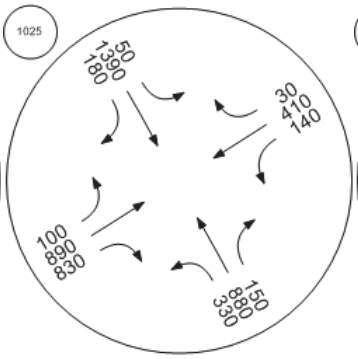
Traffic Volume - Base Volume



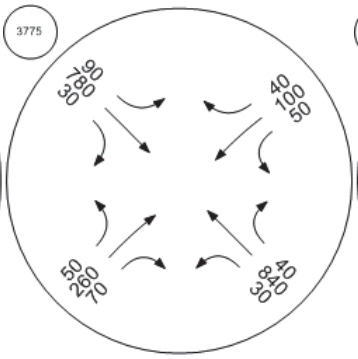
BARRINGTON AVENUE/SA



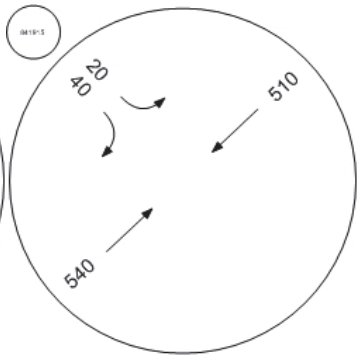
BUNDY DR/OCEAN PARK B



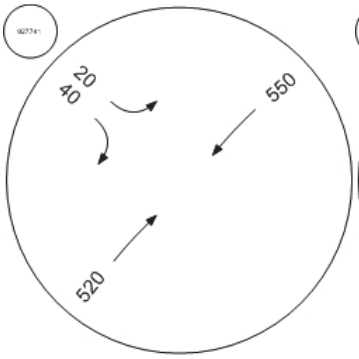
Bundy Drive & Texas Avenue



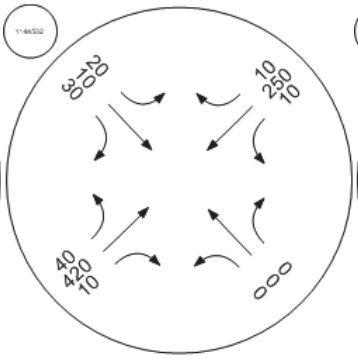
23rd & Broadway



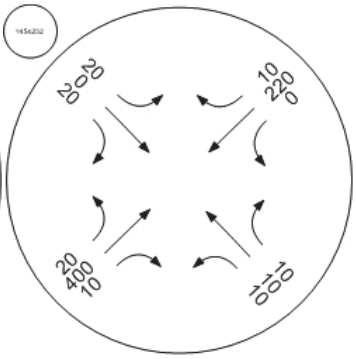
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



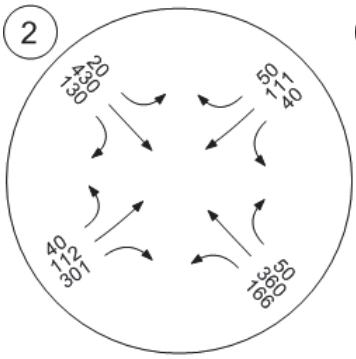
TWENTY-SECOND STREET



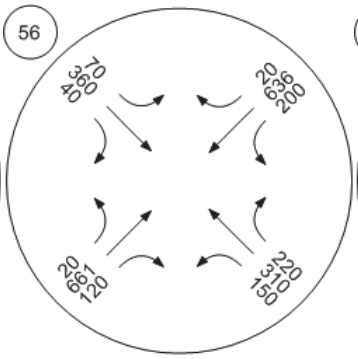
APPROVAL YEAR (2019) PLUS PROJECT CONDITIONS

Traffic Volume - Base Volume

OCEAN AVENUE/CALIFOR



LINCOLN BOULEVARD/WIL



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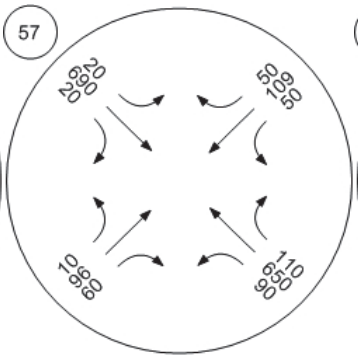

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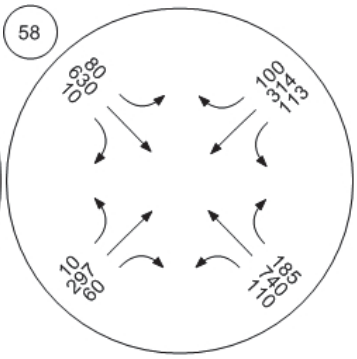

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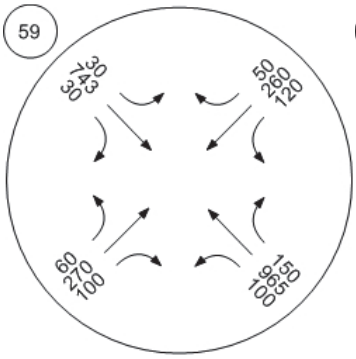

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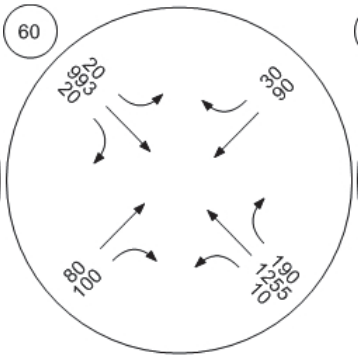
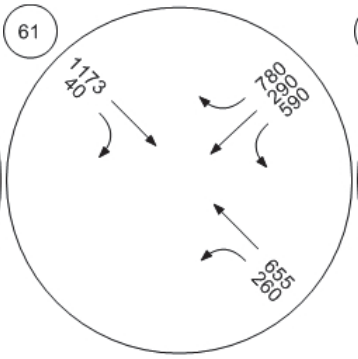
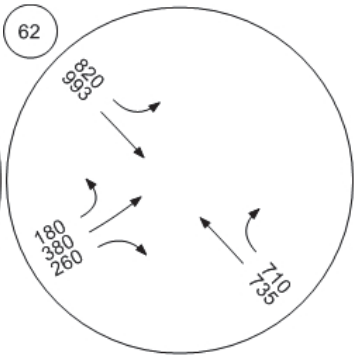


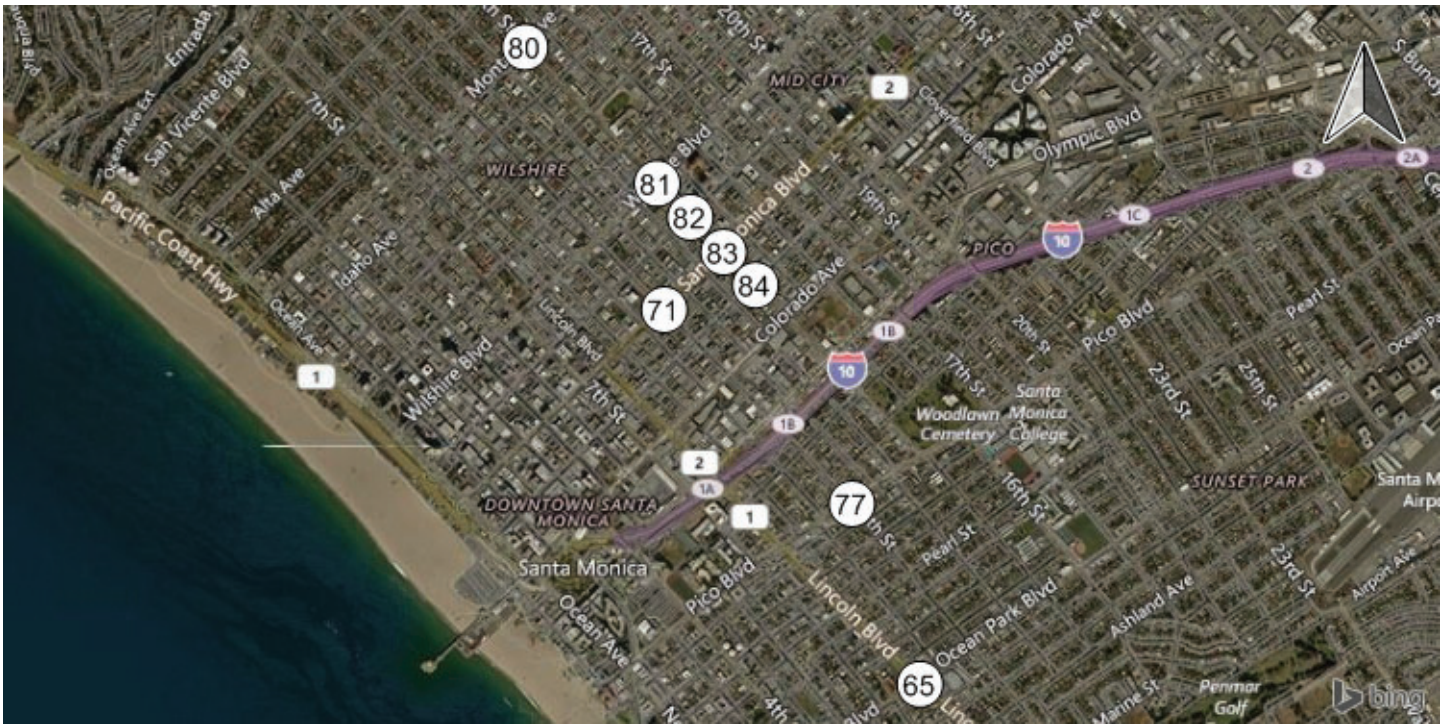
LINCOLN BOULEVARD/OLY



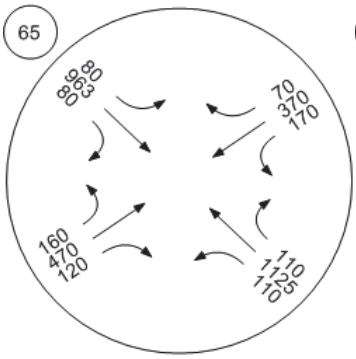
LINCOLN BOULEVARD/I-10



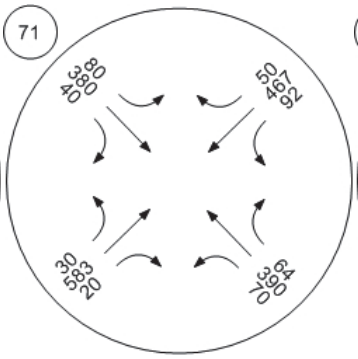
Traffic Volume - Base Volume



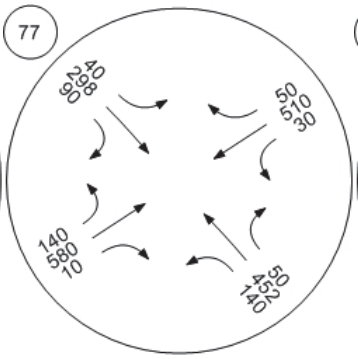
LINCOLN BOULEVARD/OC



ELEVENTH STREET/SANTA



ELEVENTH STREET/PICO B



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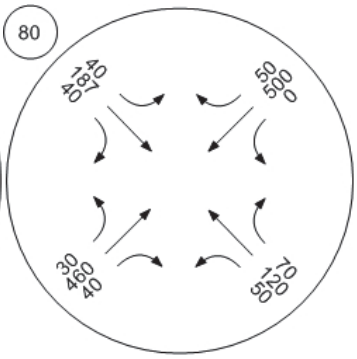

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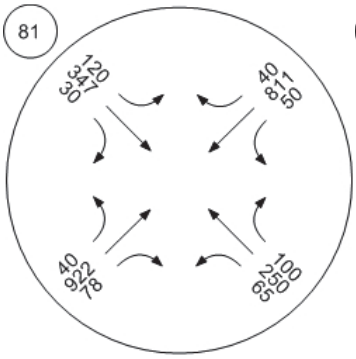

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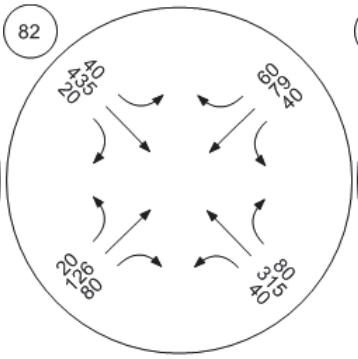

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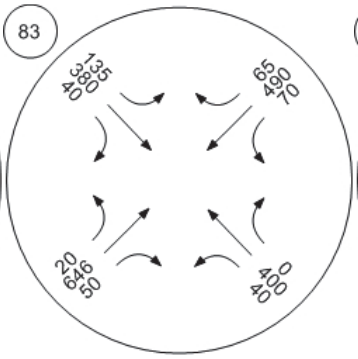

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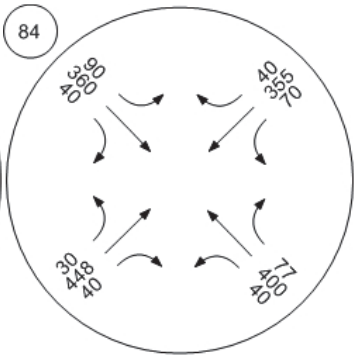
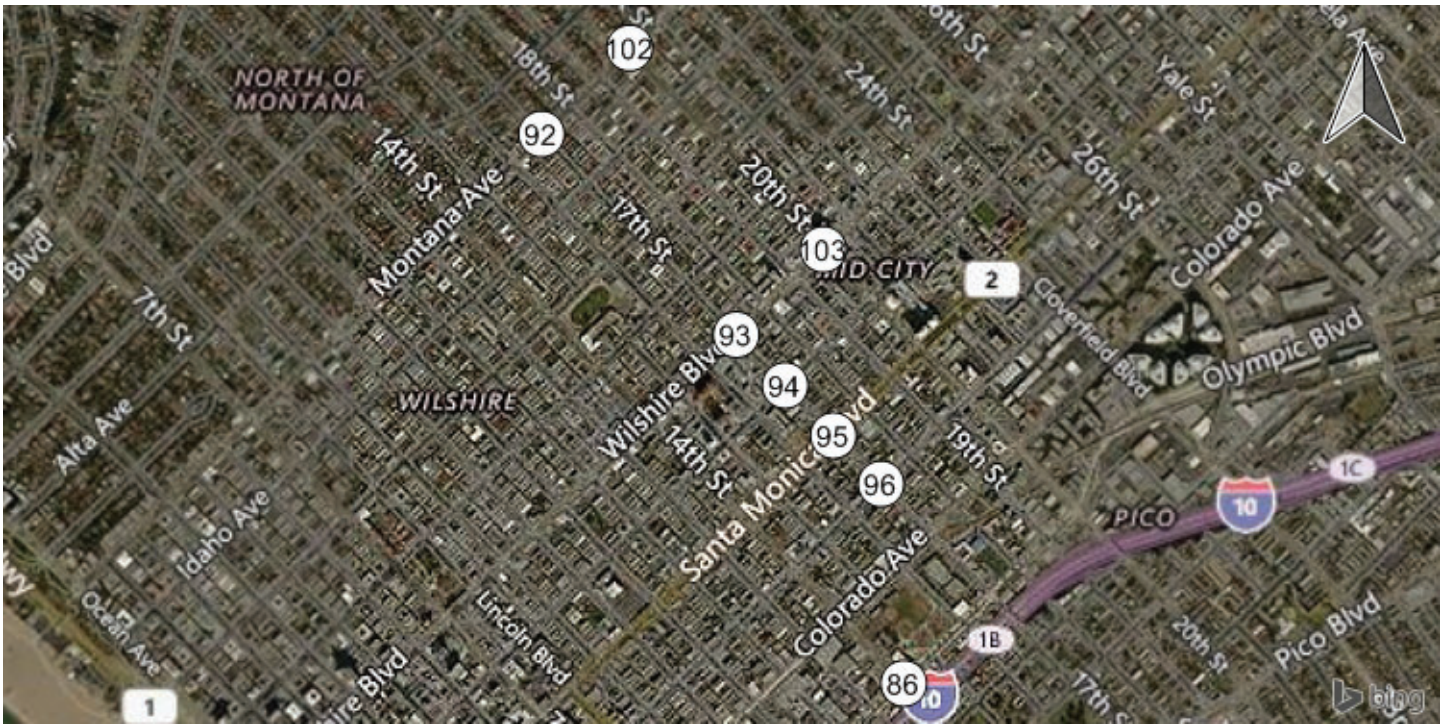


Traffic Volume - Base Volume



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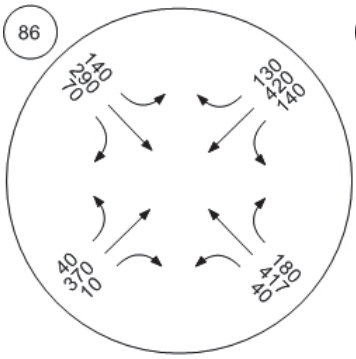
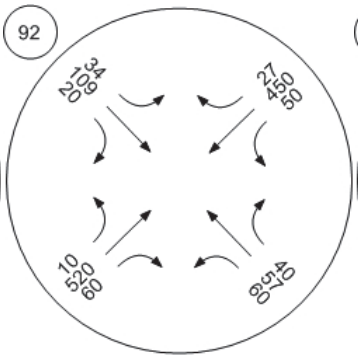
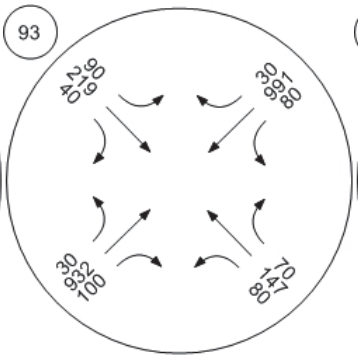


SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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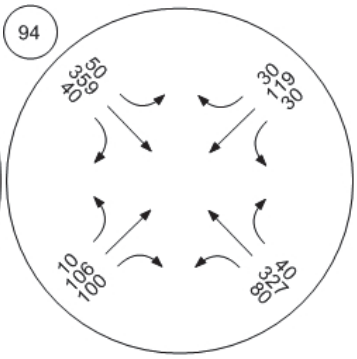

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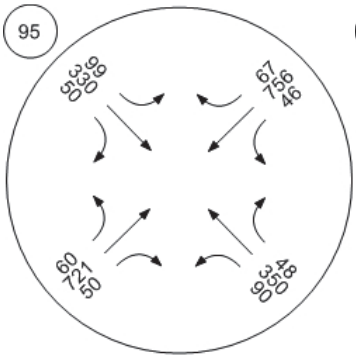

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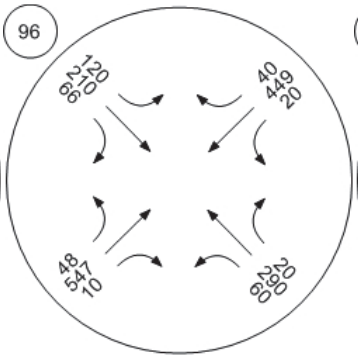
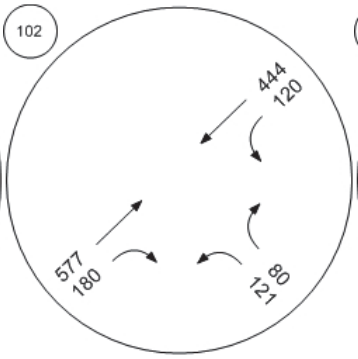
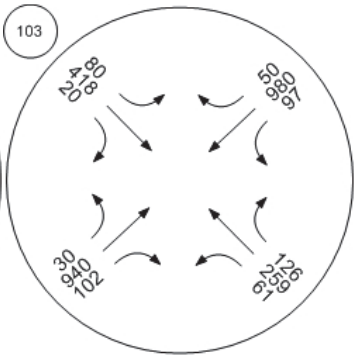


TWENTIETH STREET \(EAS

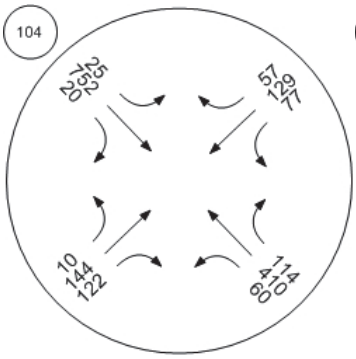


TWENTIETH STREET/WILS



Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



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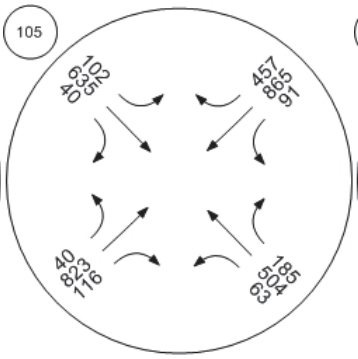

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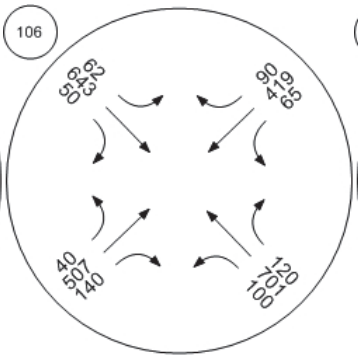
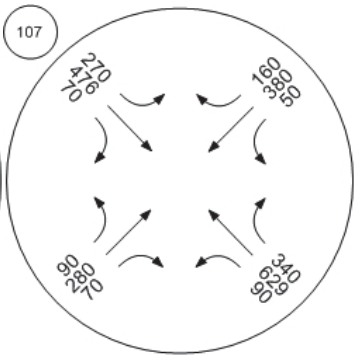
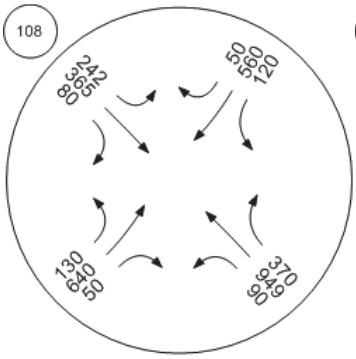


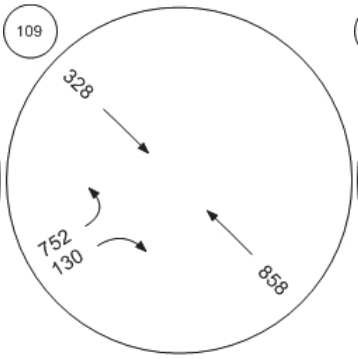
TWENTIETH STREET/COLO



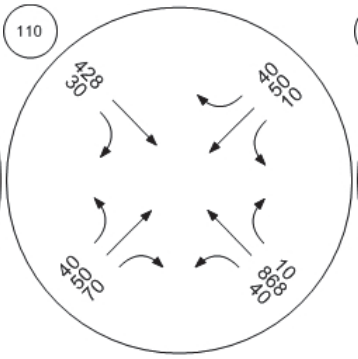
TWENTIETH STREET/OLYM



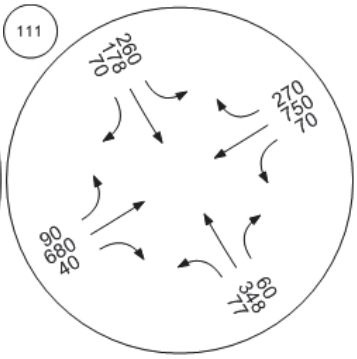
TWENTIETH ST/I-10 EB OF



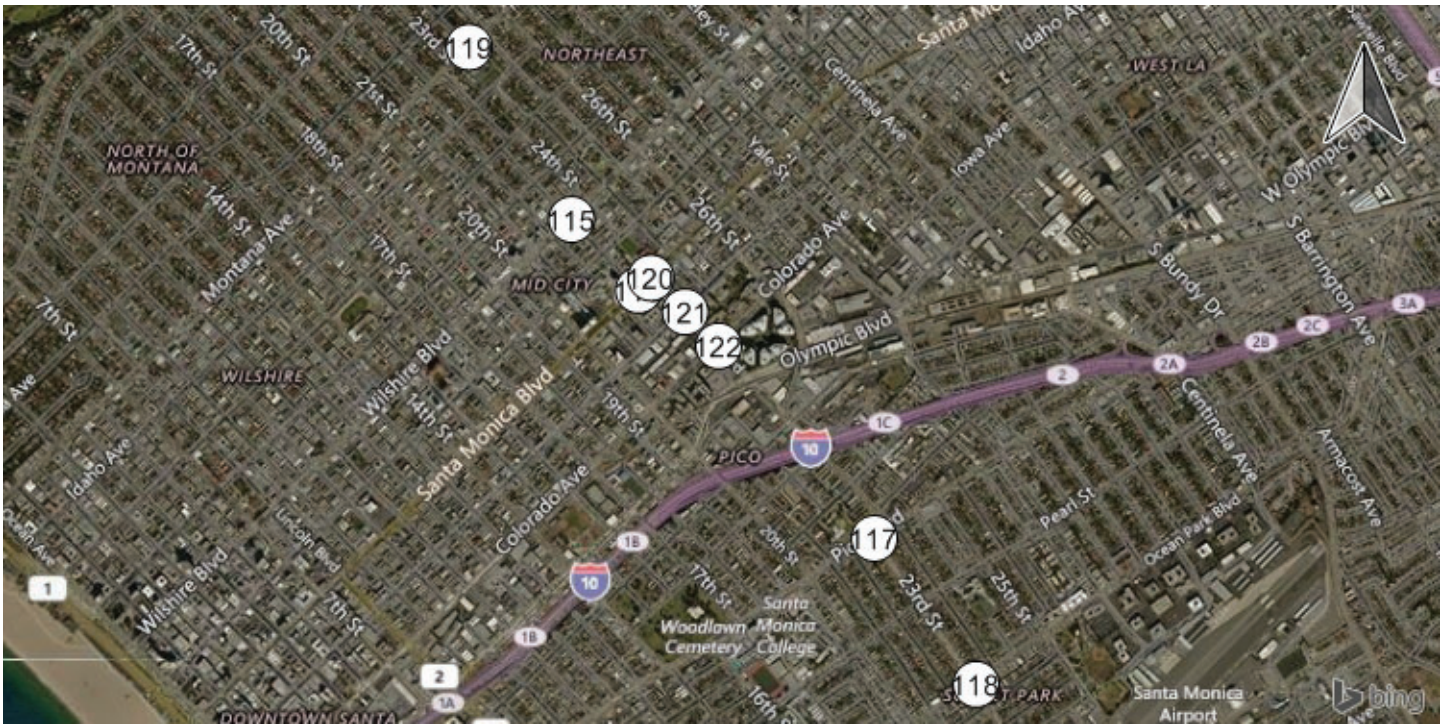
TWENTIETH STREET/DELA



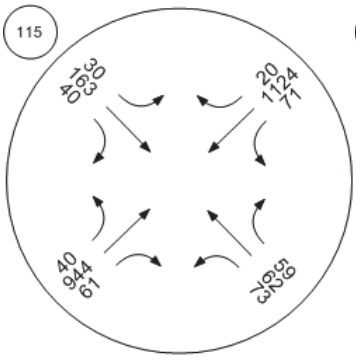
TWENTIETH STREET/PICO



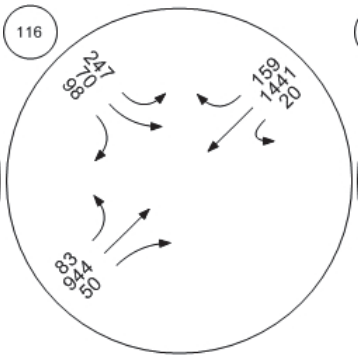
Traffic Volume - Base Volume



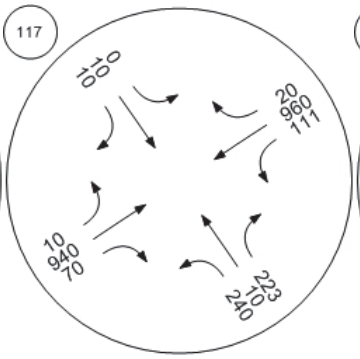
TWENTY-THIRD STREET/W



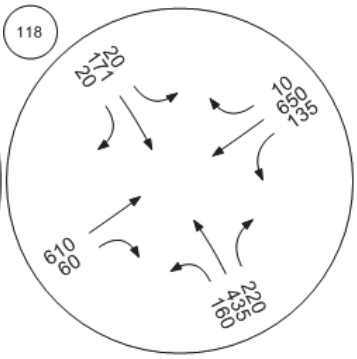
TWENTY-THIRD/SANTA MO



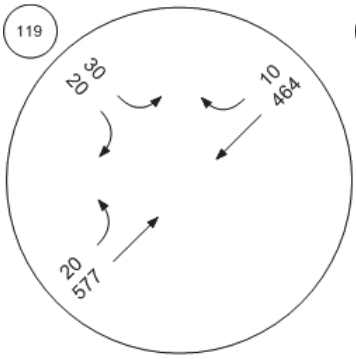
TWENTY-THIRD STREET/PI



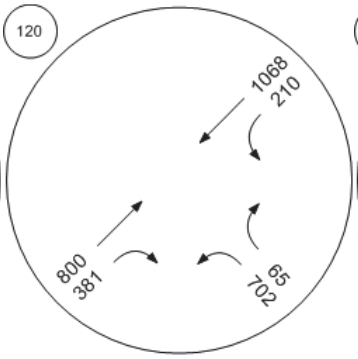
TWENTY-THIRD STREET/O



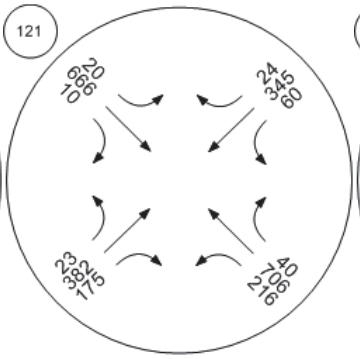
TWENTY-FOURTH STREET



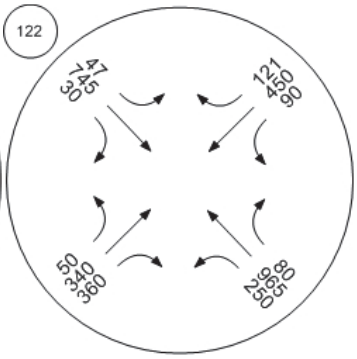
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR

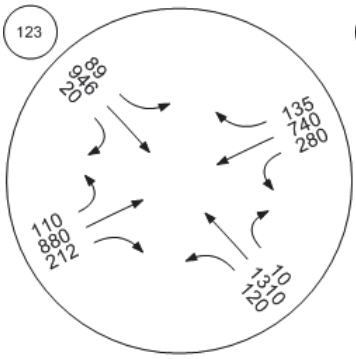


CLOVERFIELD BOULEVAR

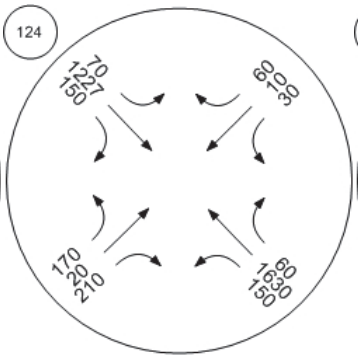


Traffic Volume - Base Volume

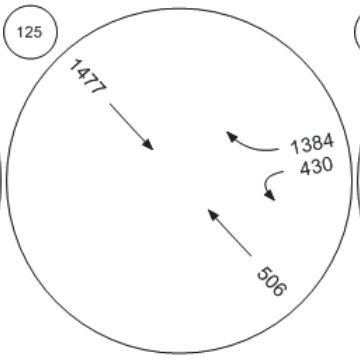
CLOVERFIELD BOULEVAR



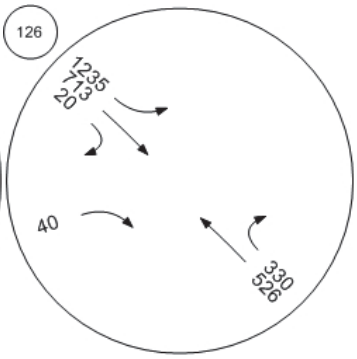
CLOVERFIELD BOULEVAR



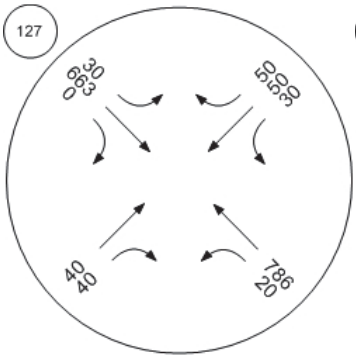
CLOVERFIELD BOULEVAR



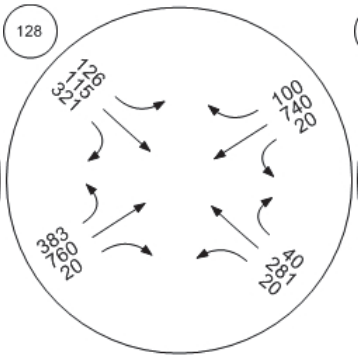
CLOVERFIELD BOULEVAR



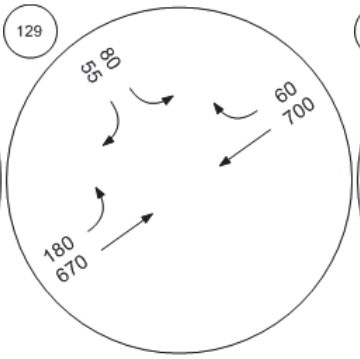
CLOVERFIELD BOULEVAR



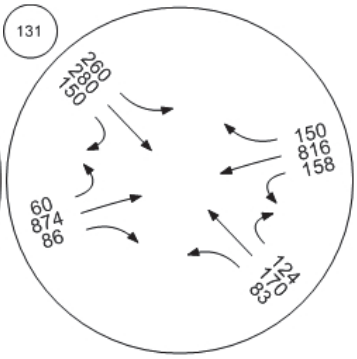
CLOVERFIELD BOULEVAR



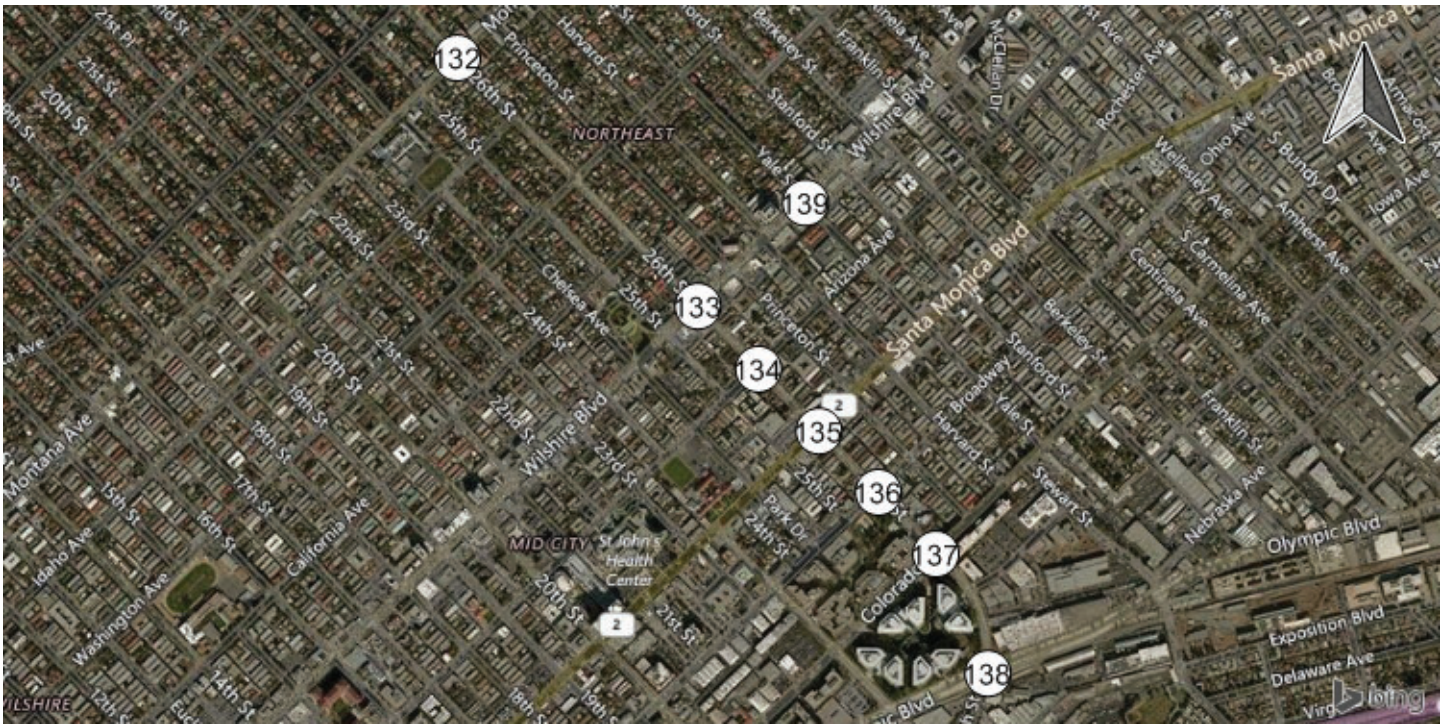
CLOVERFIELD BOULEVAR



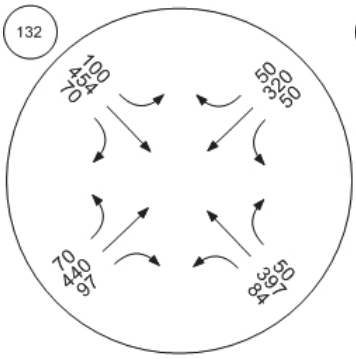
TWENTY-SIXTH STREET/S



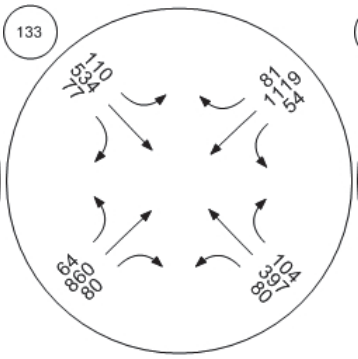
Traffic Volume - Base Volume



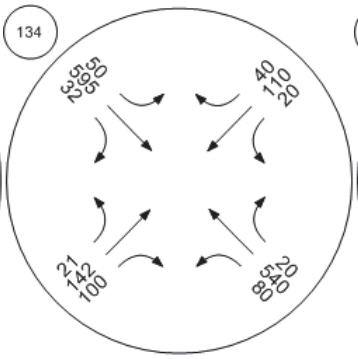
TWENTY-SIXTH STREET/M



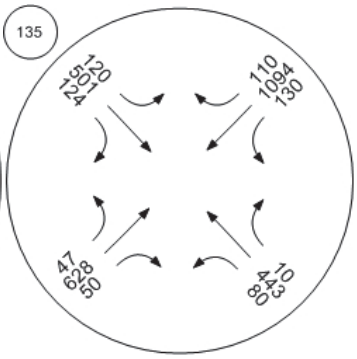
TWENTY-SIXTH STREET/W



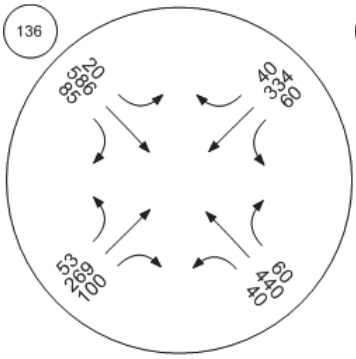
TWENTY-SIXTH STREET/A



TWENTY-SIXTH STREET/S



TWENTY-SIXTH STREET/B



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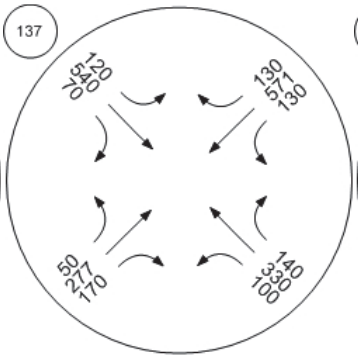
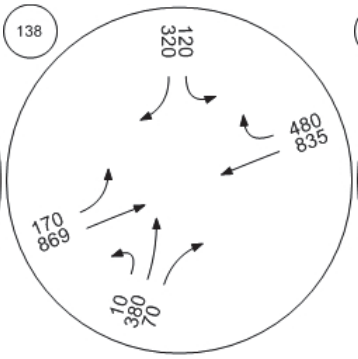
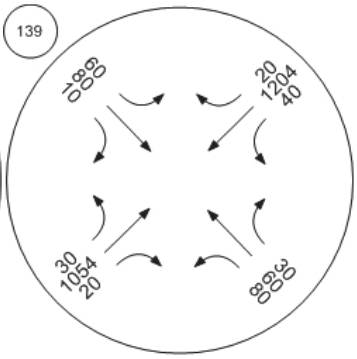


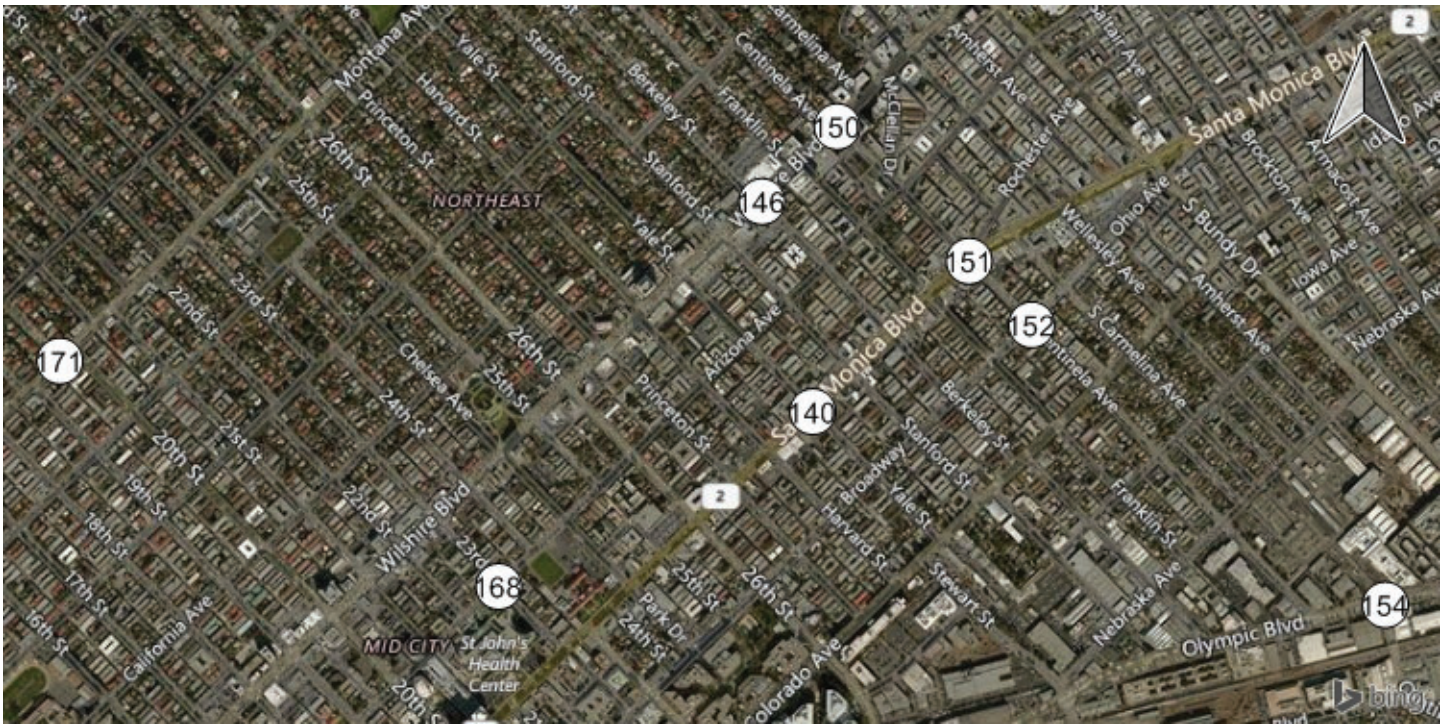
TWENTY-SIXTH STREET/O



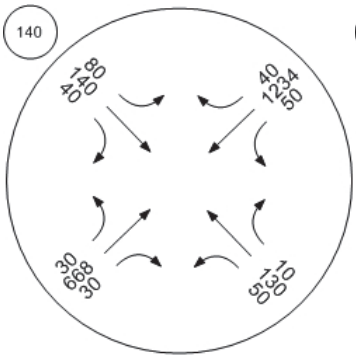
YALE STREET/WILSHIRE B



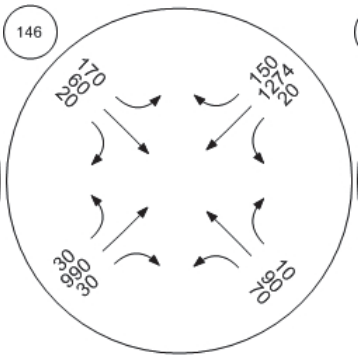
Traffic Volume - Base Volume



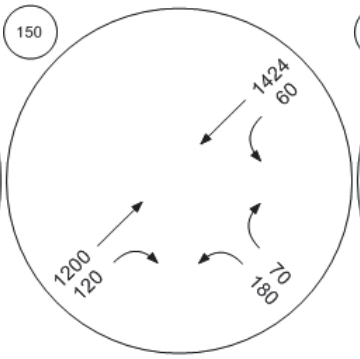
YALE STREET/SANTA MON



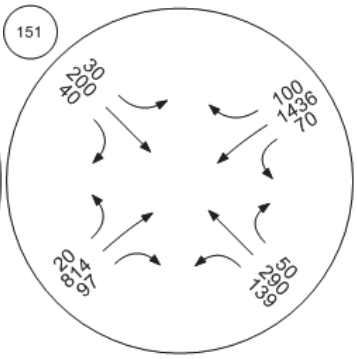
BERKELEY STREET/WILSH



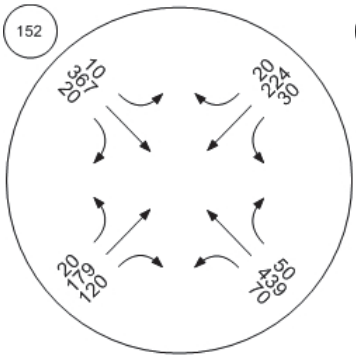
CENTINELA AVENUE (EAS



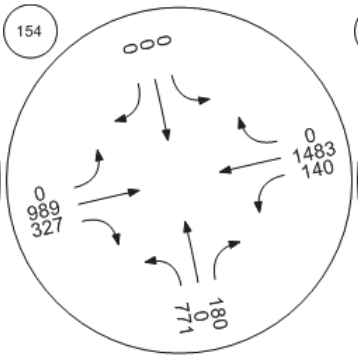
CENTINELA AVENUE/SANT



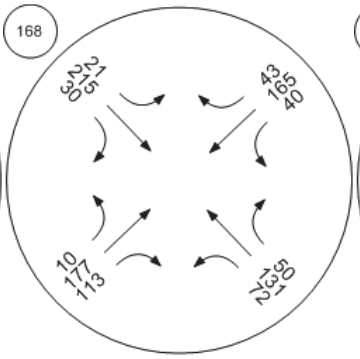
CENTINELA AVENUE/BROA



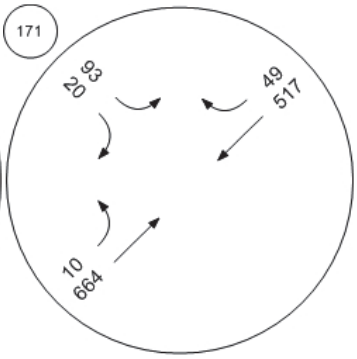
CENTINELA AVENUE (EAS



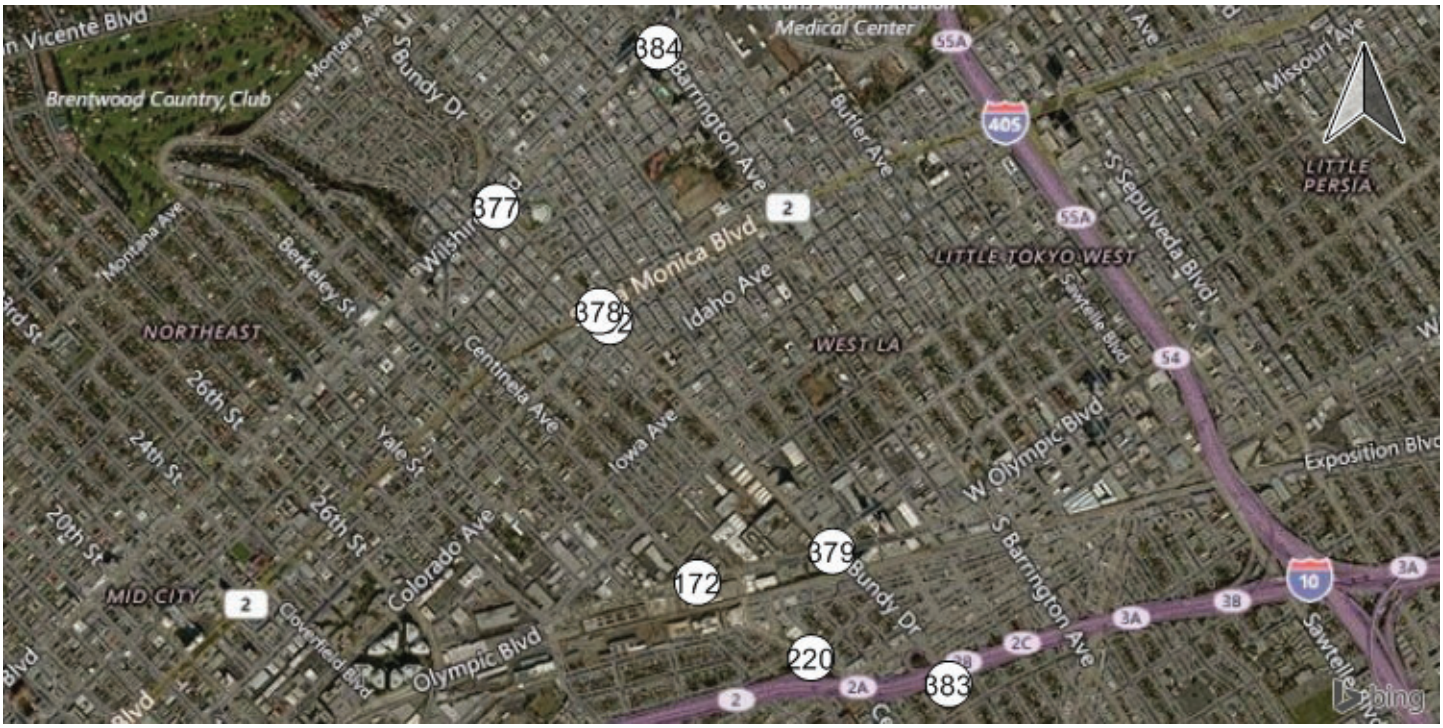
Arizona Ave / 23rd St.



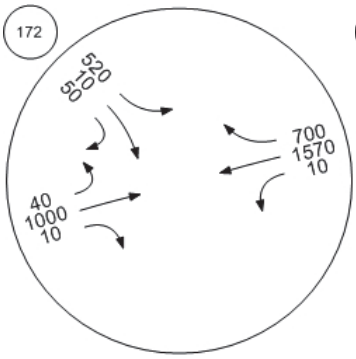
TWENTIETH STREET \(WE



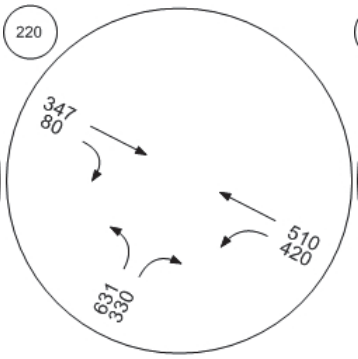
Traffic Volume - Base Volume



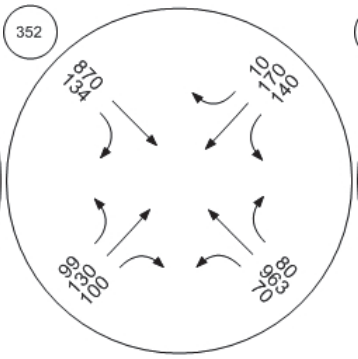
CENTINELA \(WEST\)/OLYM



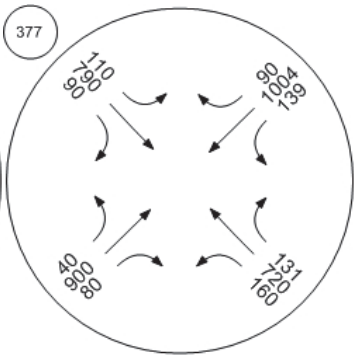
CENTINELA AVENUE/I-10



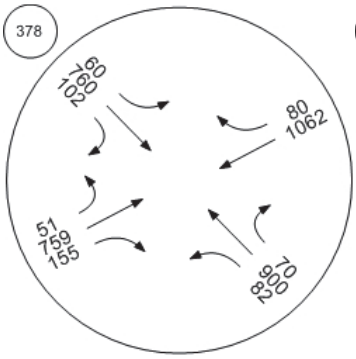
BUNDY DRIVE/OHIO AVEN



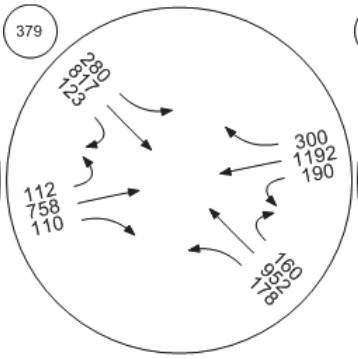
BUNDY DRIVE/WILSHIRE B



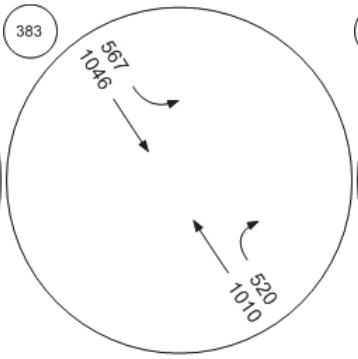
BUNDY DRIVE/SANTA MON



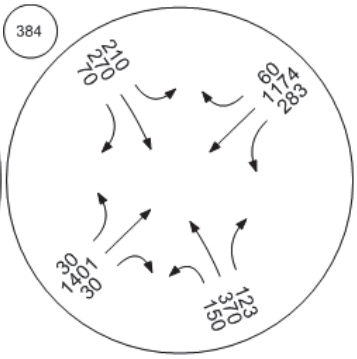
BUNDY DRIVE/OLYMPIC B



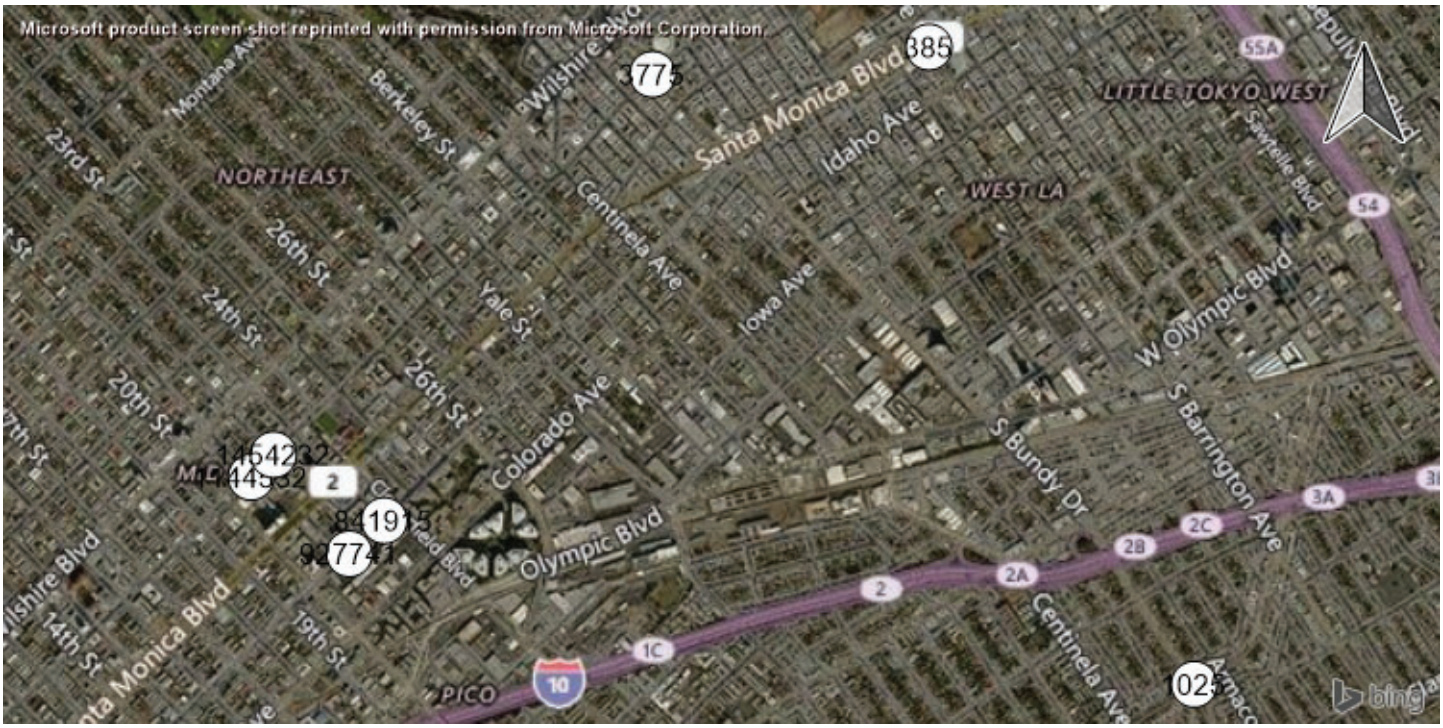
BUNDY DRIVE/I-10 EB ON



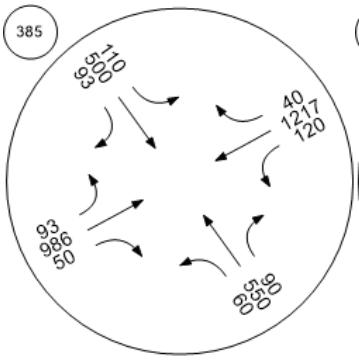
BARRINGTON AVENUE/WIL



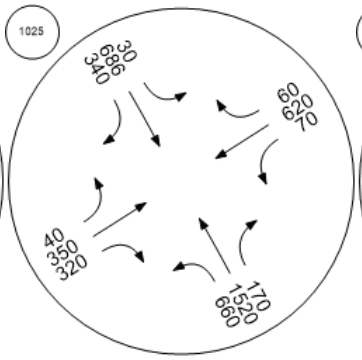
Traffic Volume - Base Volume



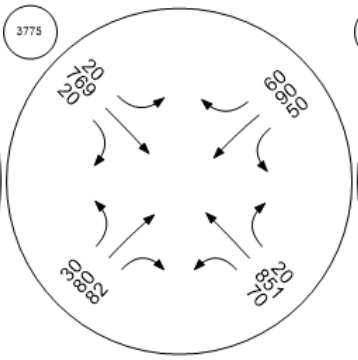
BARRINGTON AVENUE/SA



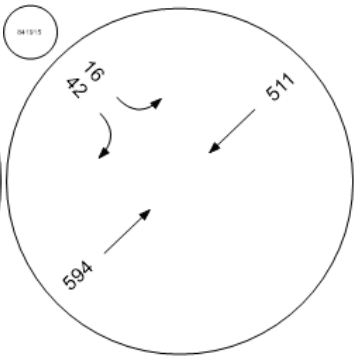
BUNDY DR/OCEAN PARK B



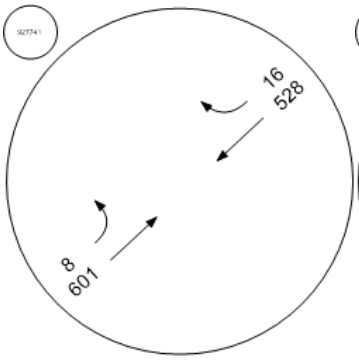
Bundy Drive & Texas Avenue



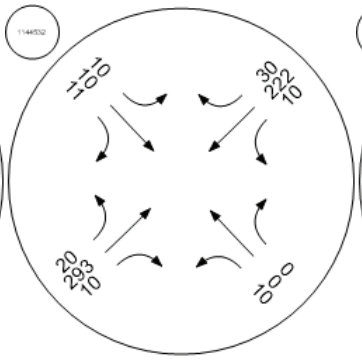
23rd & Broadway



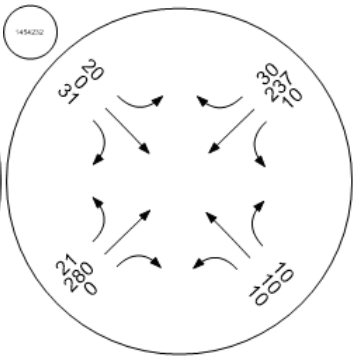
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



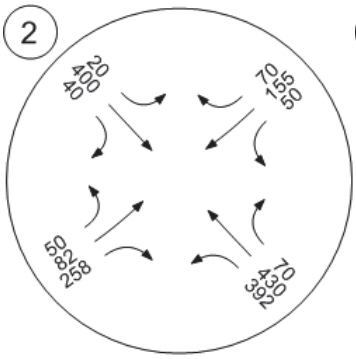
TWENTY-SECOND STREET



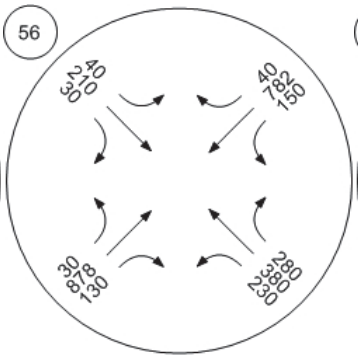
Lane Configuration and Traffic Control

Traffic Volume - Base Volume

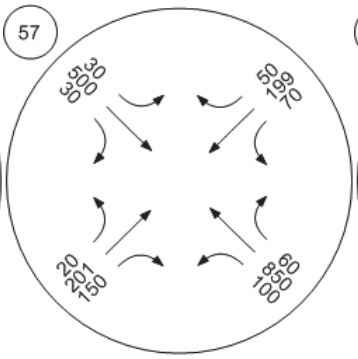
OCEAN AVENUE/CALIFOR



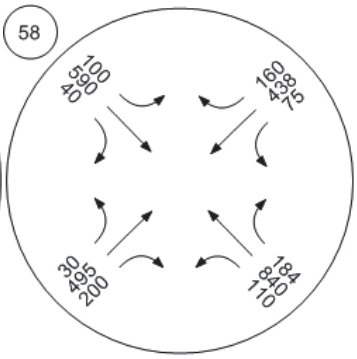
LINCOLN BOULEVARD/WIL



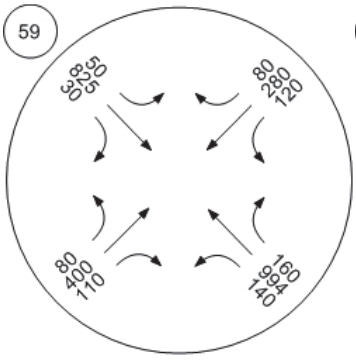
LINCOLN BOULEVARD/ARI



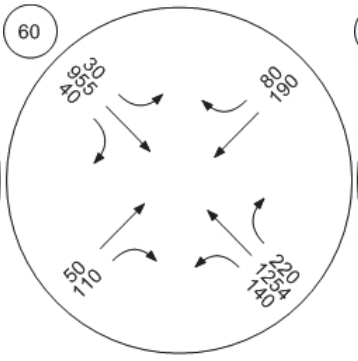
LINCOLN BOULEVARD/SAN



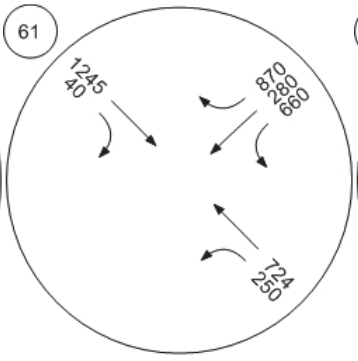
LINCOLN BOULEVARD/BR



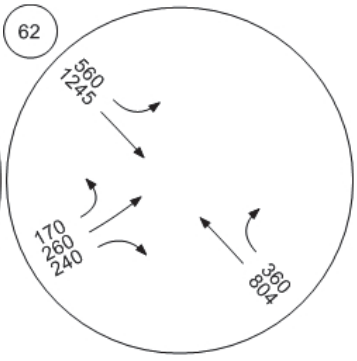
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

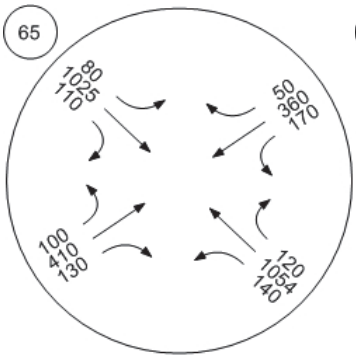


LINCOLN BOULEVARD/I-10

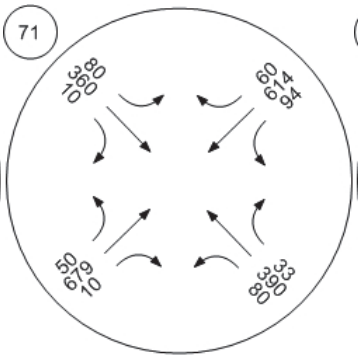


Traffic Volume - Base Volume

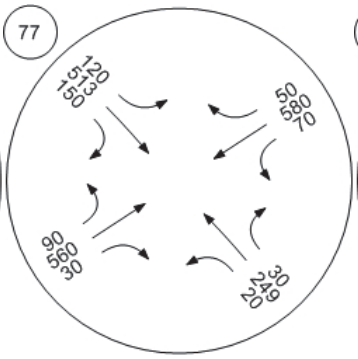
LINCOLN BOULEVARD/OC



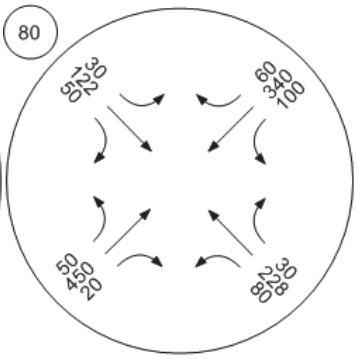
ELEVENTH STREET/SANTA



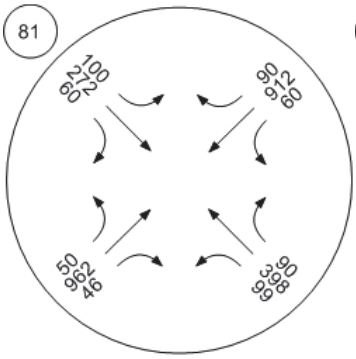
ELEVENTH STREET/PICO B



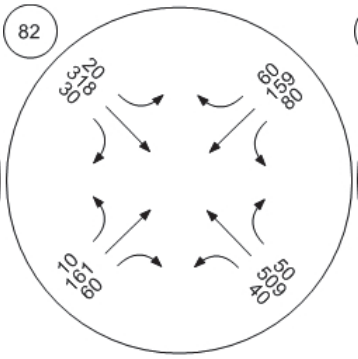
FOURTEENTH STREET/MO



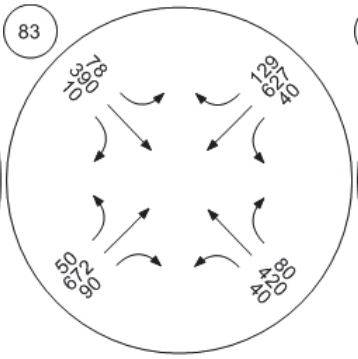
FOURTEENTH STREET/WIL



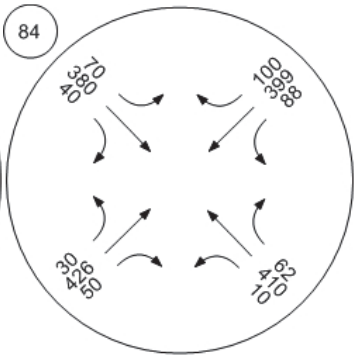
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

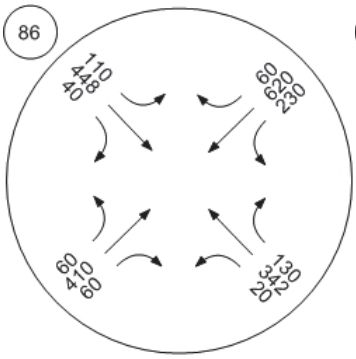


FOURTEENTH STREET/BR

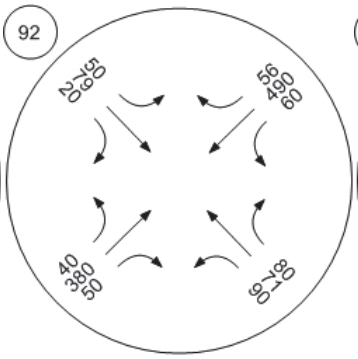


Traffic Volume - Base Volume

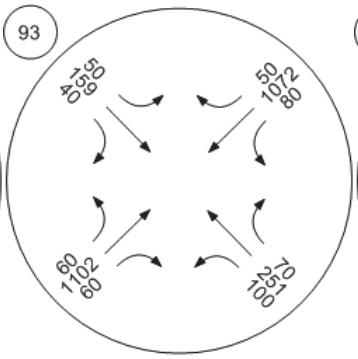
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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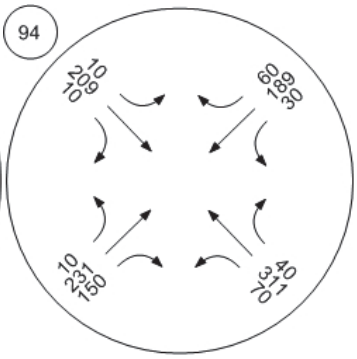

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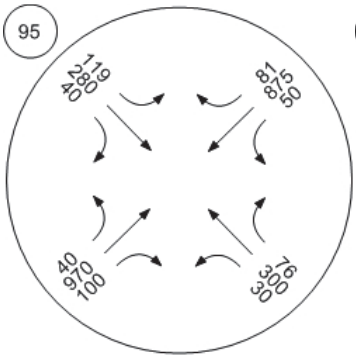

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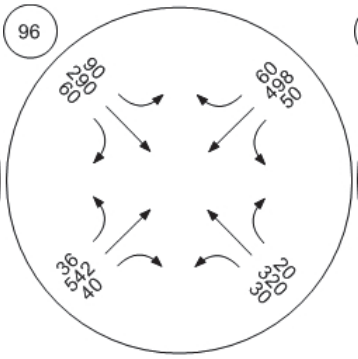
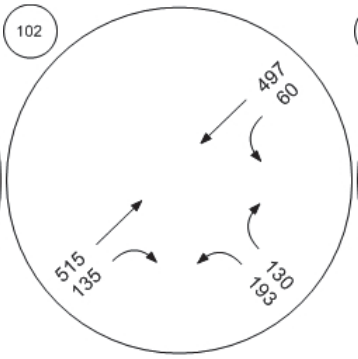
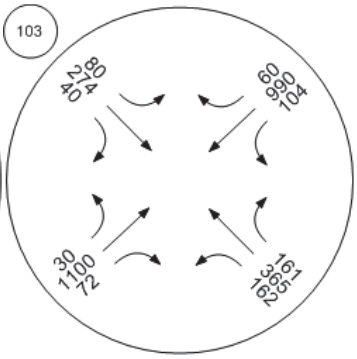


TWENTIETH STREET \(EAS

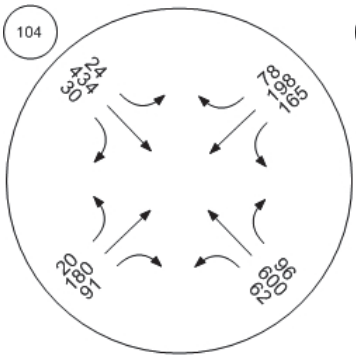


TWENTIETH STREET/WILS



Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



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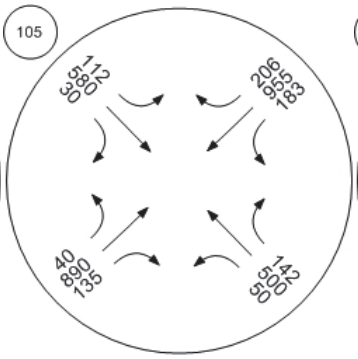

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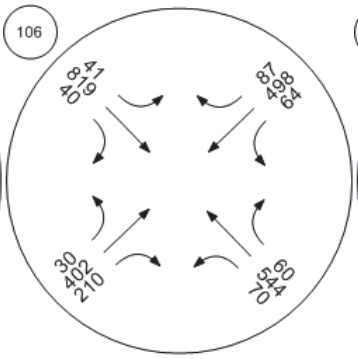

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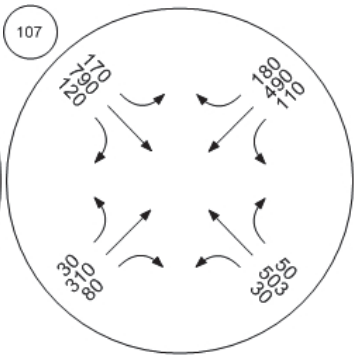
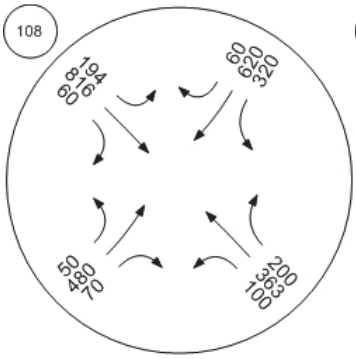
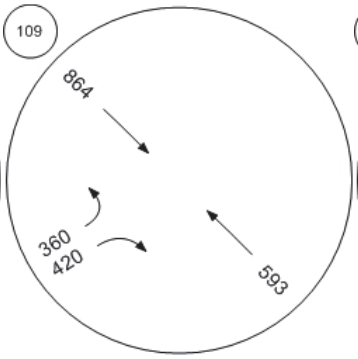


TWENTIETH STREET/OLYM



TWENTIETH ST/I-10 EB OF



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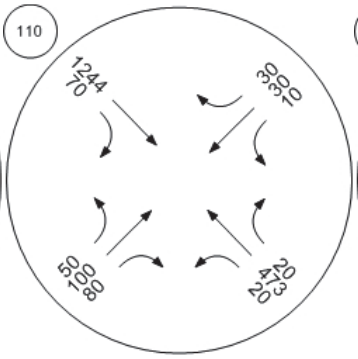

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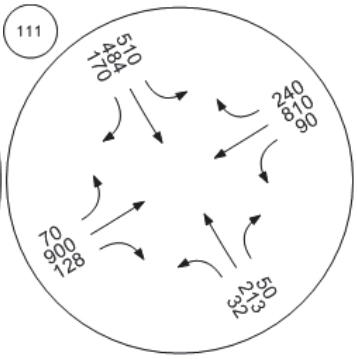
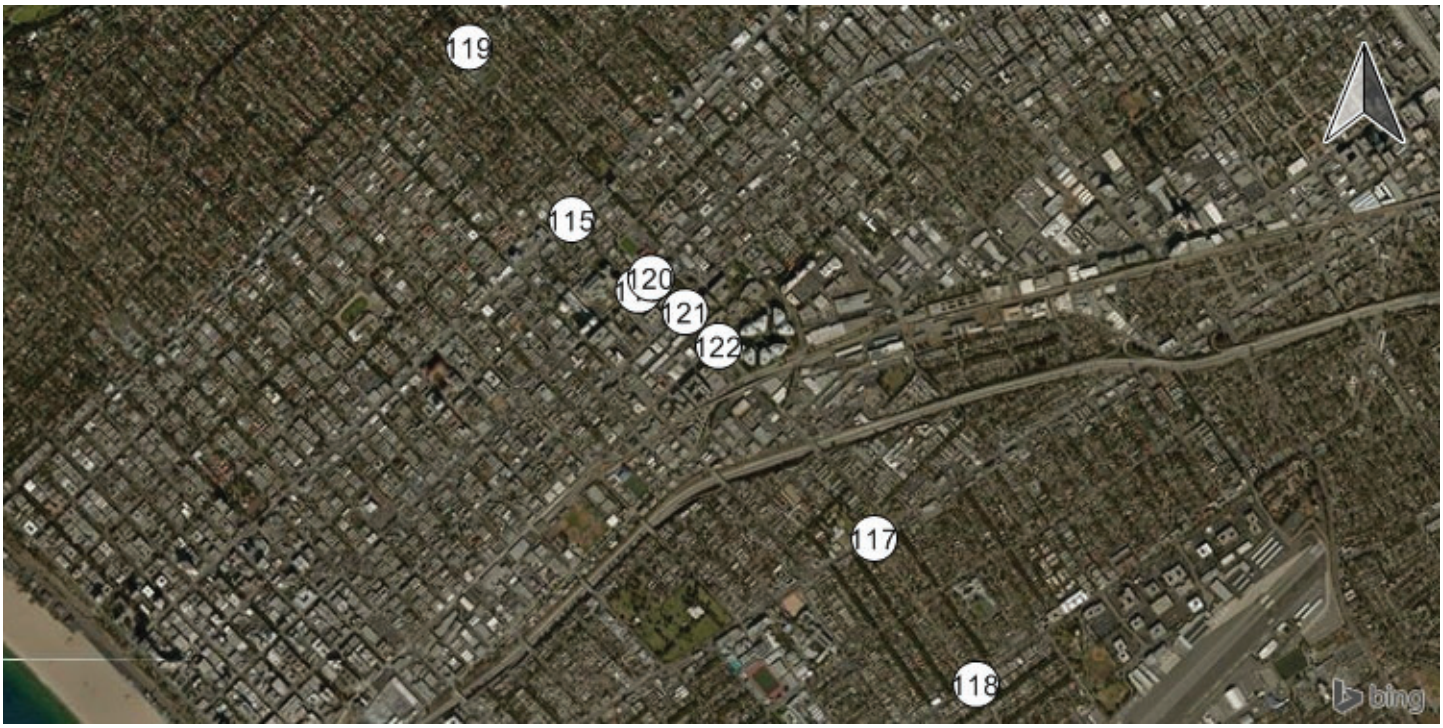
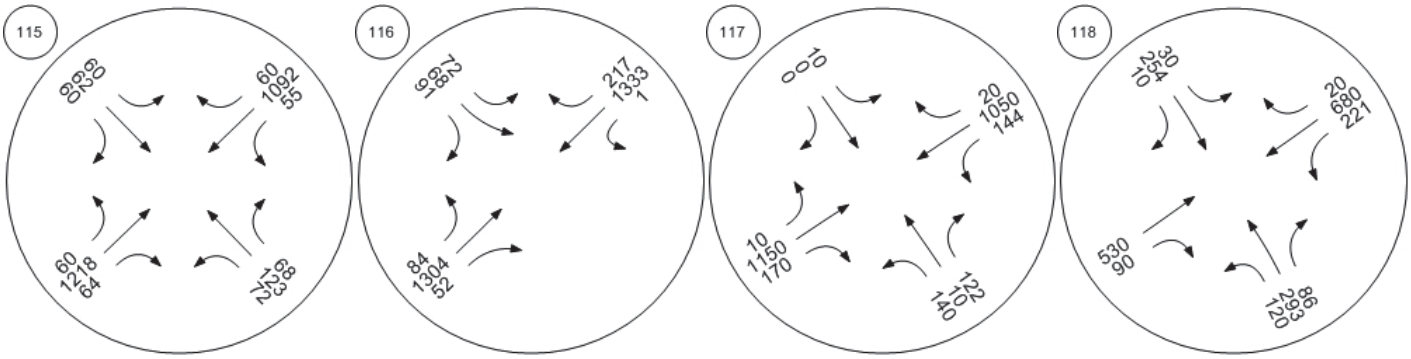
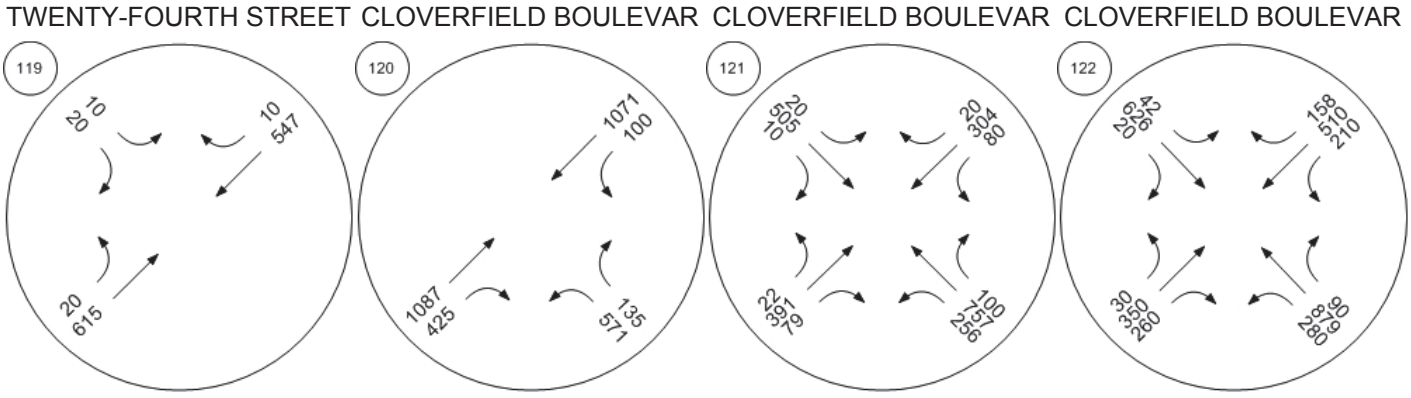


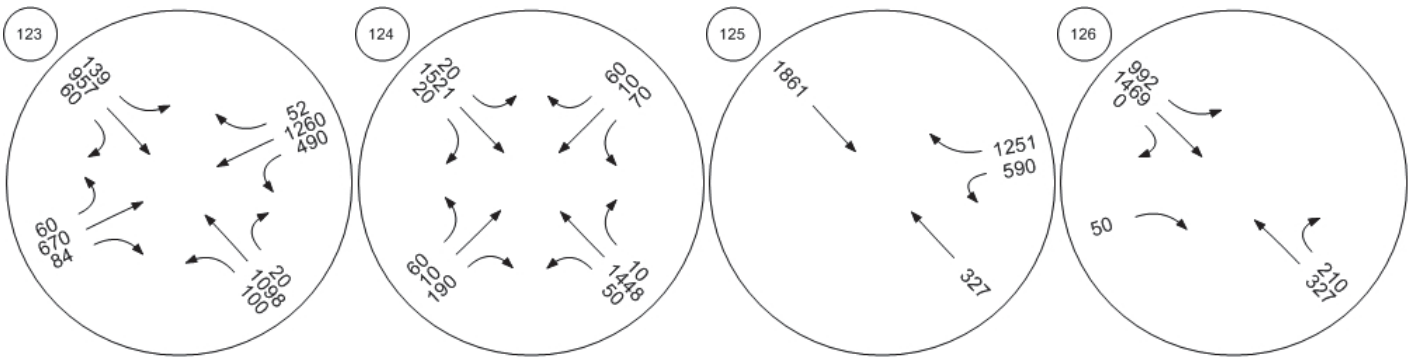
Traffic Volume - Base Volume

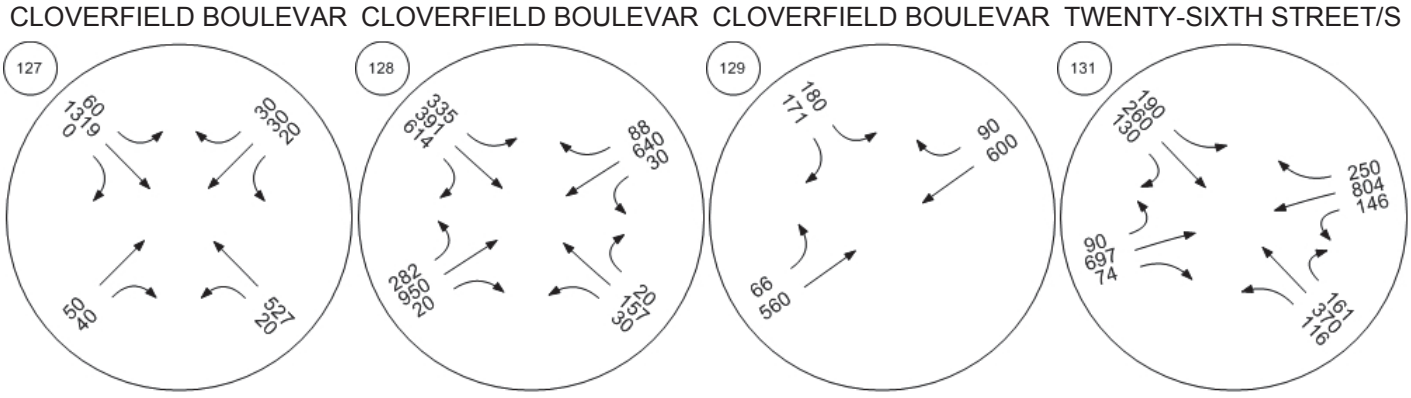






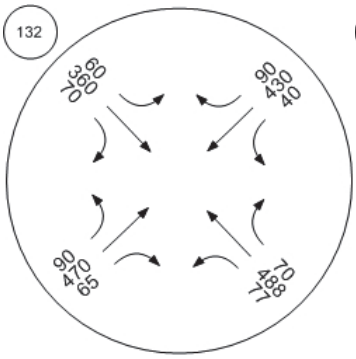
Traffic Volume - Base Volume



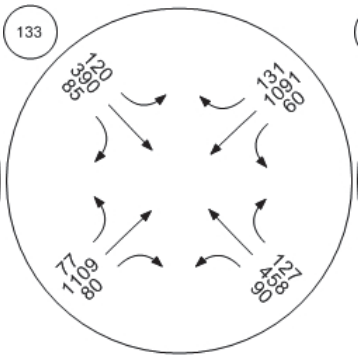


Traffic Volume - Base Volume

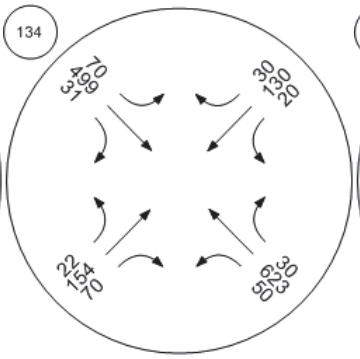
TWENTY-SIXTH STREET/M



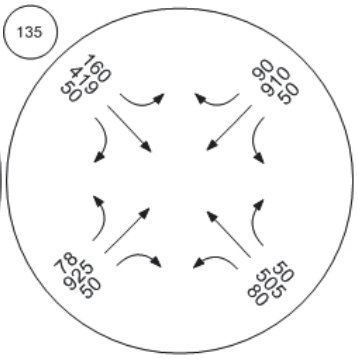
TWENTY-SIXTH STREET/W



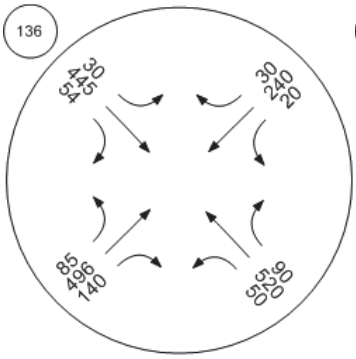
TWENTY-SIXTH STREET/A



TWENTY-SIXTH STREET/S



TWENTY-SIXTH STREET/B



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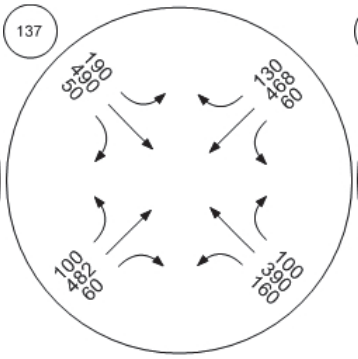
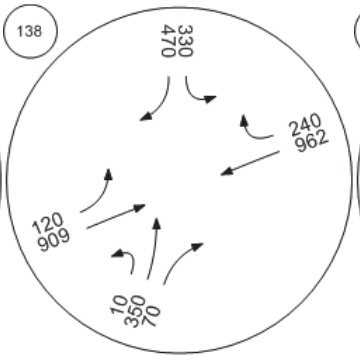
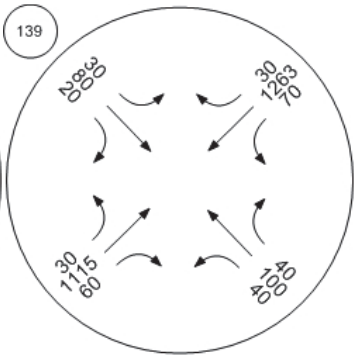


TWENTY-SIXTH STREET/O

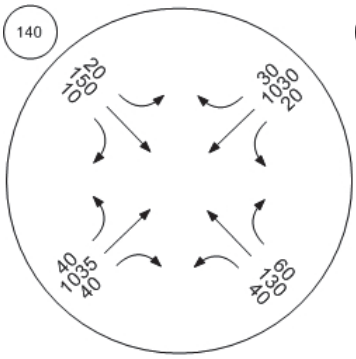


YALE STREET/WILSHIRE B

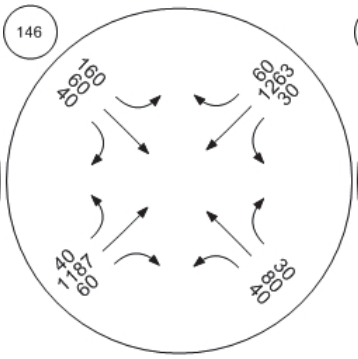


Traffic Volume - Base Volume

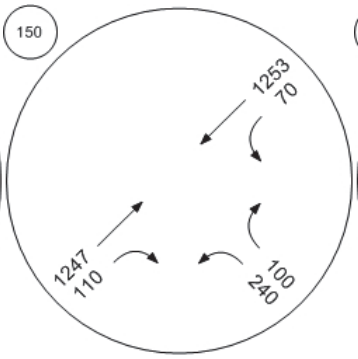
YALE STREET/SANTA MON



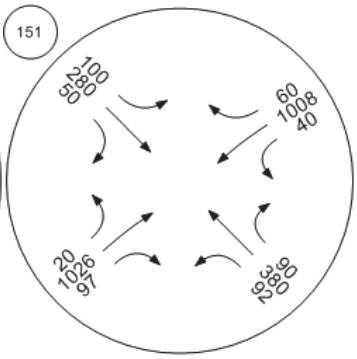
BERKELEY STREET/WILSH



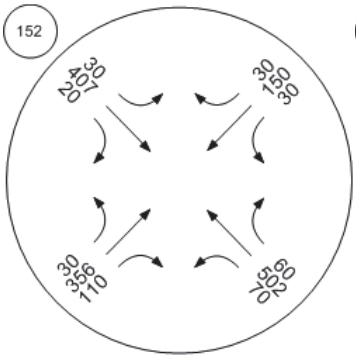
CENTINELA AVENUE (EAS



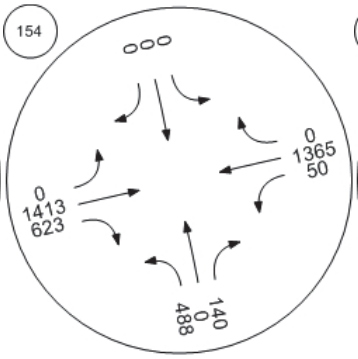
CENTINELA AVENUE/SANT



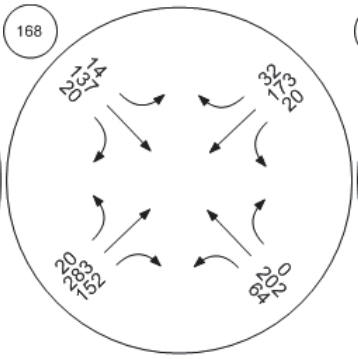
CENTINELA AVENUE/BROA



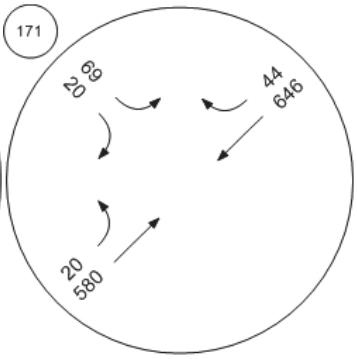
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

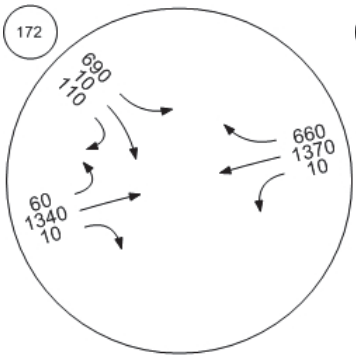


TWENTIETH STREET \(WE

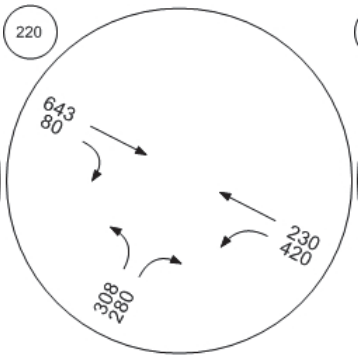


Traffic Volume - Base Volume

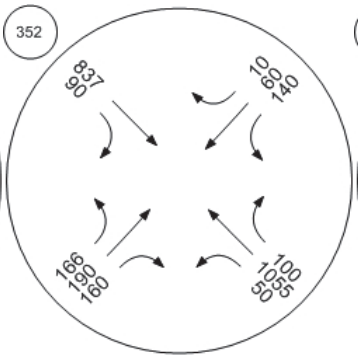
CENTINELA \(WEST\)/OLYM



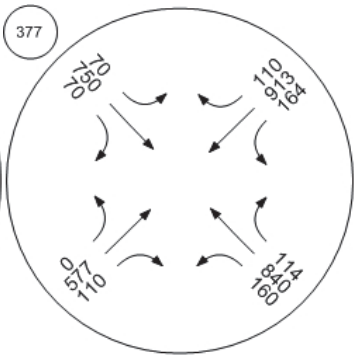
CENTINELA AVENUE/I-10



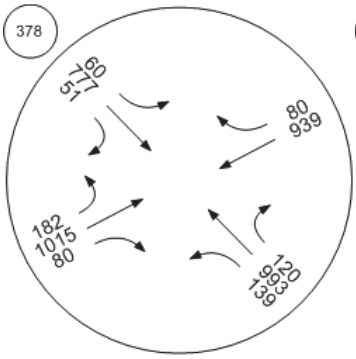
BUNDY DRIVE/OHIO AVEN



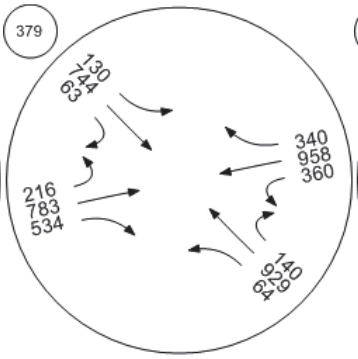
BUNDY DRIVE/WILSHIRE B



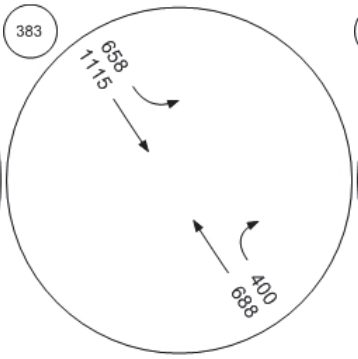
BUNDY DRIVE/SANTA MON



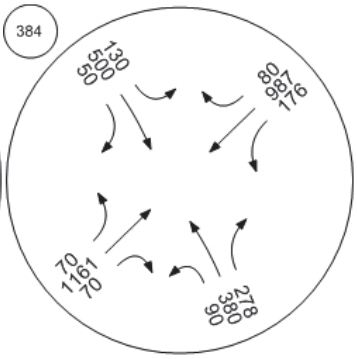
BUNDY DRIVE/OLYMPIC B



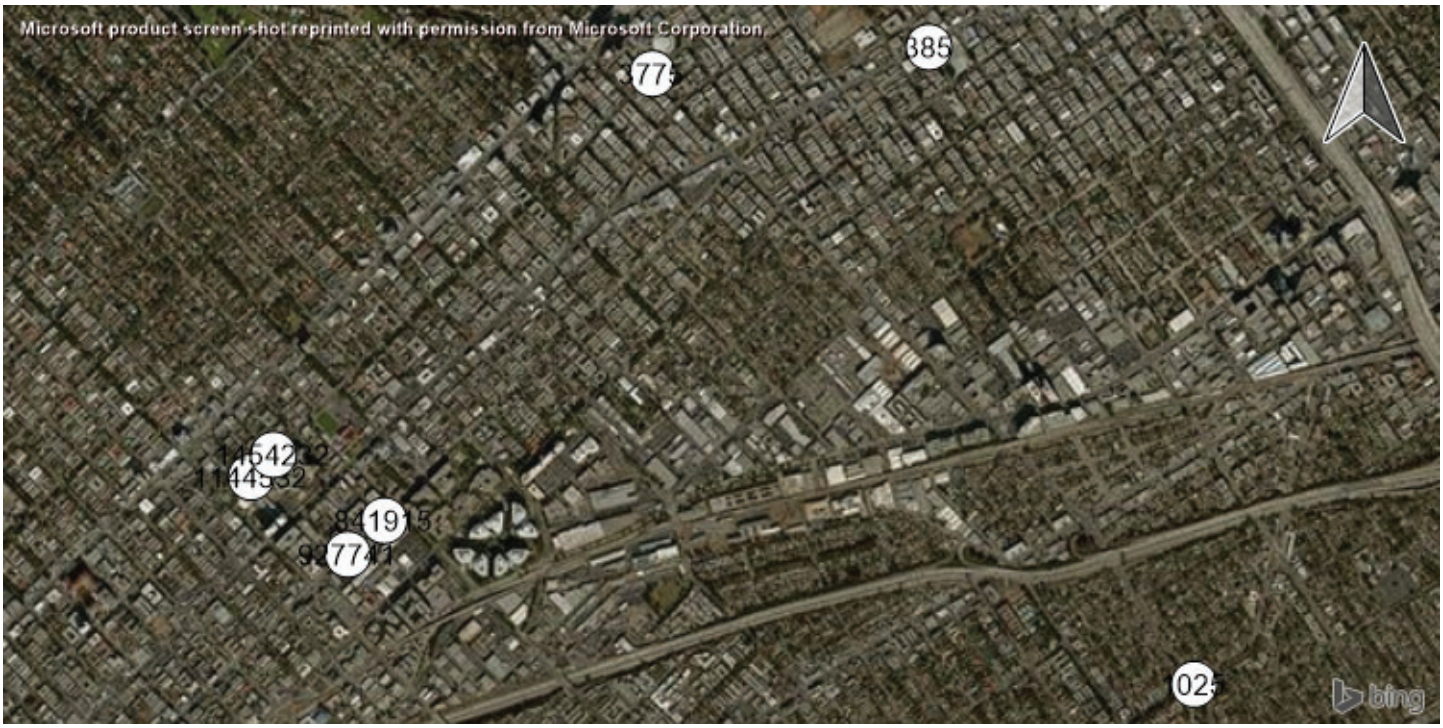
BUNDY DRIVE/I-10 EB ON

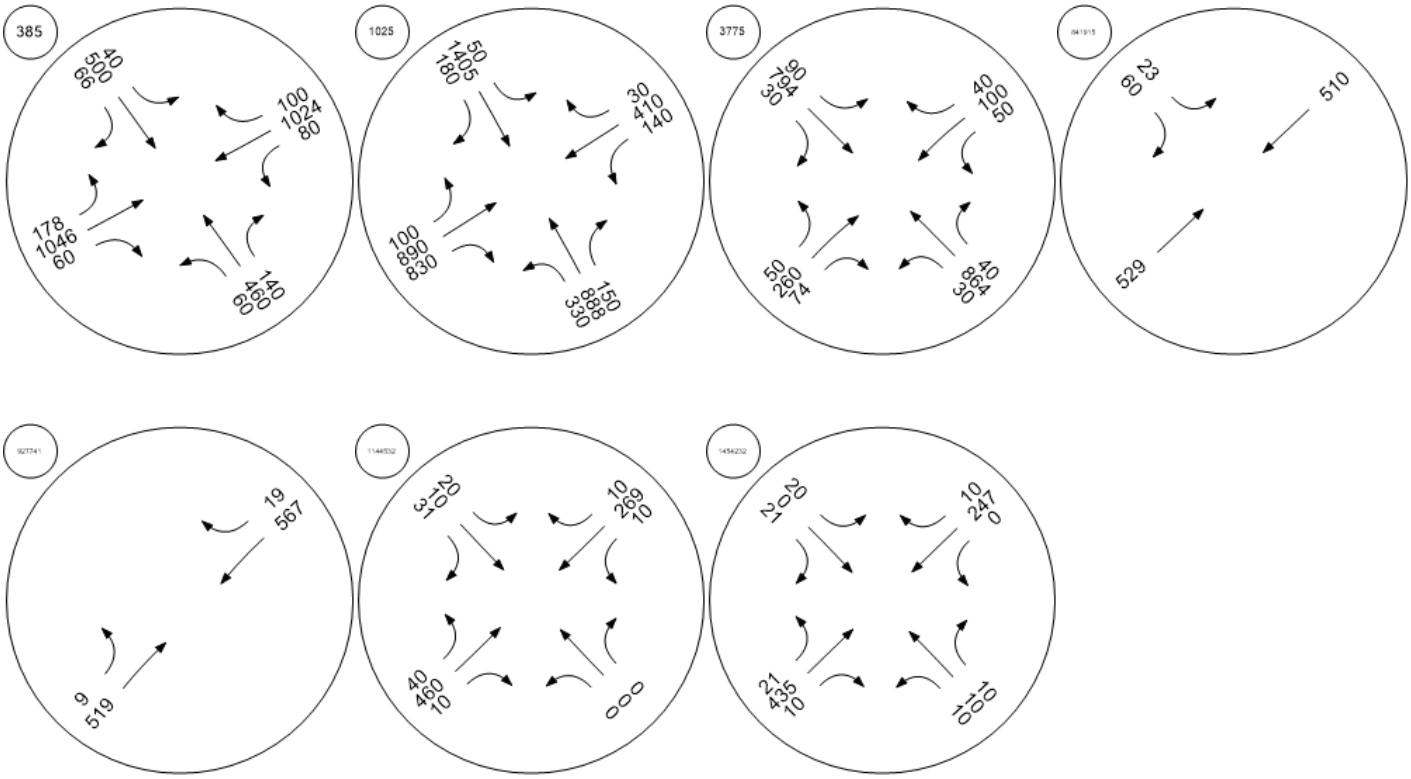


BARRINGTON AVENUE/WIL

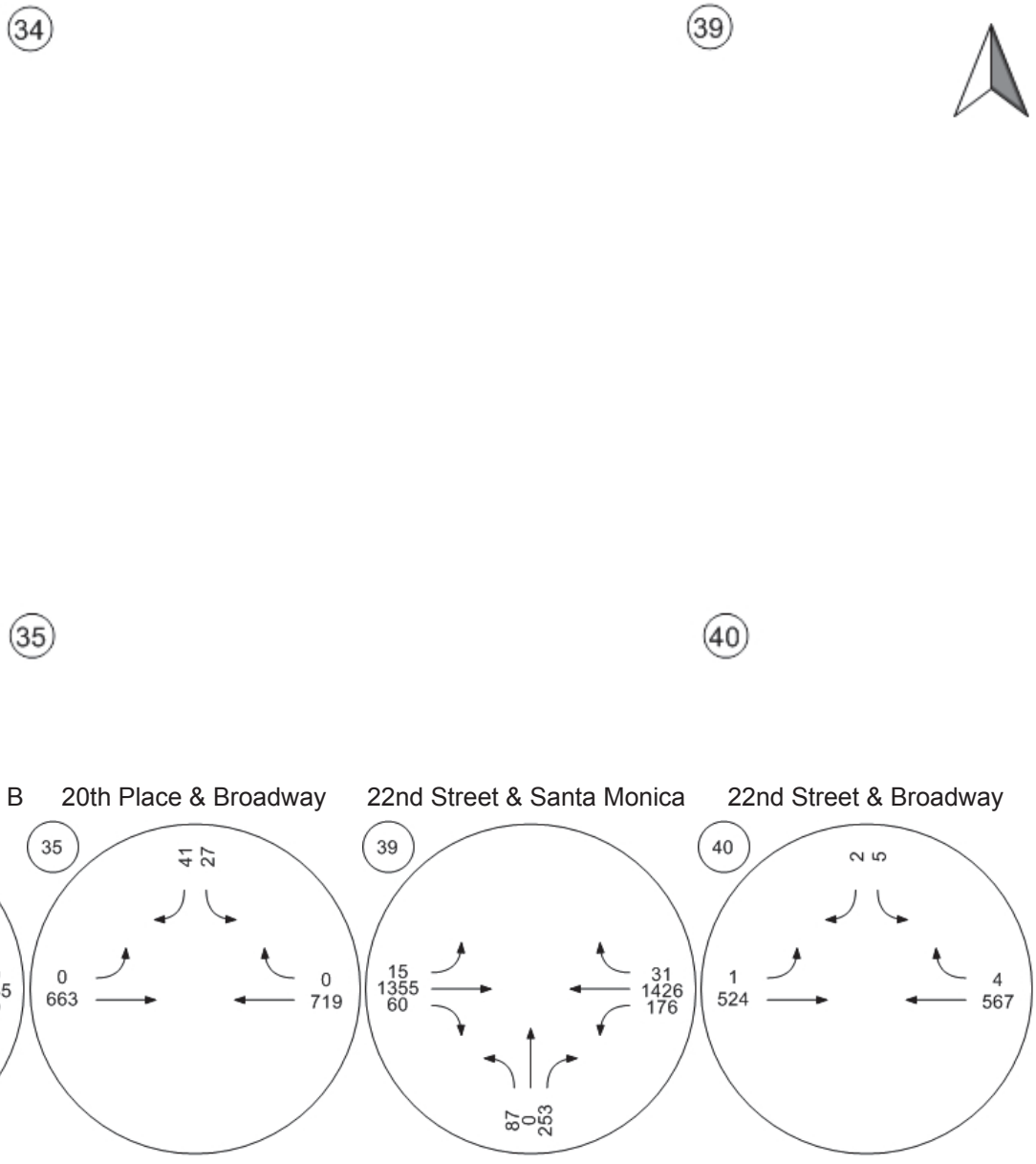


Traffic Volume - Base Volume





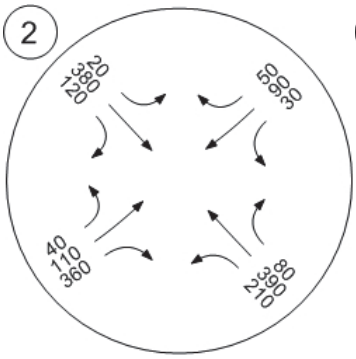
Traffic Volume - Base Volume



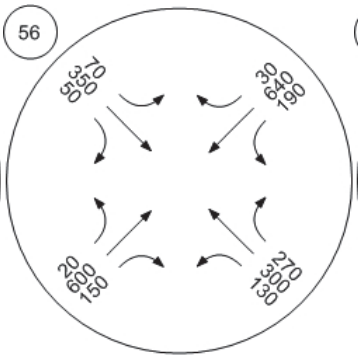
INTERIM YEAR (2031) NO PROJECT CONDITIONS

Traffic Volume - Base Volume

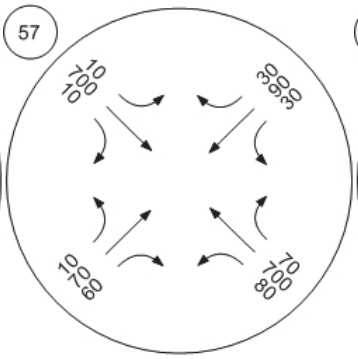
OCEAN AVENUE/CALIFOR



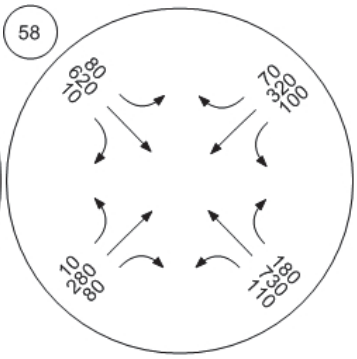
LINCOLN BOULEVARD/WIL



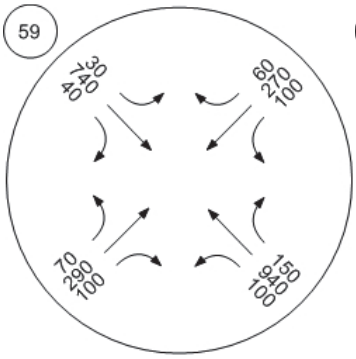
LINCOLN BOULEVARD/ARI



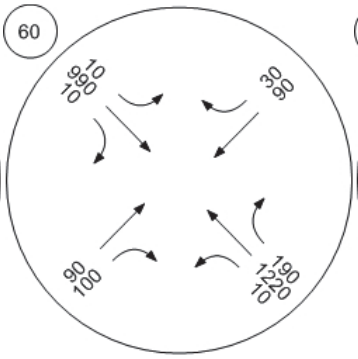
LINCOLN BOULEVARD/SAN



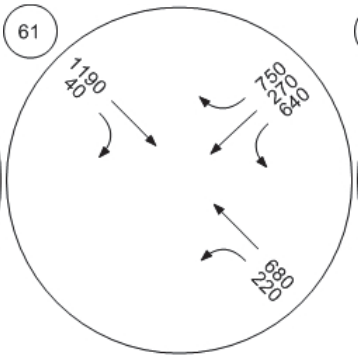
LINCOLN BOULEVARD/BR



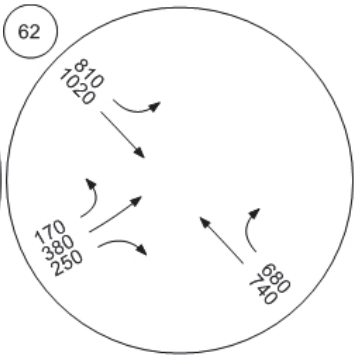
LINCOLN BOULEVARD/COL



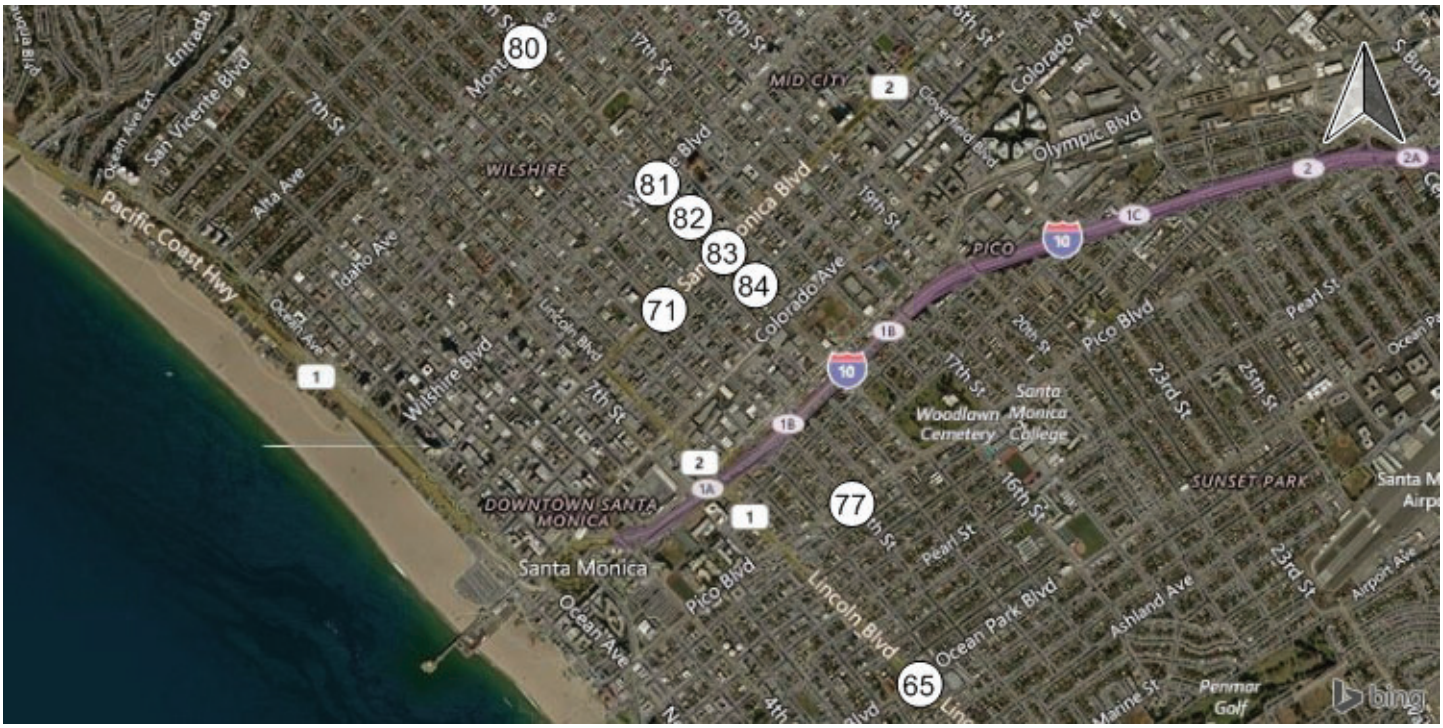
LINCOLN BOULEVARD/OLY



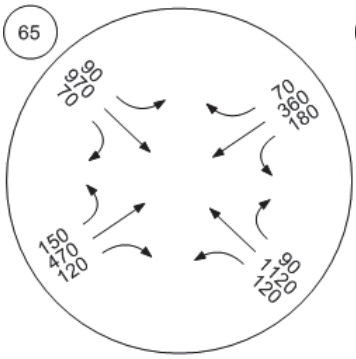
LINCOLN BOULEVARD/I-10



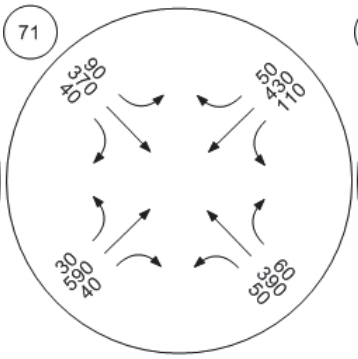
Traffic Volume - Base Volume



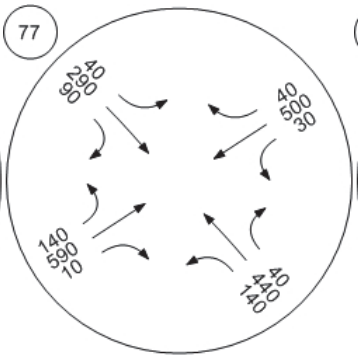
LINCOLN BOULEVARD/OC



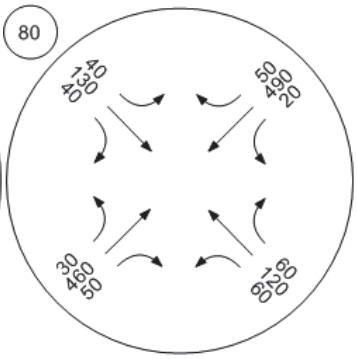
ELEVENTH STREET/SANTA



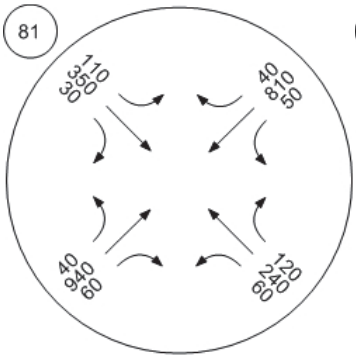
ELEVENTH STREET/PICO B



FOURTEENTH STREET/MO



FOURTEENTH STREET/WIL



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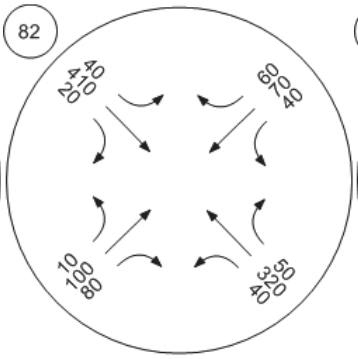

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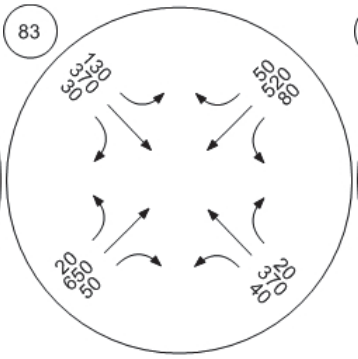

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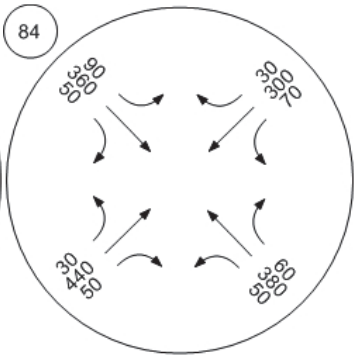
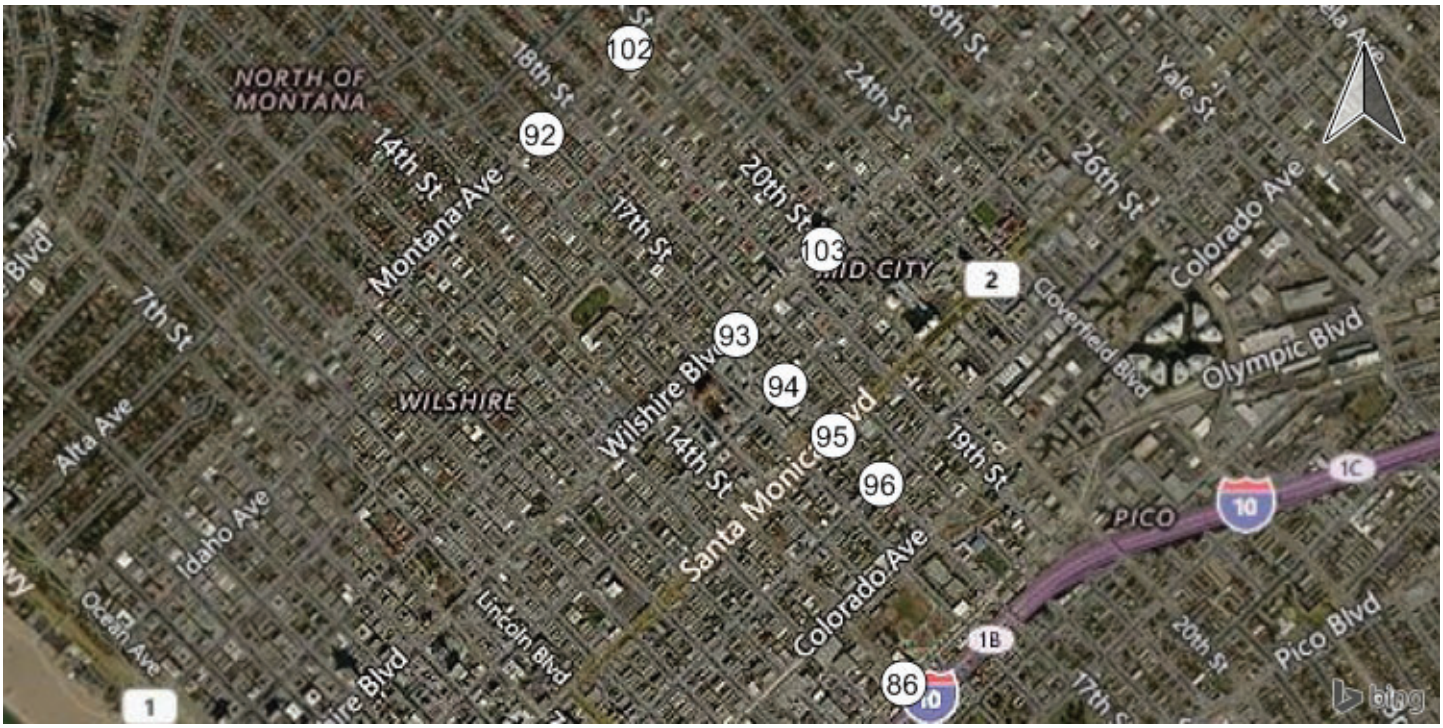
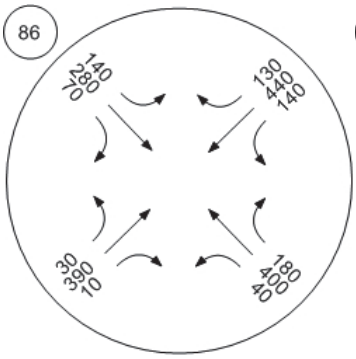


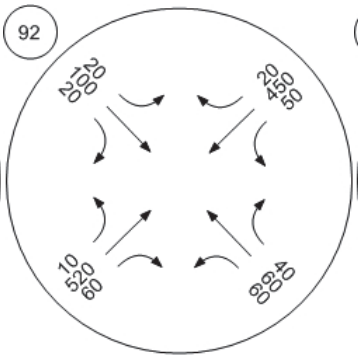
Traffic Volume - Base Volume



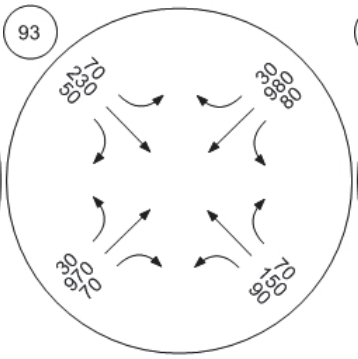
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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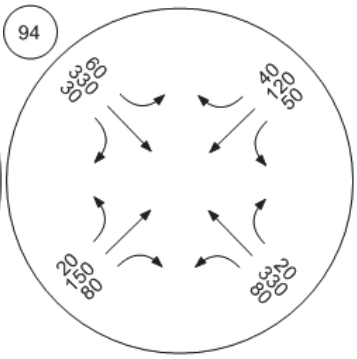
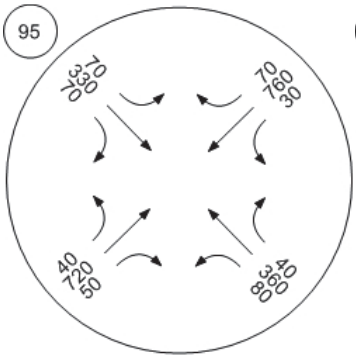
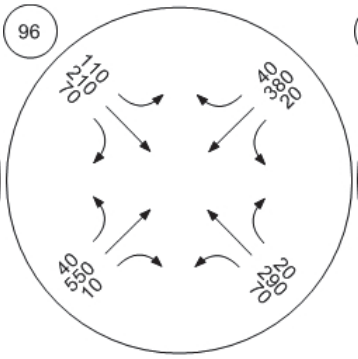


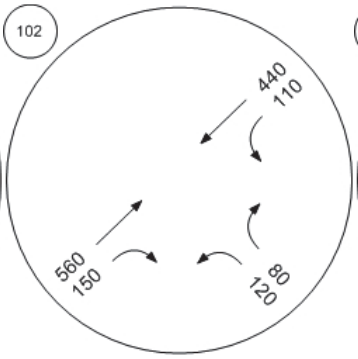
SEVENTEENTH STREET/S



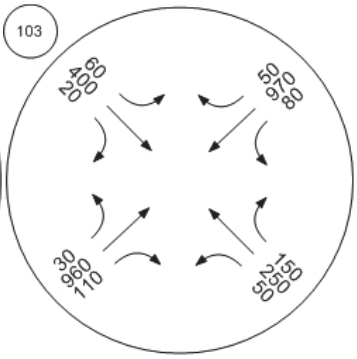
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

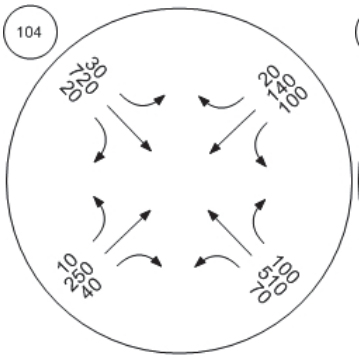


TWENTIETH STREET/WILS

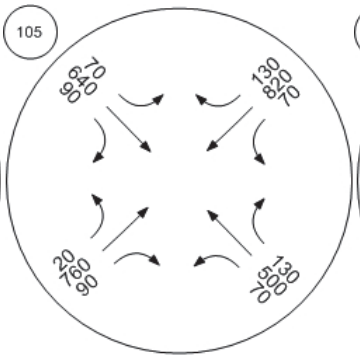


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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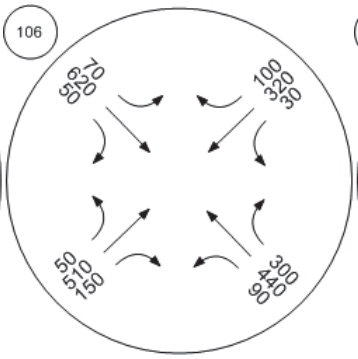
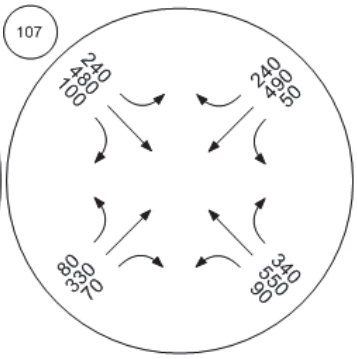
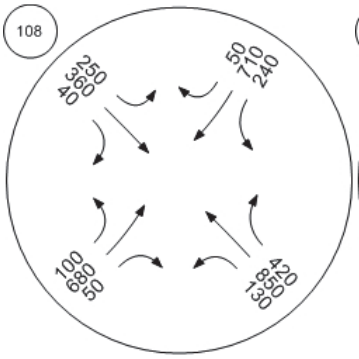


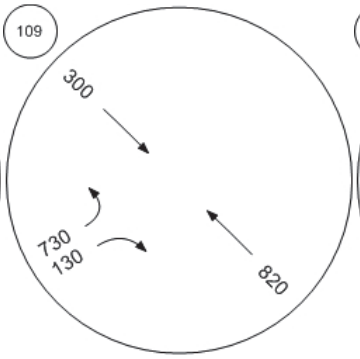
TWENTIETH STREET/COLO



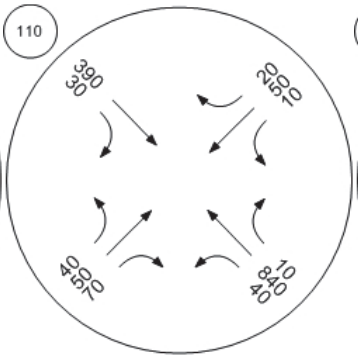
TWENTIETH STREET/OLYM



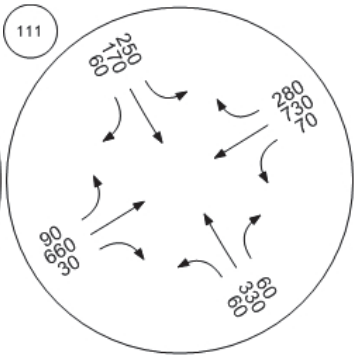
TWENTIETH ST/I-10 EB OF



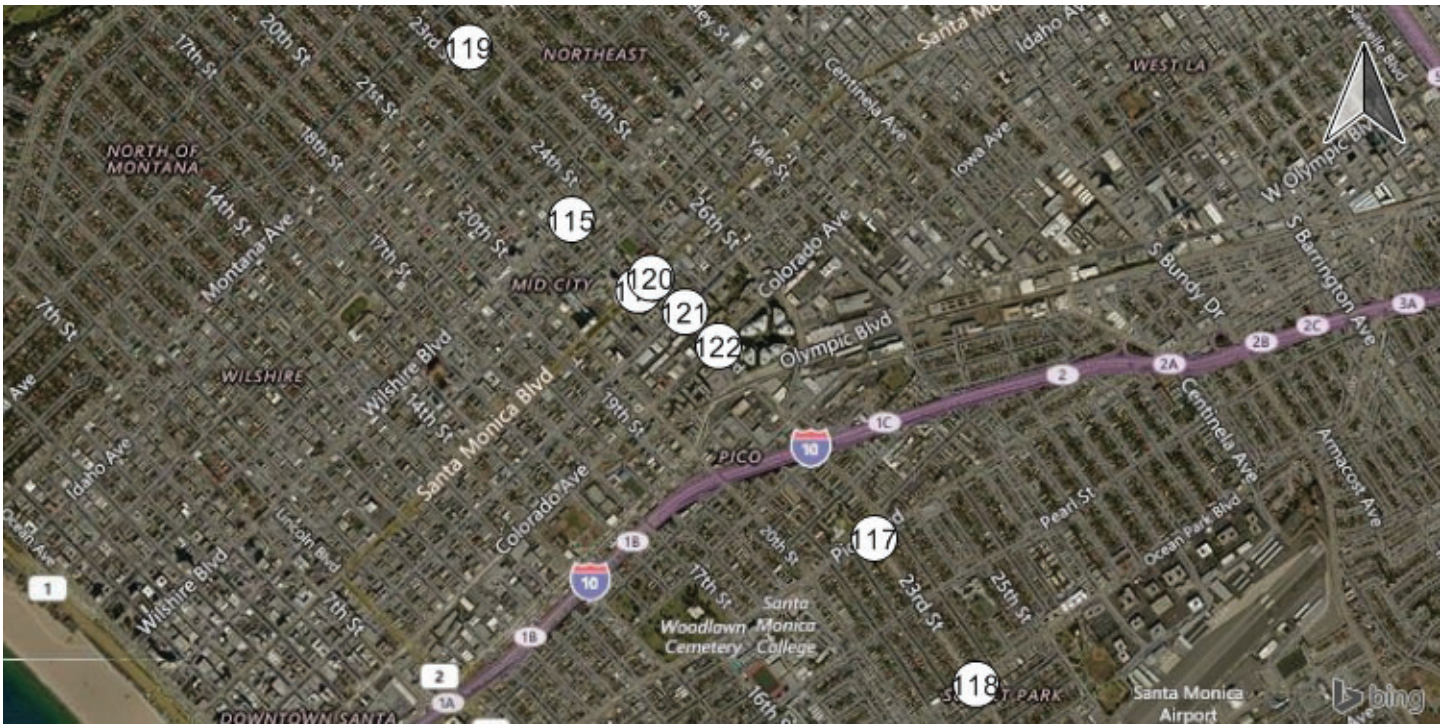
TWENTIETH STREET/DELA



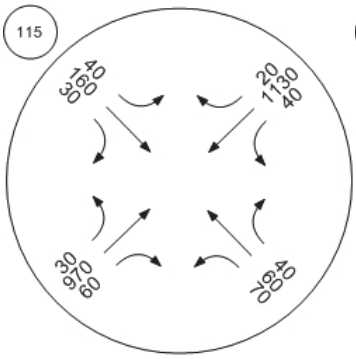
TWENTIETH STREET/PICO



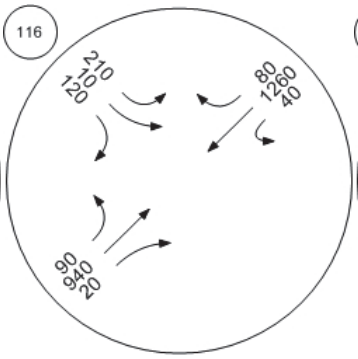
Traffic Volume - Base Volume



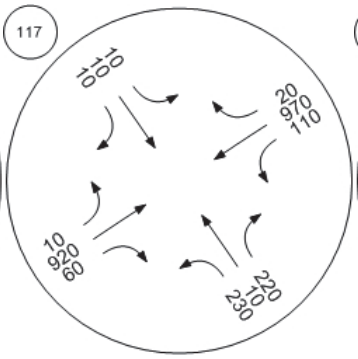
TWENTY-THIRD STREET/W



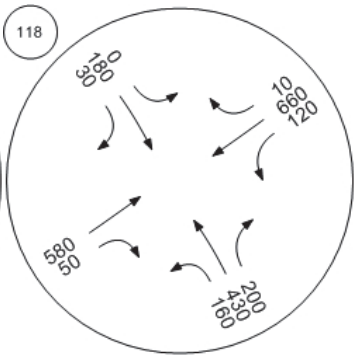
TWENTY-THIRD/SANTA MO



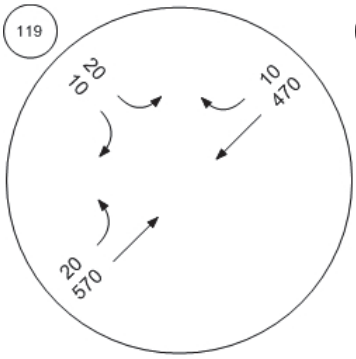
TWENTY-THIRD STREET/PI



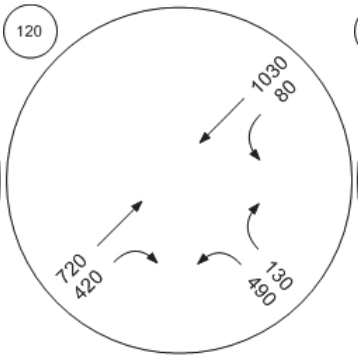
TWENTY-THIRD STREET/O



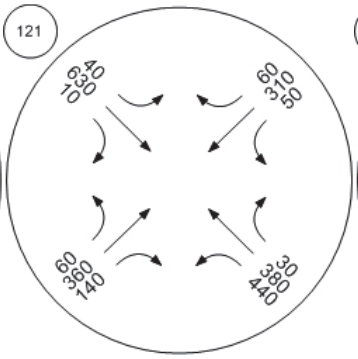
TWENTY-FOURTH STREET



CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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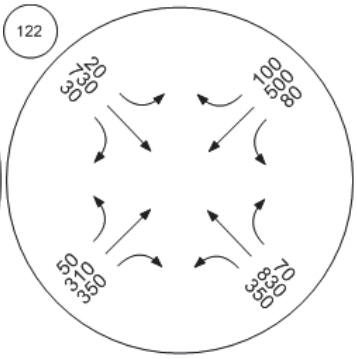
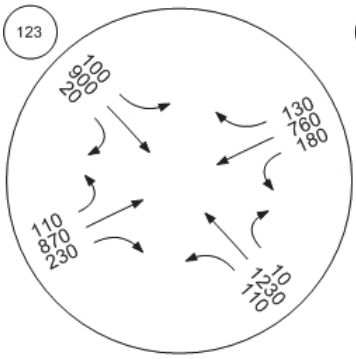
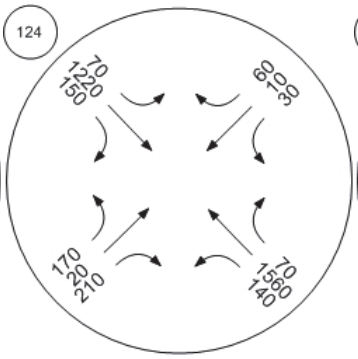


Traffic Volume - Base Volume

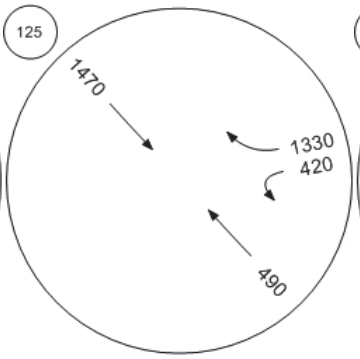
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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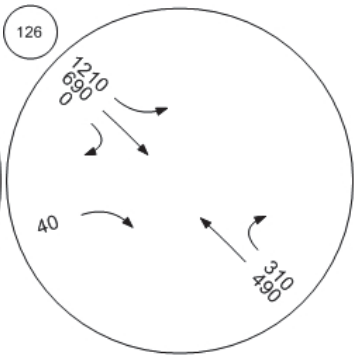
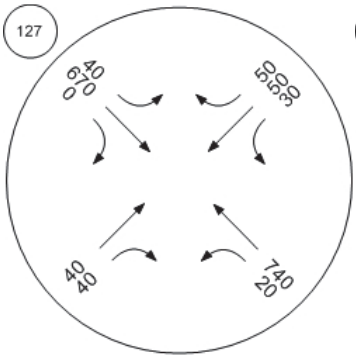
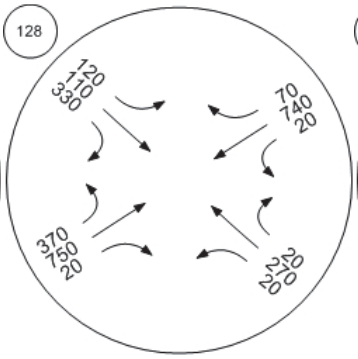


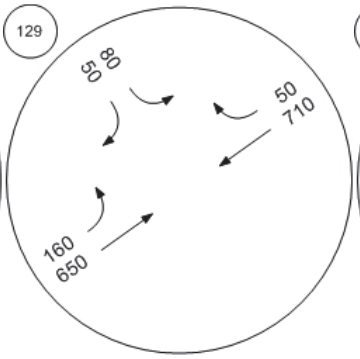
CLOVERFIELD BOULEVAR



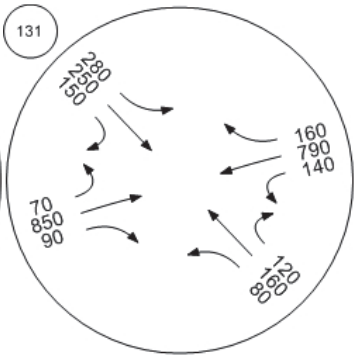
CLOVERFIELD BOULEVAR



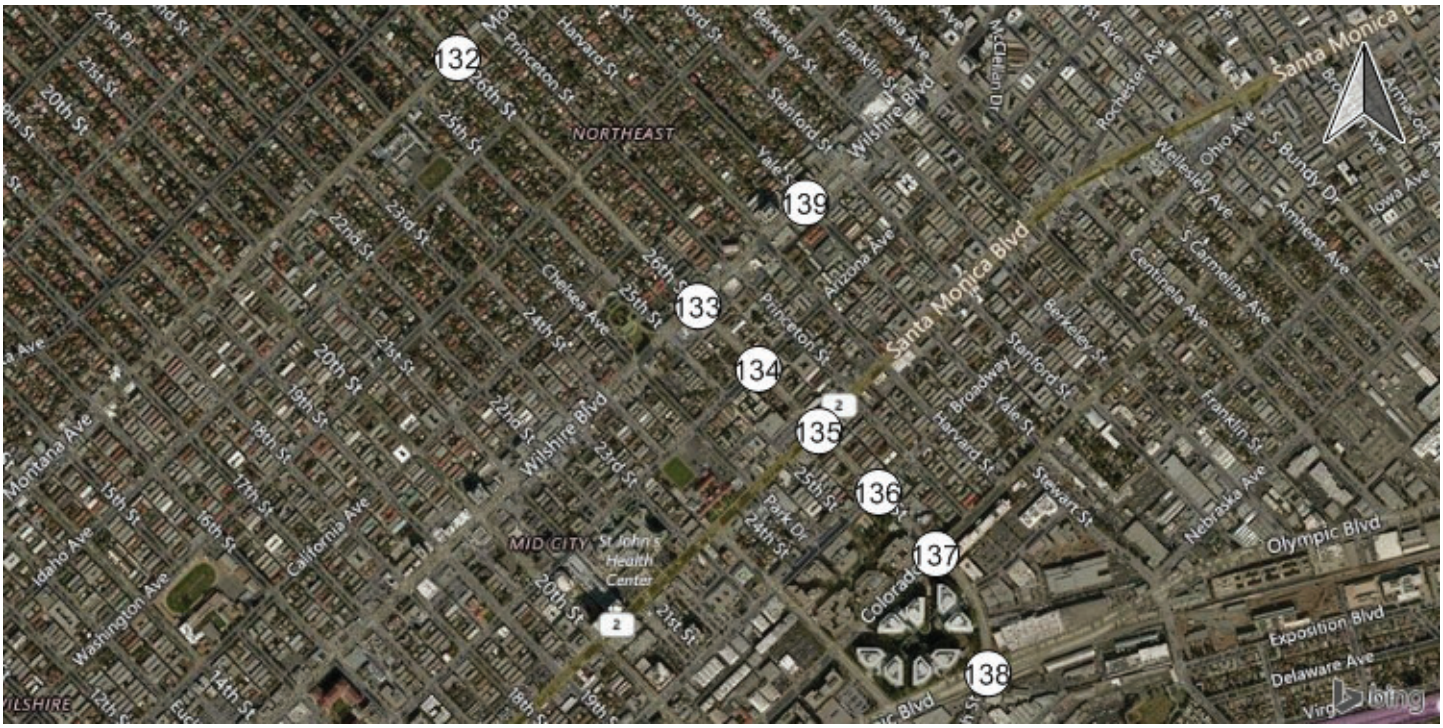
CLOVERFIELD BOULEVAR



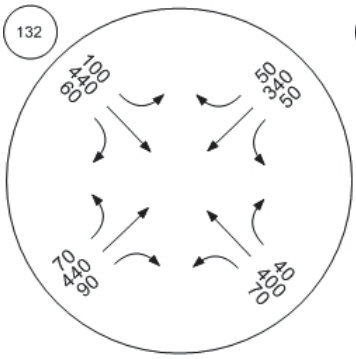
TWENTY-SIXTH STREET/S



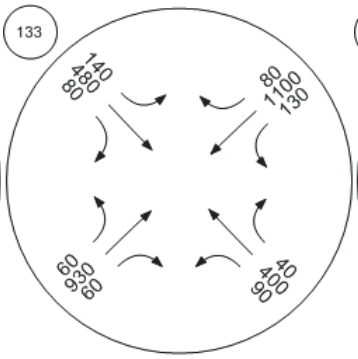
Traffic Volume - Base Volume



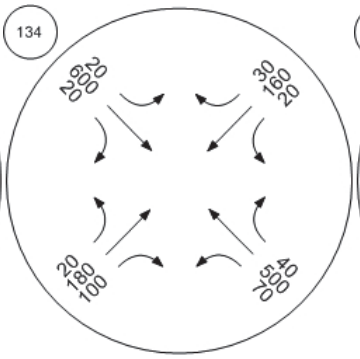
TWENTY-SIXTH STREET/M



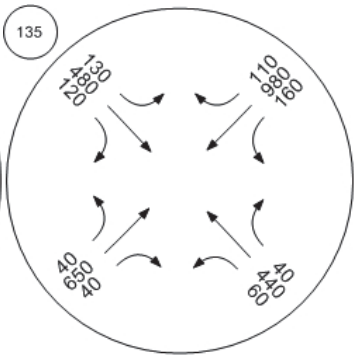
TWENTY-SIXTH STREET/W



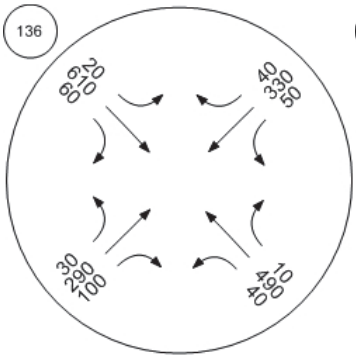
TWENTY-SIXTH STREET/A



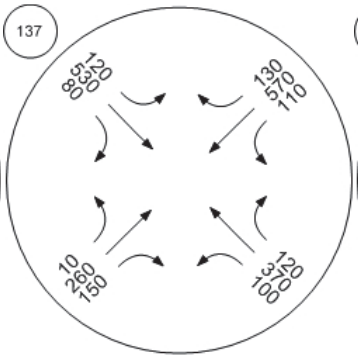
TWENTY-SIXTH STREET/S



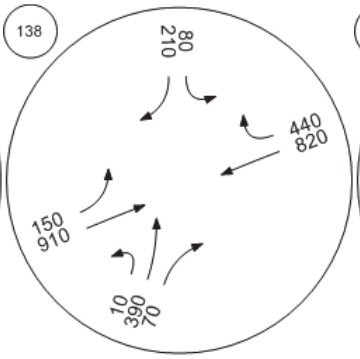
TWENTY-SIXTH STREET/B



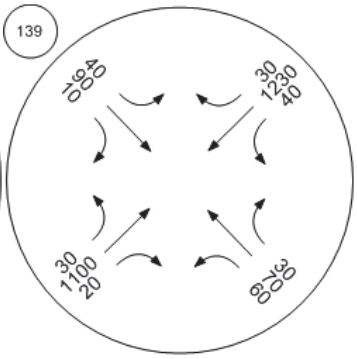
TWENTY-SIXTH STREET/C



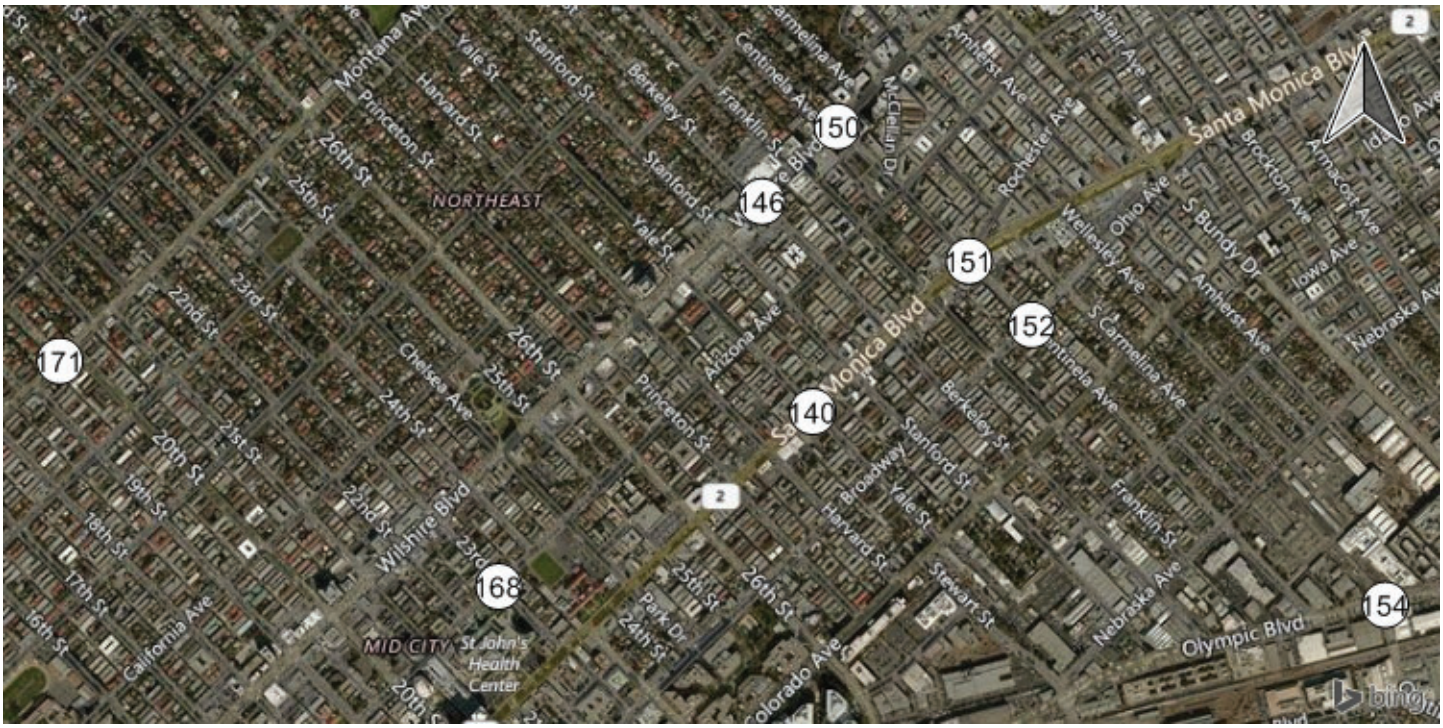
TWENTY-SIXTH STREET/O



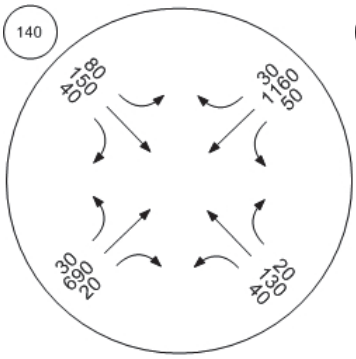
YALE STREET/WILSHIRE B



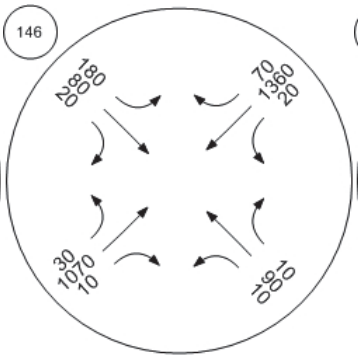
Traffic Volume - Base Volume



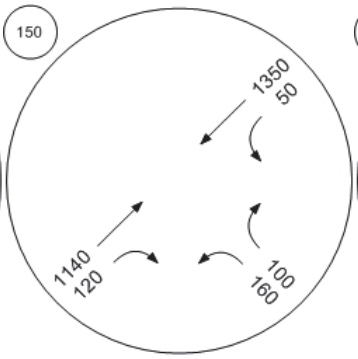
YALE STREET/SANTA MON



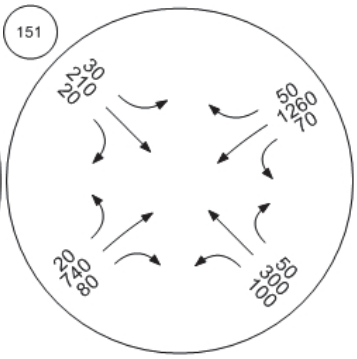
BERKELEY STREET/WILSH



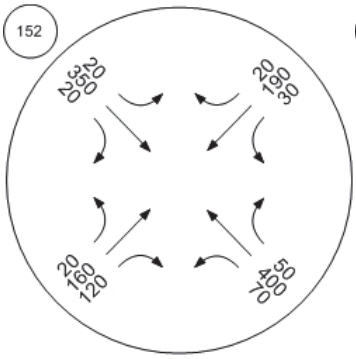
CENTINELA AVENUE (EAS



CENTINELA AVENUE/SANT



CENTINELA AVENUE/BROA



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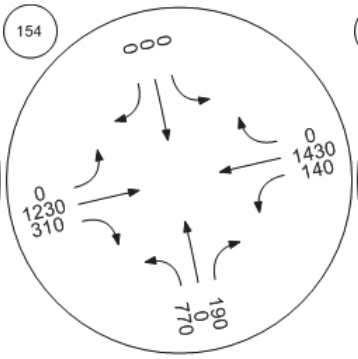
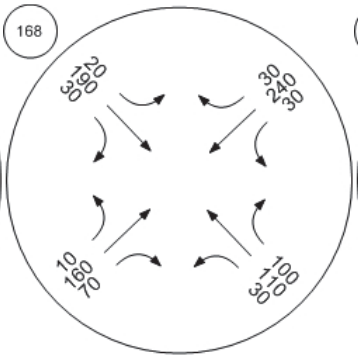
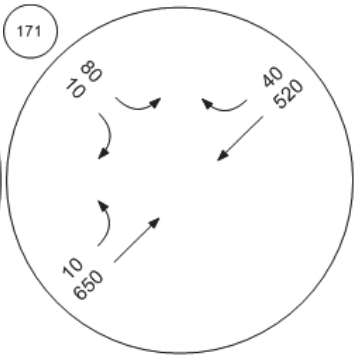


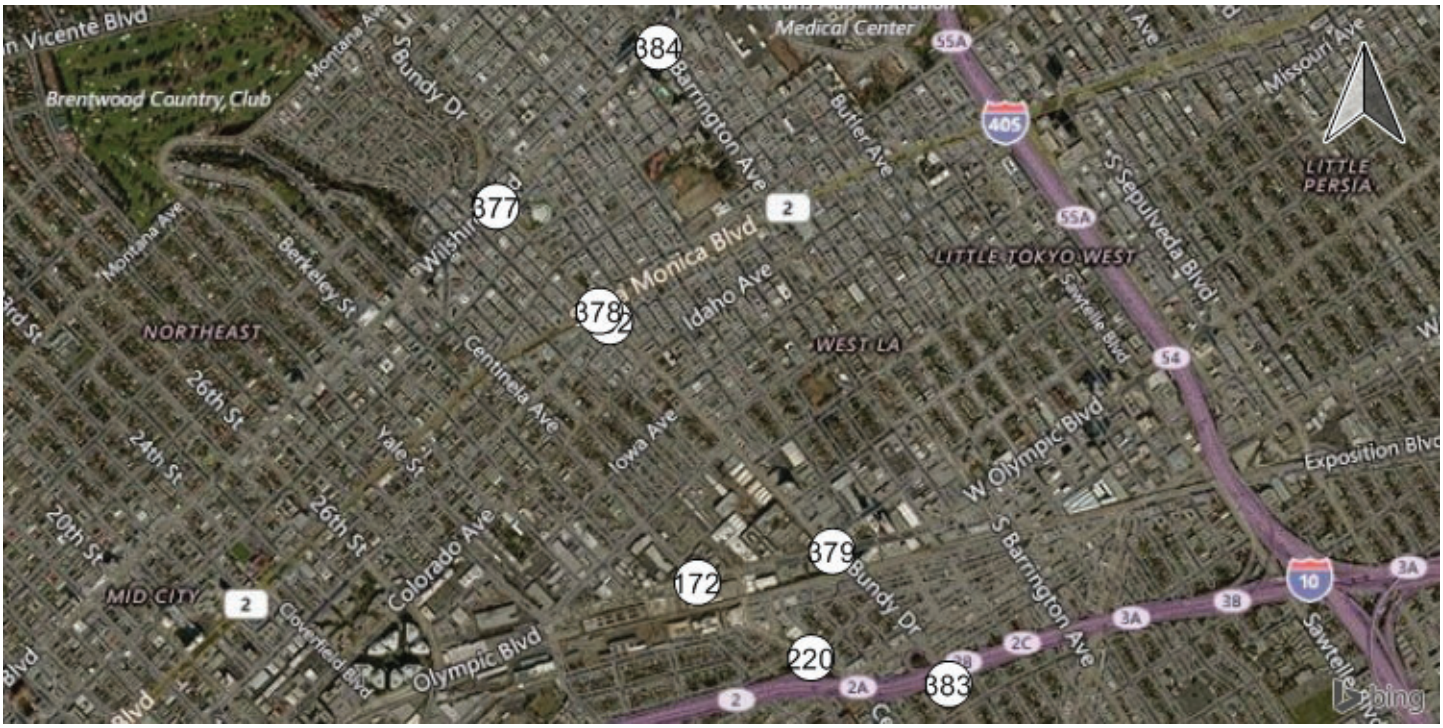
Arizona Ave / 23rd St.



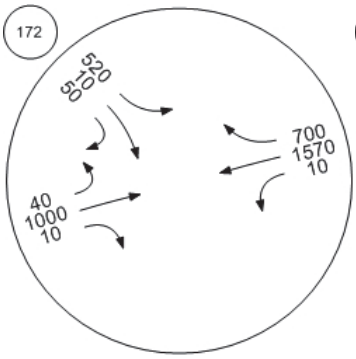
TWENTIETH STREET \(WE



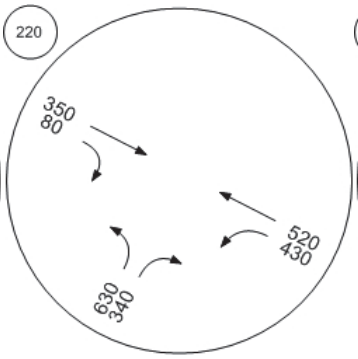
Traffic Volume - Base Volume



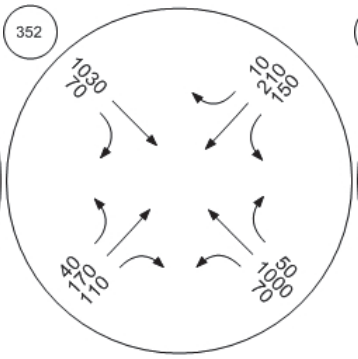
CENTINELA \(WEST\)/OLYM



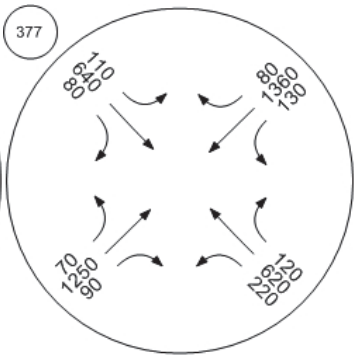
CENTINELA AVENUE/I-10



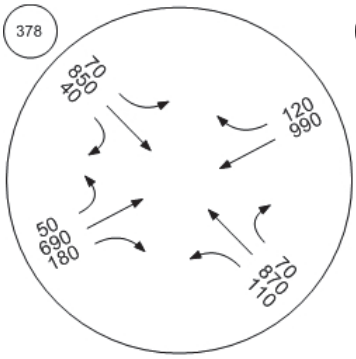
BUNDY DRIVE/OHIO AVEN



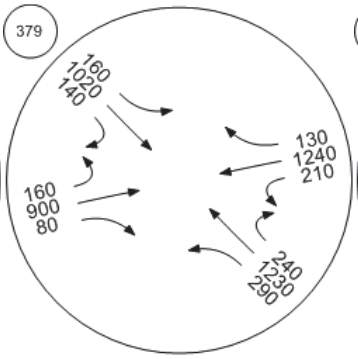
BUNDY DRIVE/WILSHIRE B



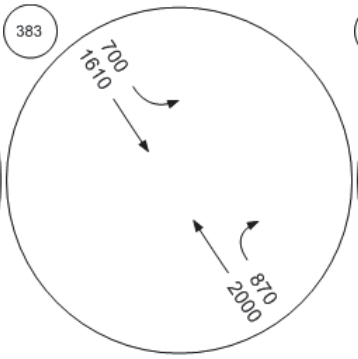
BUNDY DRIVE/SANTA MON



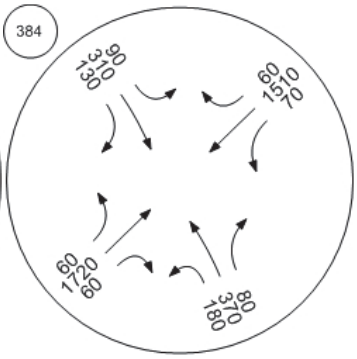
BUNDY DRIVE/OLYMPIC B



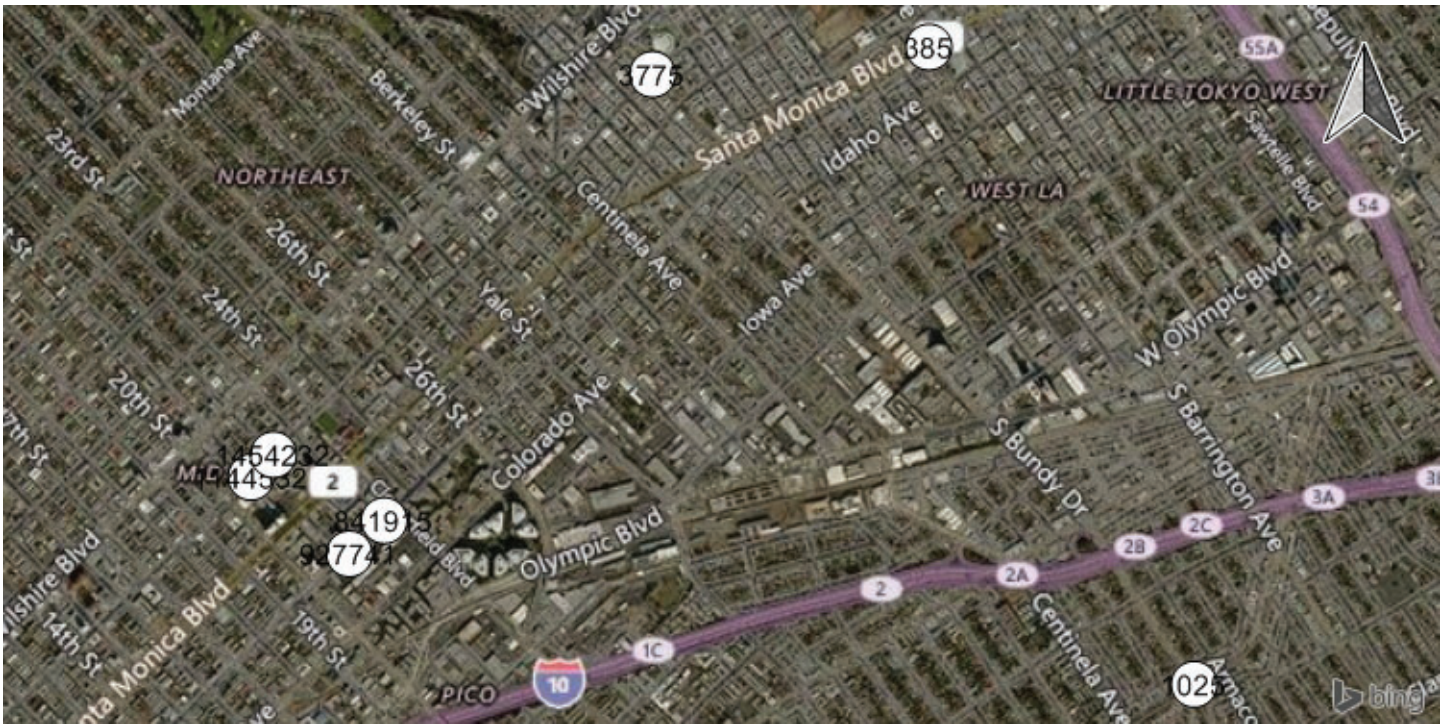
BUNDY DRIVE/I-10 EB ON



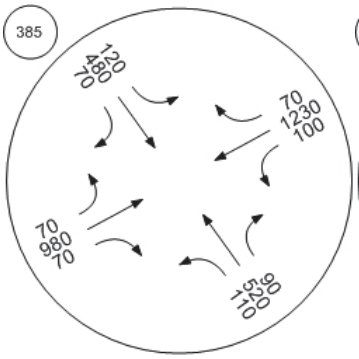
BARRINGTON AVENUE/WIL



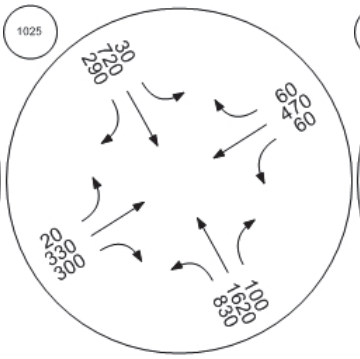
Traffic Volume - Base Volume



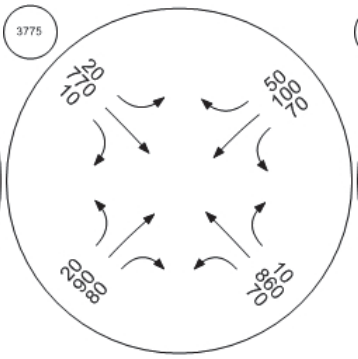
BARRINGTON AVENUE/SA



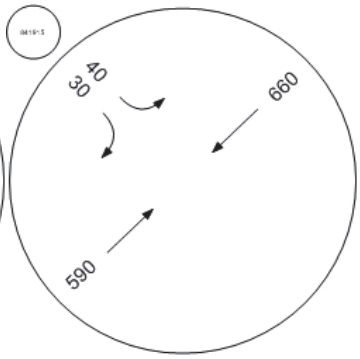
BUNDY DR/OCEAN PARK B



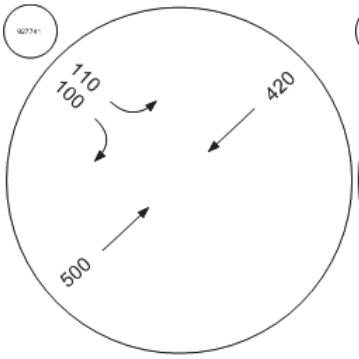
Bundy Drive & Texas Avenue



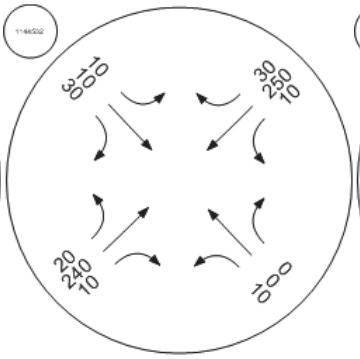
23rd & Broadway



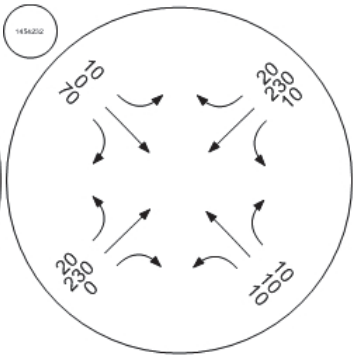
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A

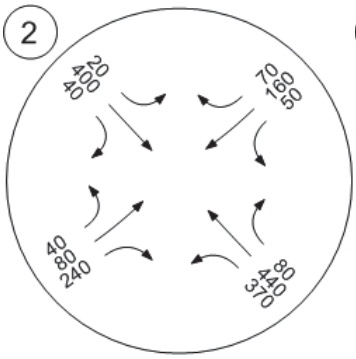


TWENTY-SECOND STREET

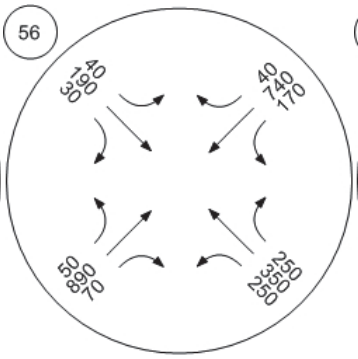


Traffic Volume - Base Volume

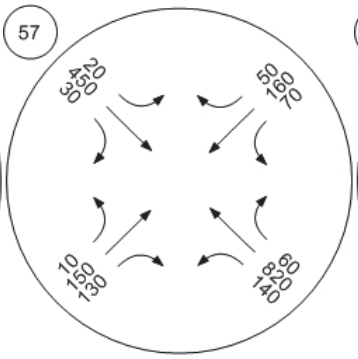
OCEAN AVENUE/CALIFOR



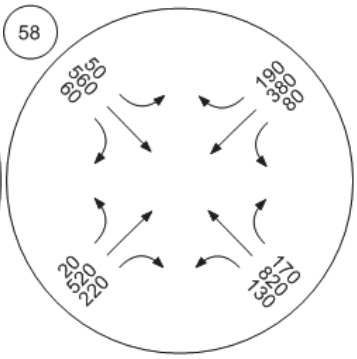
LINCOLN BOULEVARD/WIL



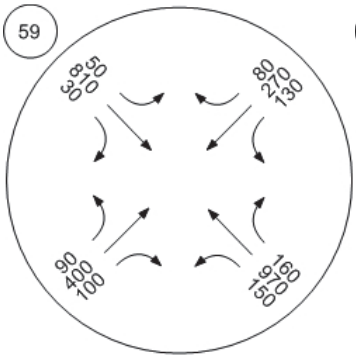
LINCOLN BOULEVARD/ARI



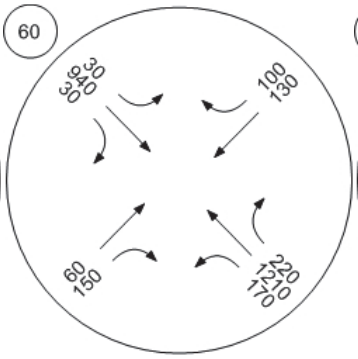
LINCOLN BOULEVARD/SAN



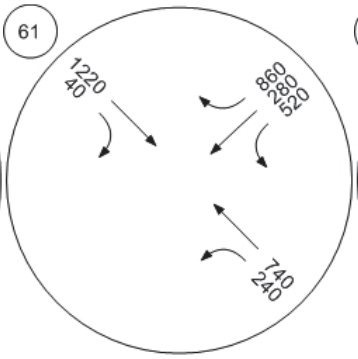
LINCOLN BOULEVARD/BR



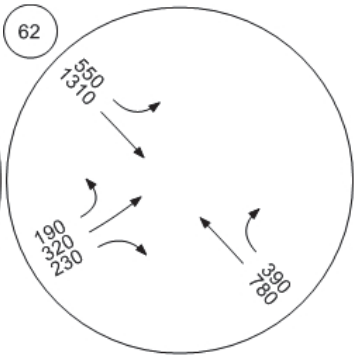
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

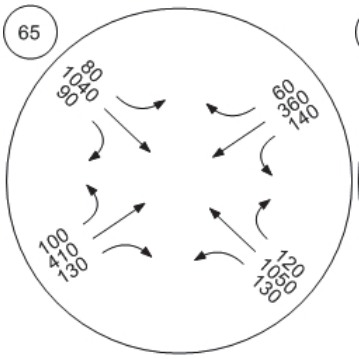


LINCOLN BOULEVARD/I-10

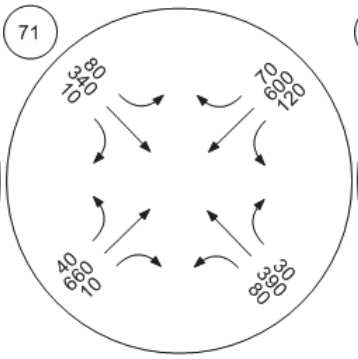


Traffic Volume - Base Volume

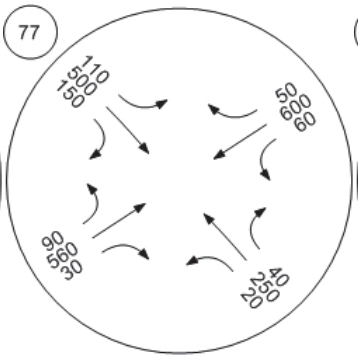
LINCOLN BOULEVARD/OC



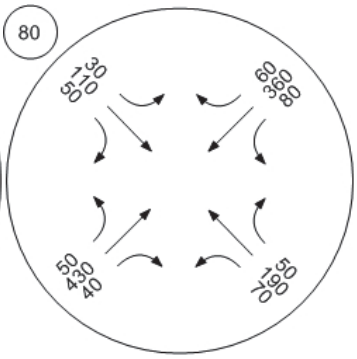
ELEVENTH STREET/SANTA



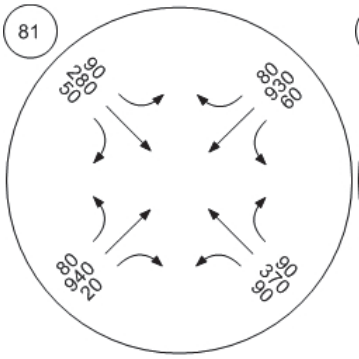
ELEVENTH STREET/PICO B



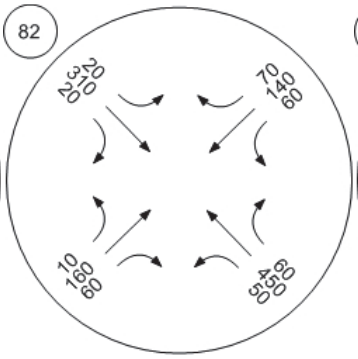
FOURTEENTH STREET/MO



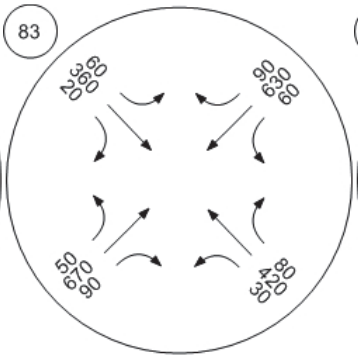
FOURTEENTH STREET/WIL



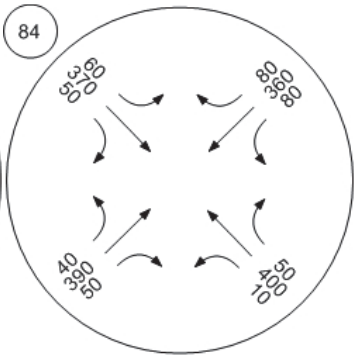
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

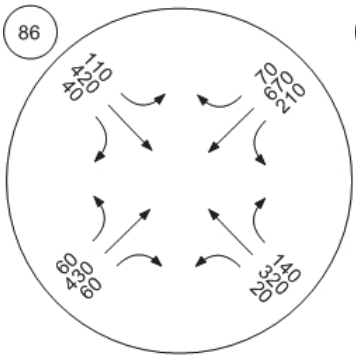


FOURTEENTH STREET/BR

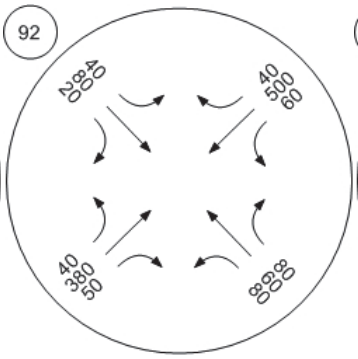


Traffic Volume - Base Volume

FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



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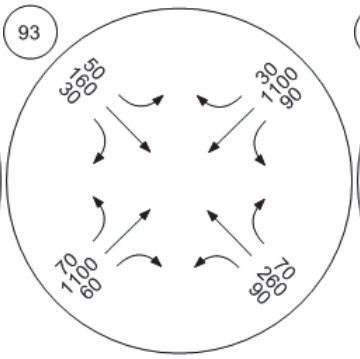
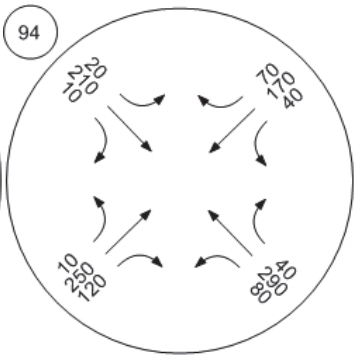
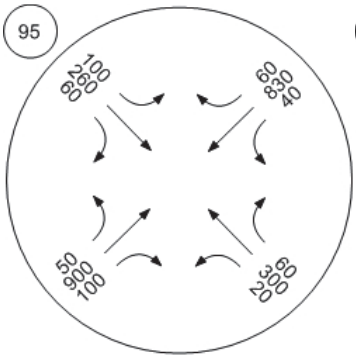


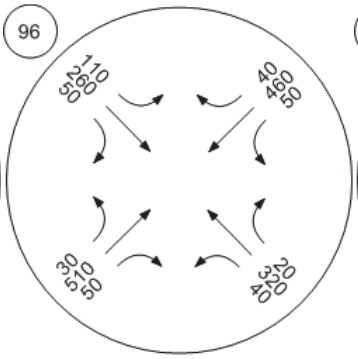
SEVENTEENTH STREET/A



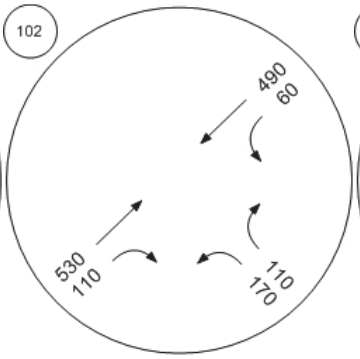
SEVENTEENTH STREET/S



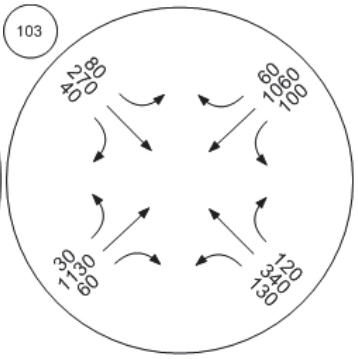
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

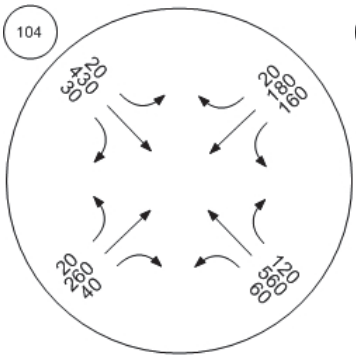


TWENTIETH STREET/WILS

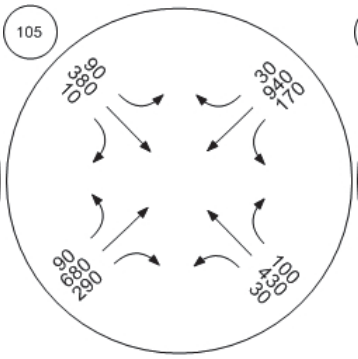


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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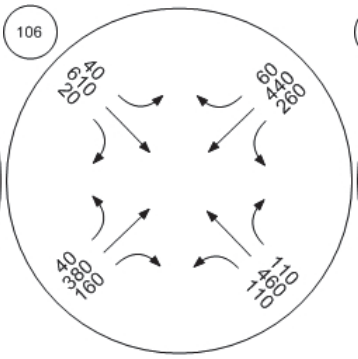

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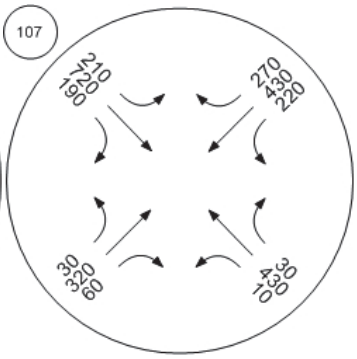

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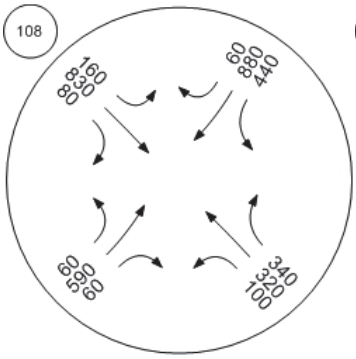
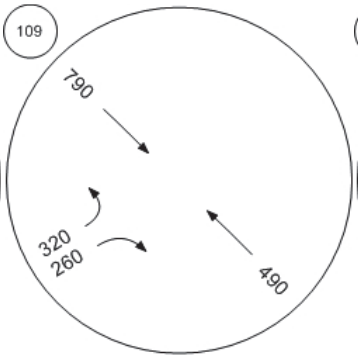


TWENTIETH ST/I-10 EB OF



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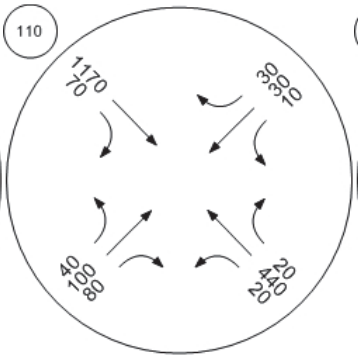

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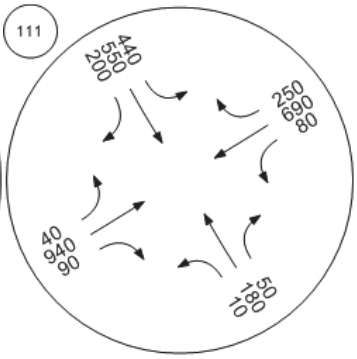
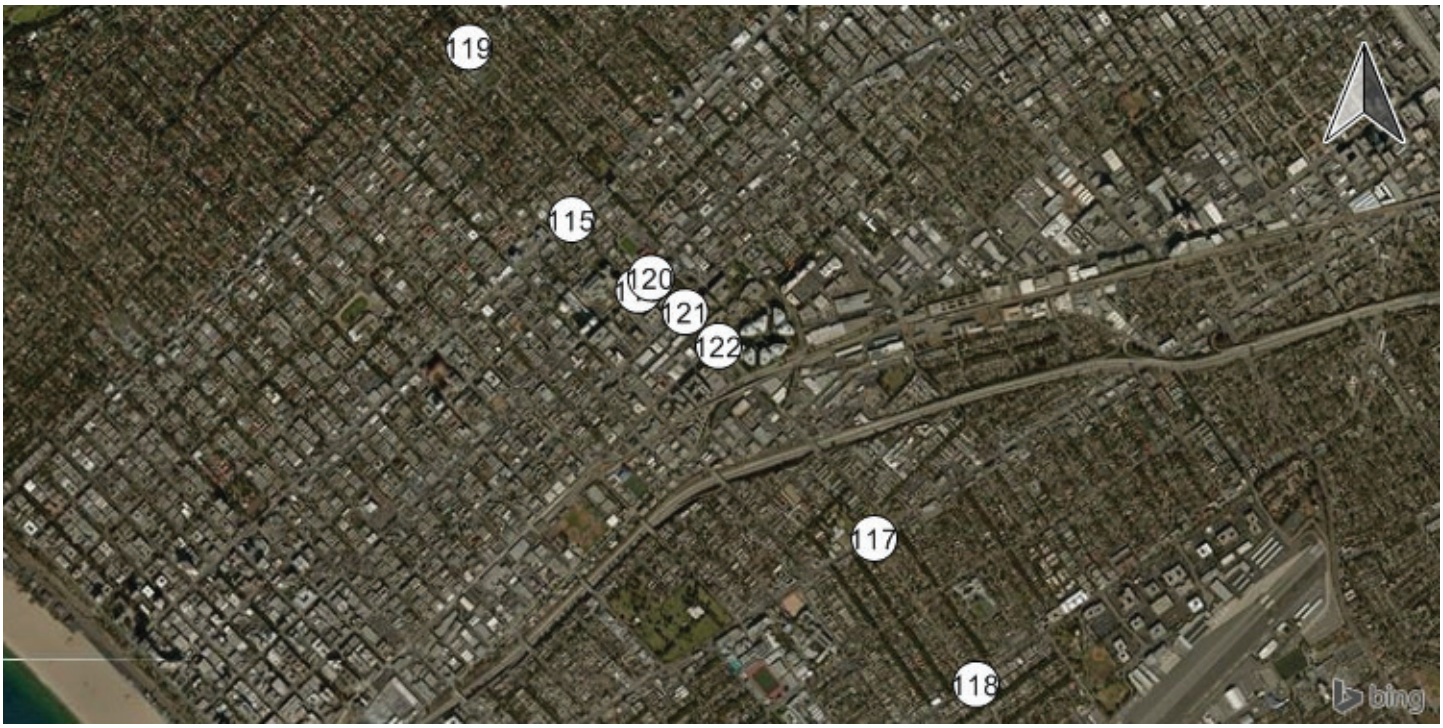
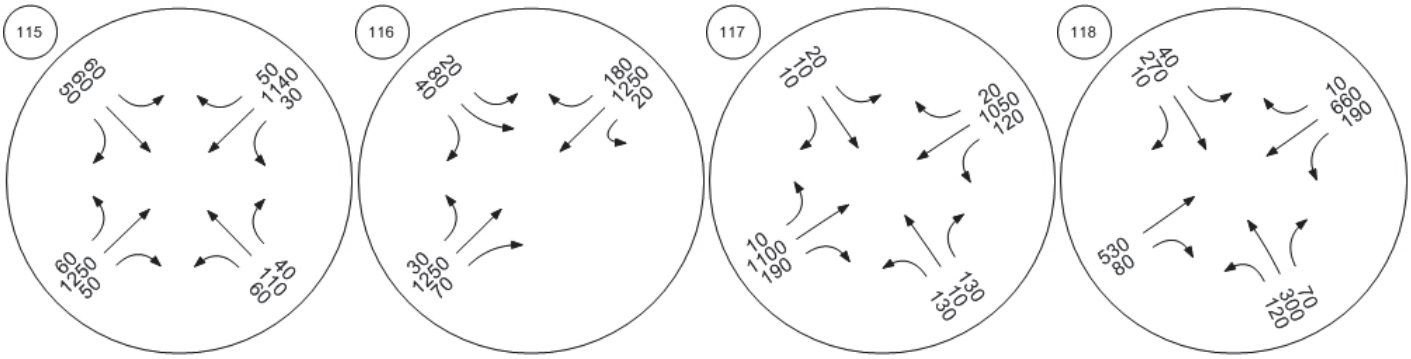


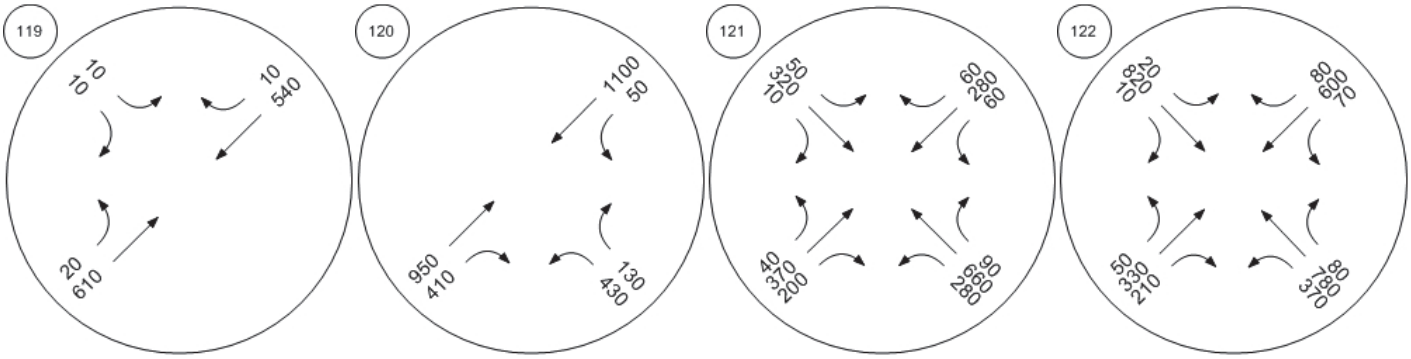
Traffic Volume - Base Volume



TWENTY-THIRD STREET/W TWENTY-THIRD/SANTA MO TWENTY-THIRD STREET/PI TWENTY-THIRD STREET/O

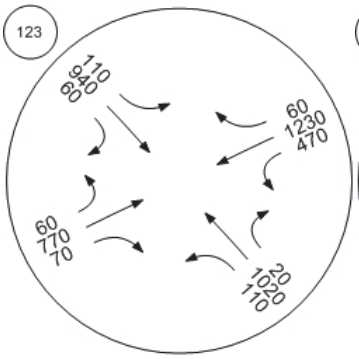


TWENTY-FOURTH STREET CLOVERFIELD BOULEVAR CLOVERFIELD BOULEVAR CLOVERFIELD BOULEVAR



Traffic Volume - Base Volume

CLOVERFIELD BOULEVAR



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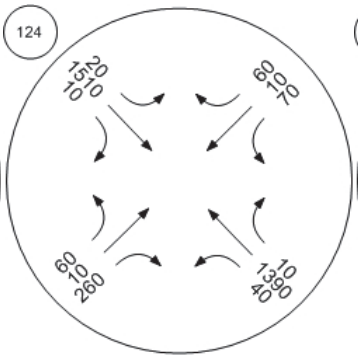

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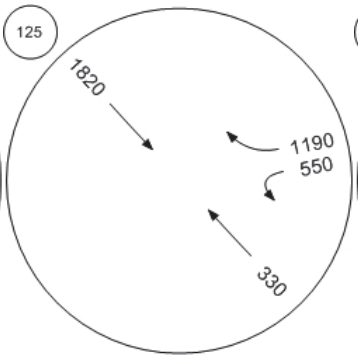

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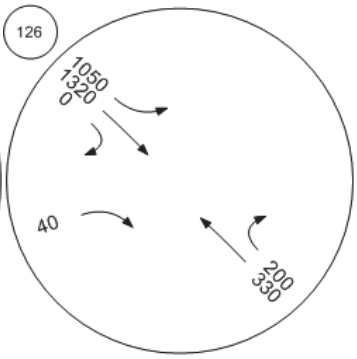

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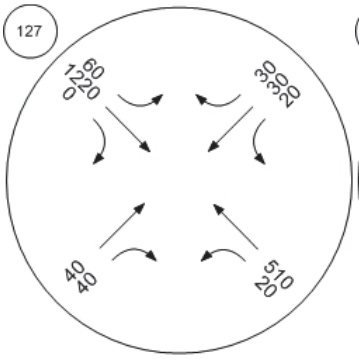

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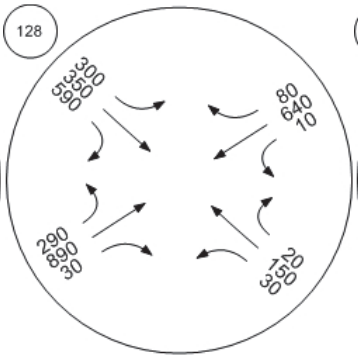

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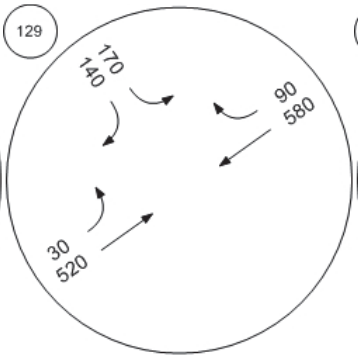
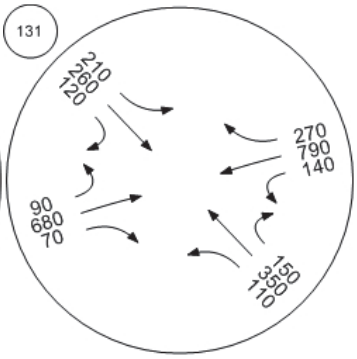
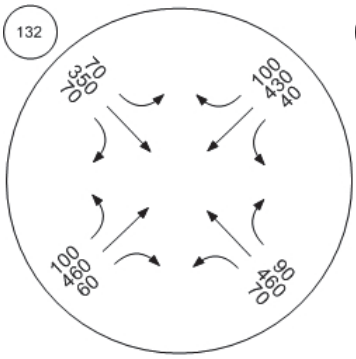


TWENTY-SIXTH STREET/S

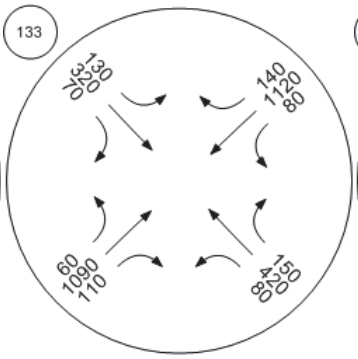


Traffic Volume - Base Volume

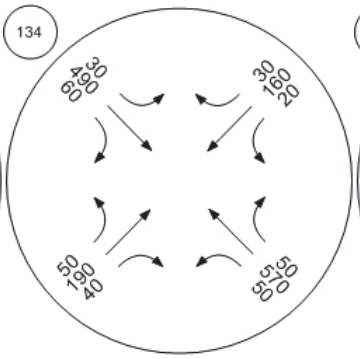
TWENTY-SIXTH STREET/M



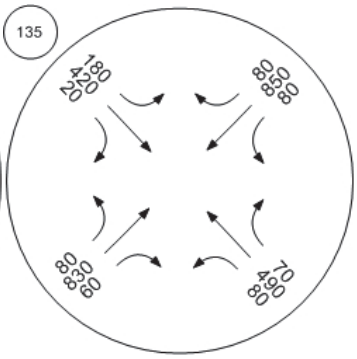
TWENTY-SIXTH STREET/W



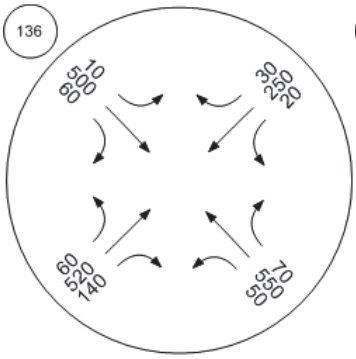
TWENTY-SIXTH STREET/A



TWENTY-SIXTH STREET/S



TWENTY-SIXTH STREET/B



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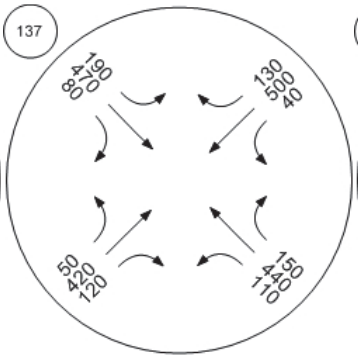
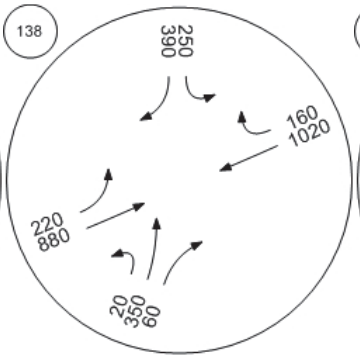
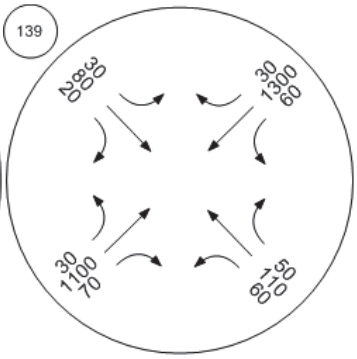


TWENTY-SIXTH STREET/O

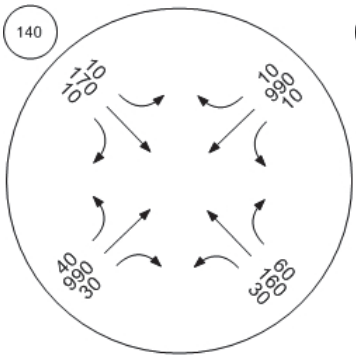


YALE STREET/WILSHIRE B

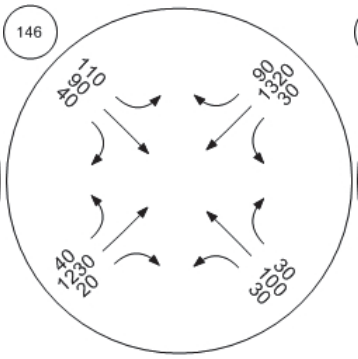


Traffic Volume - Base Volume

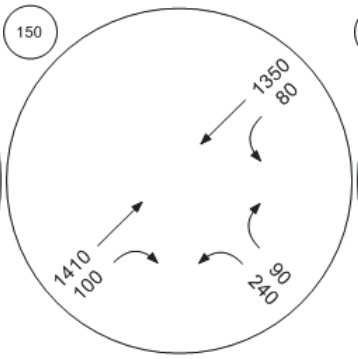
YALE STREET/SANTA MON



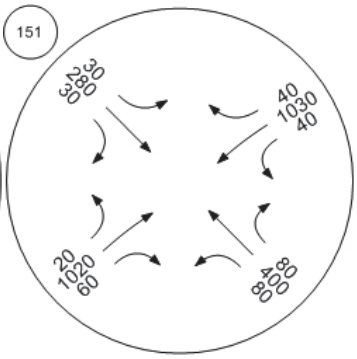
BERKELEY STREET/WILSH



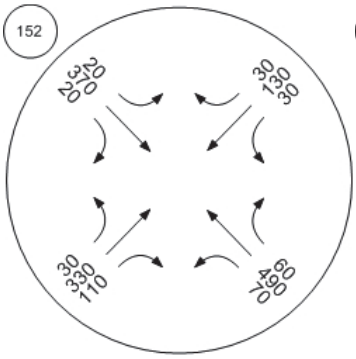
CENTINELA AVENUE (EAS



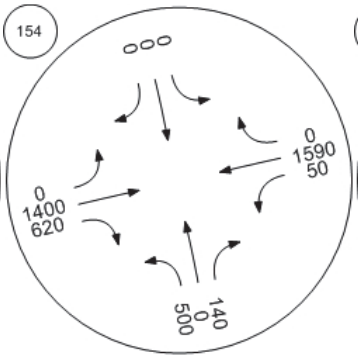
CENTINELA AVENUE/SANT



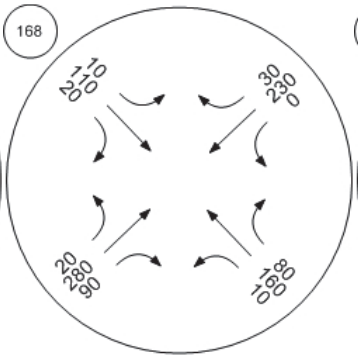
CENTINELA AVENUE/BROA



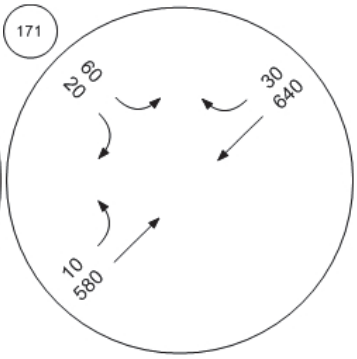
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

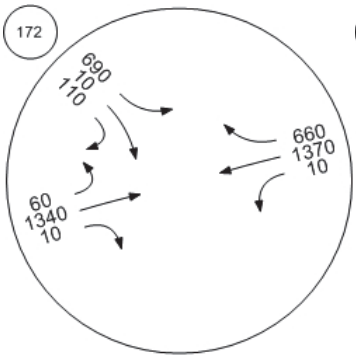


TWENTIETH STREET \(WE

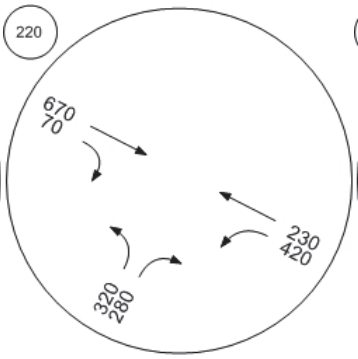


Traffic Volume - Base Volume

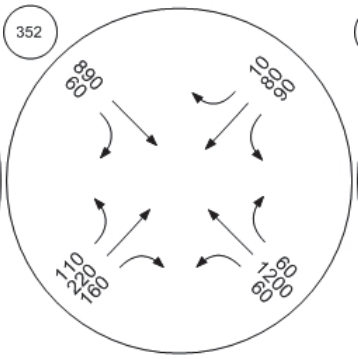
CENTINELA \(WEST\)/OLYM



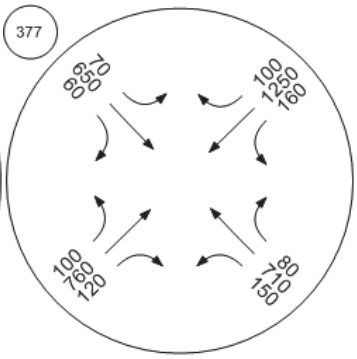
CENTINELA AVENUE/I-10



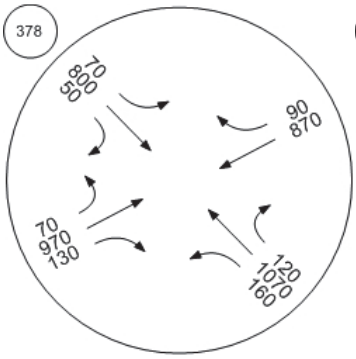
BUNDY DRIVE/OHIO AVEN



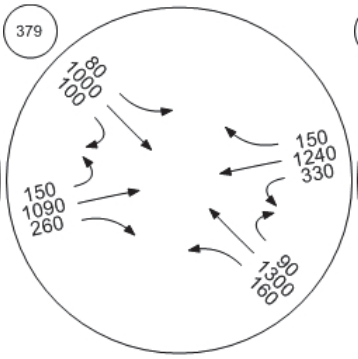
BUNDY DRIVE/WILSHIRE B



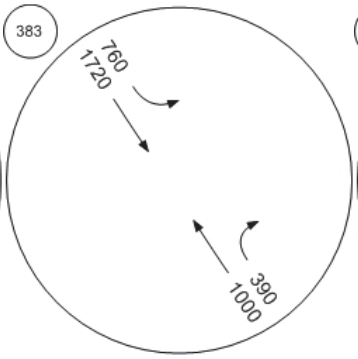
BUNDY DRIVE/SANTA MON



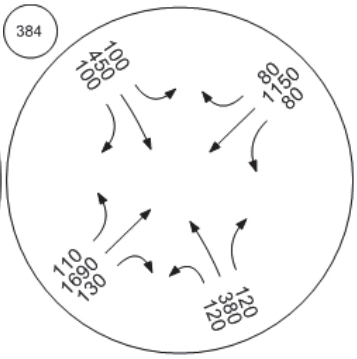
BUNDY DRIVE/OLYMPIC B



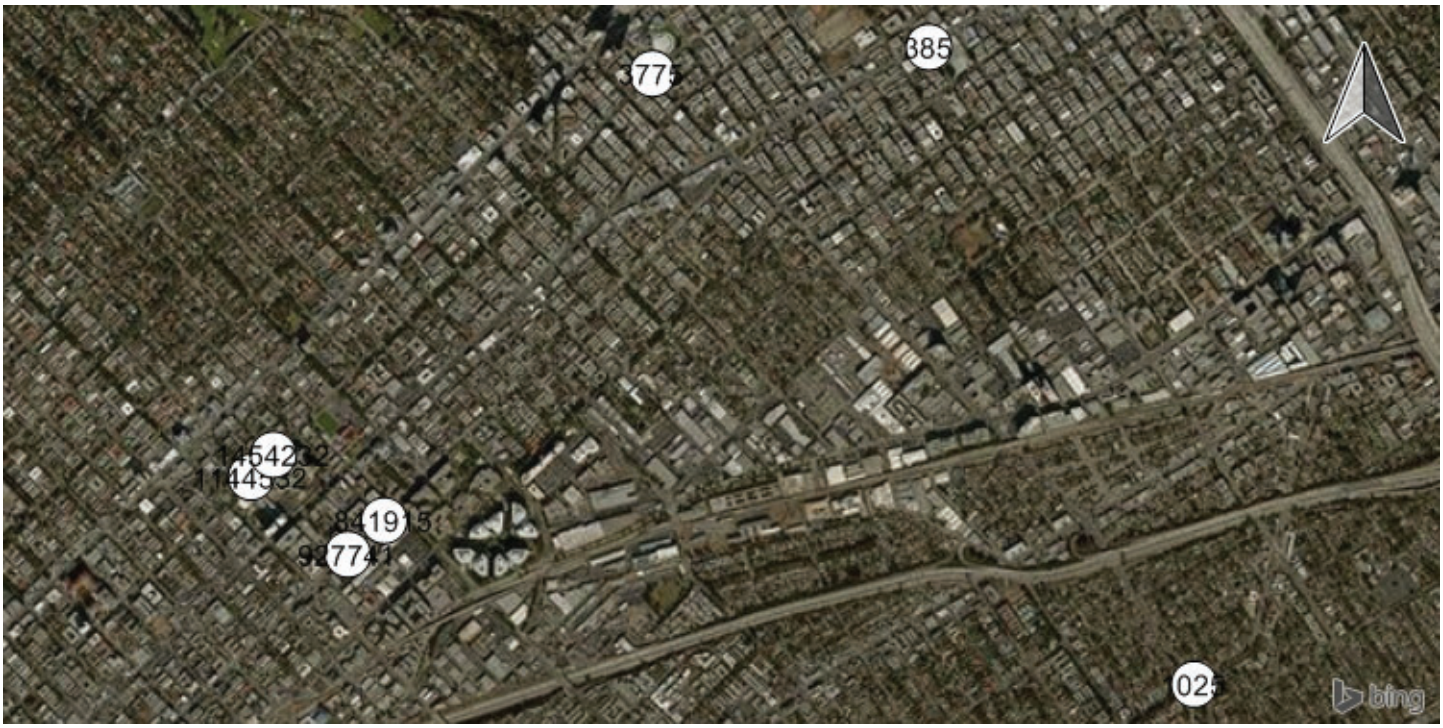
BUNDY DRIVE/I-10 EB ON



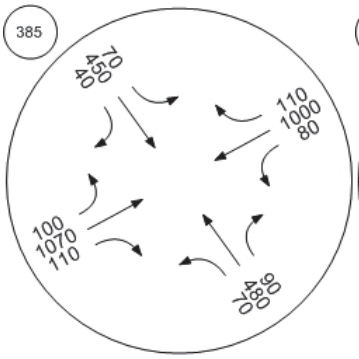
BARRINGTON AVENUE/WIL



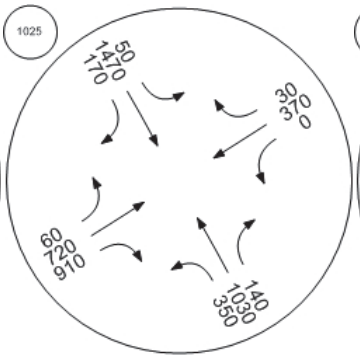
Traffic Volume - Base Volume



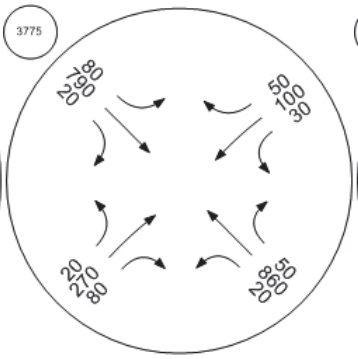
BARRINGTON AVENUE/SA



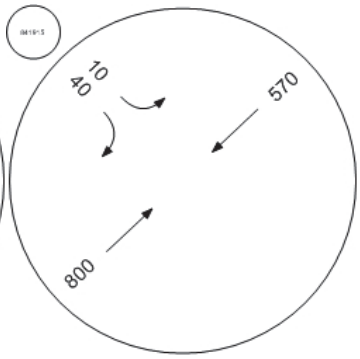
BUNDY DR/OCEAN PARK B



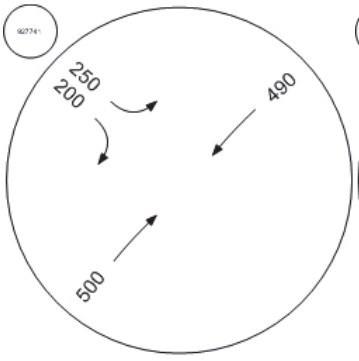
Bundy Drive & Texas Avenue



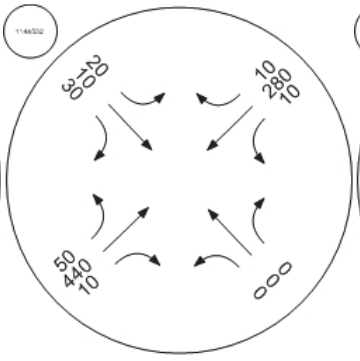
23rd & Broadway



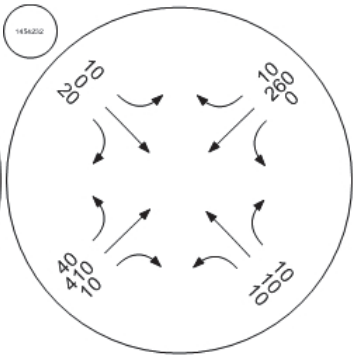
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



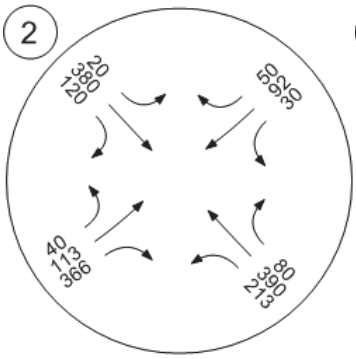
TWENTY-SECOND STREET



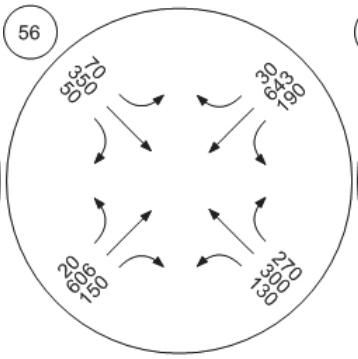
INTERIM YEAR (2031) PLUS PROJECT CONDITIONS

Traffic Volume - Base Volume

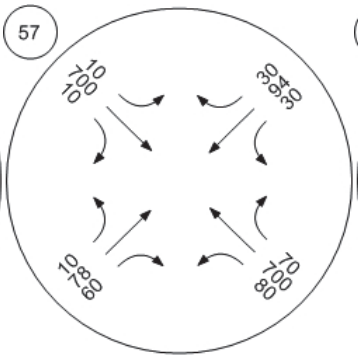
OCEAN AVENUE/CALIFOR



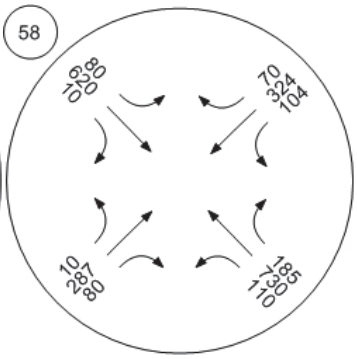
LINCOLN BOULEVARD/WIL



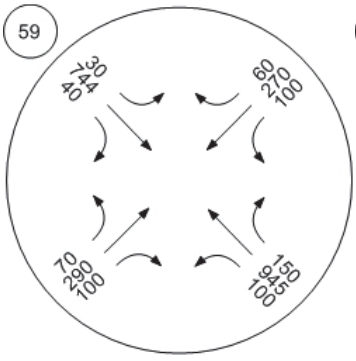
LINCOLN BOULEVARD/ARI



LINCOLN BOULEVARD/SAN



LINCOLN BOULEVARD/BR



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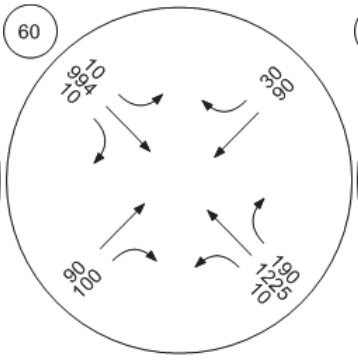

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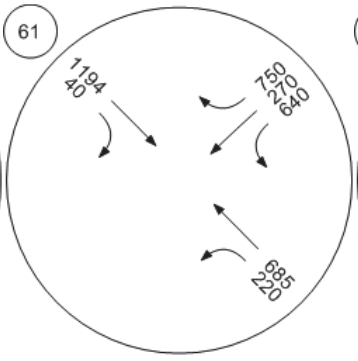
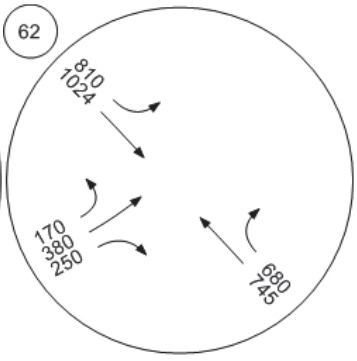
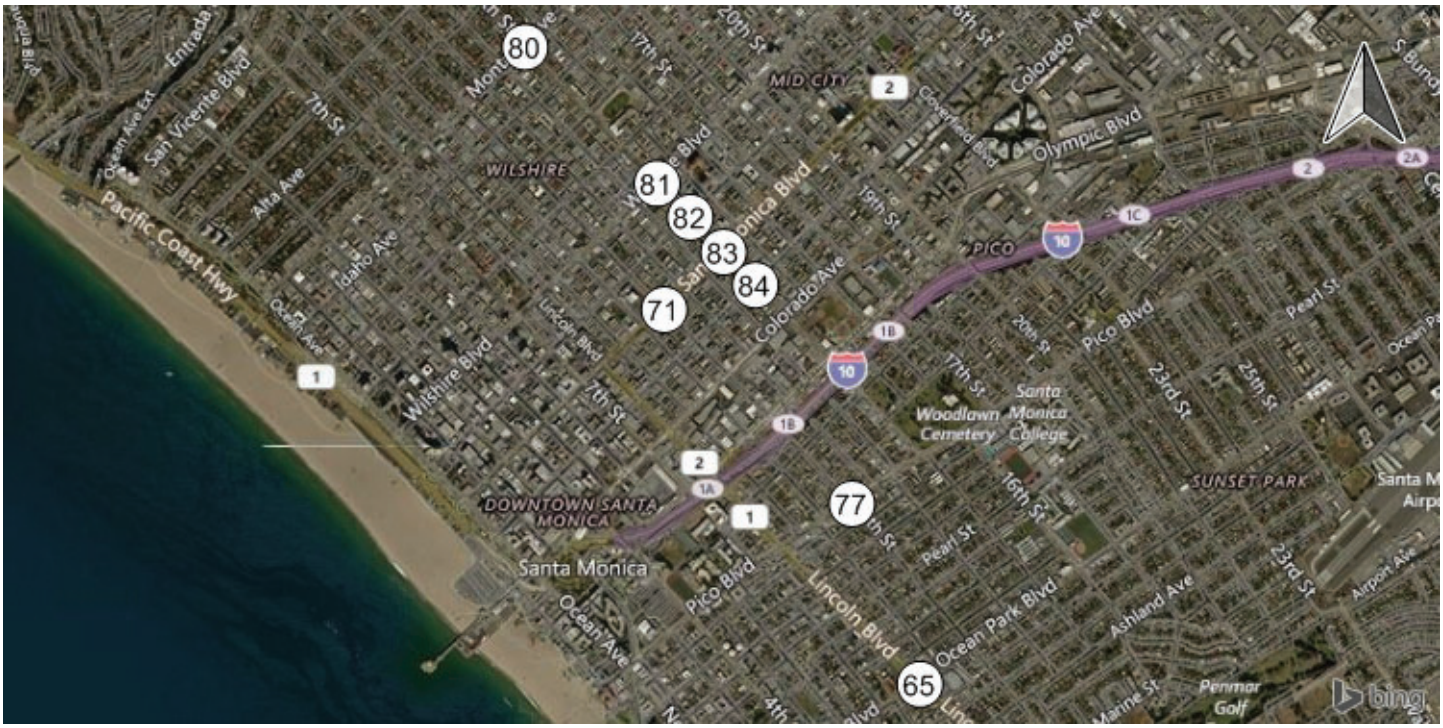


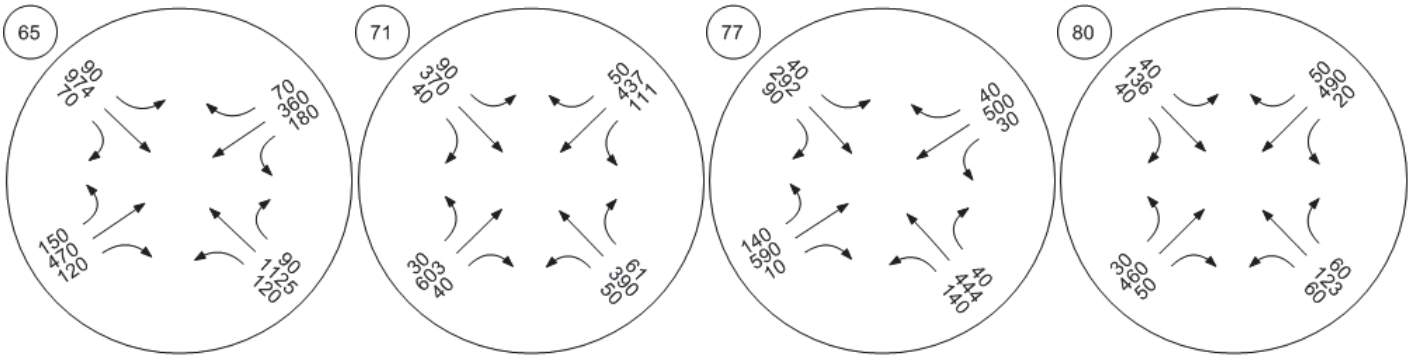
LINCOLN BOULEVARD/I-10



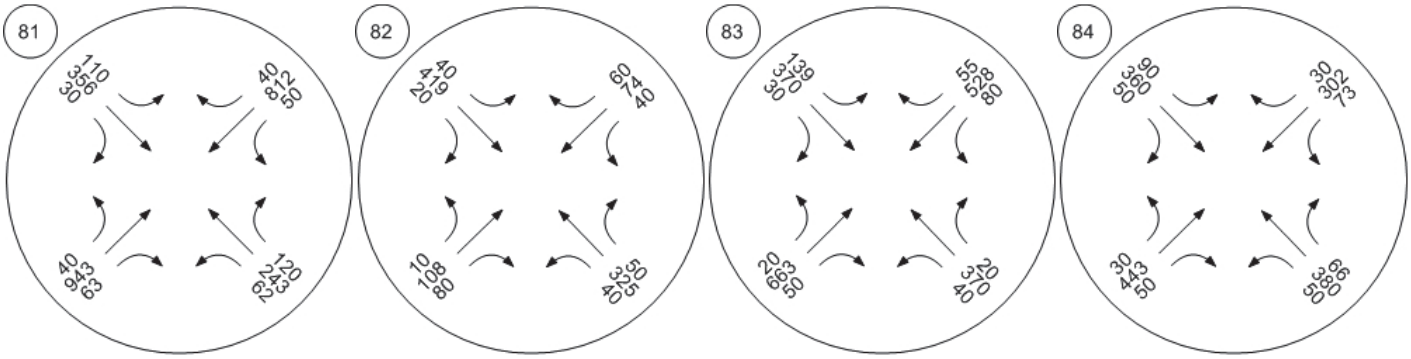
Traffic Volume - Base Volume



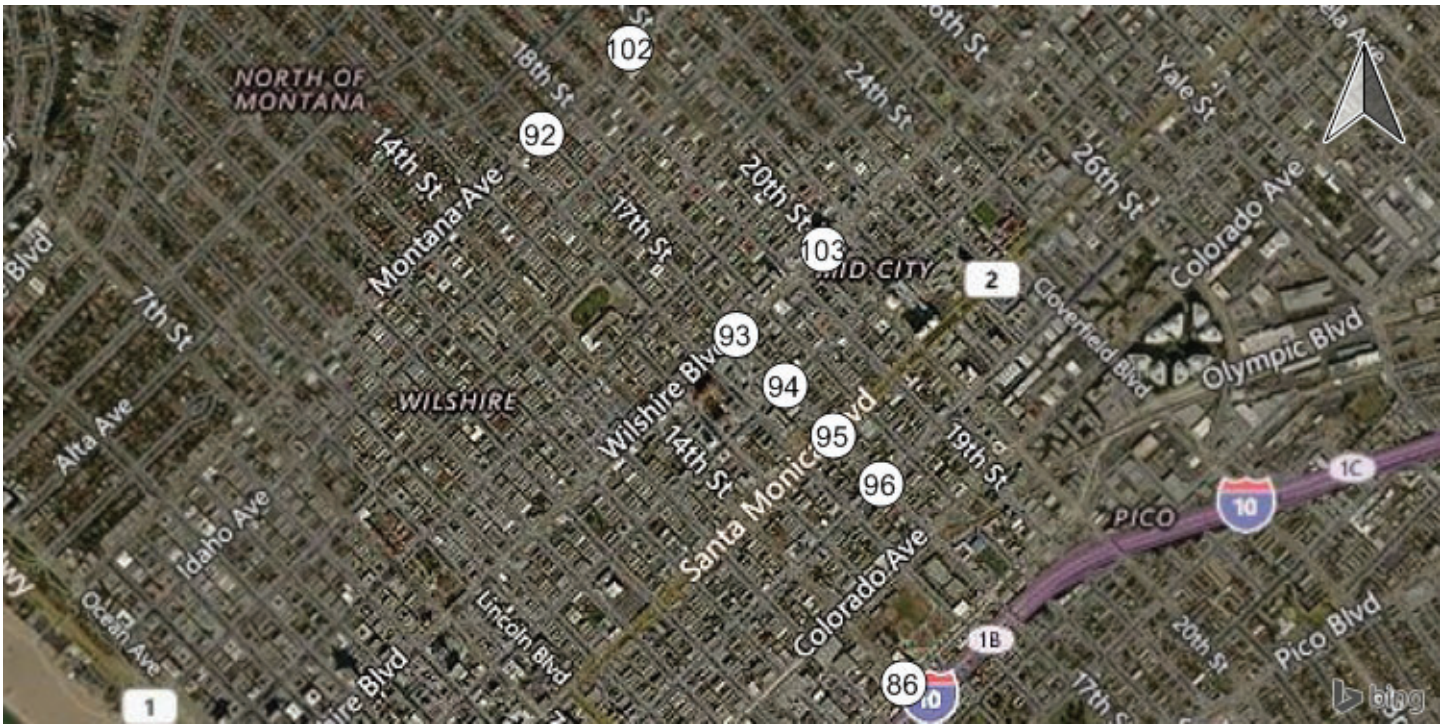
LINCOLN BOULEVARD/OC ELEVENTH STREET/SANTA ELEVENTH STREET/PICO B FOURTEENTH STREET/MO



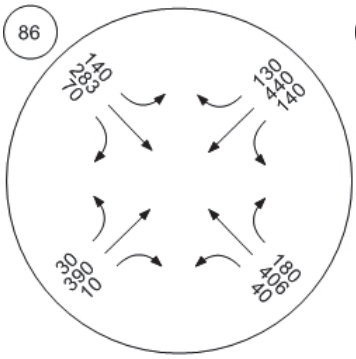
FOURTEENTH STREET/WIL FOURTEENTH STREET/ARI FOURTEENTH STREET/SA FOURTEENTH STREET/BR



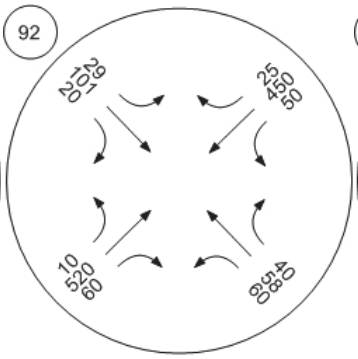
Traffic Volume - Base Volume



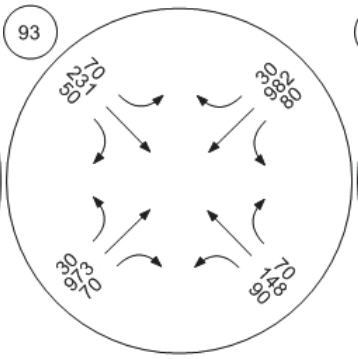
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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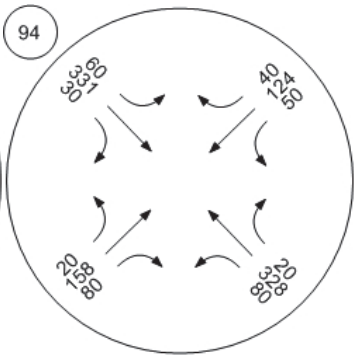
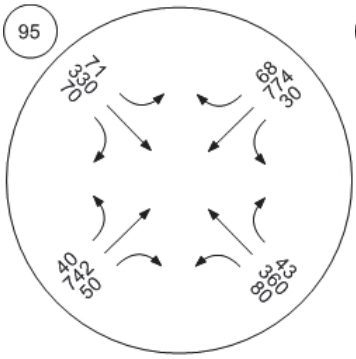
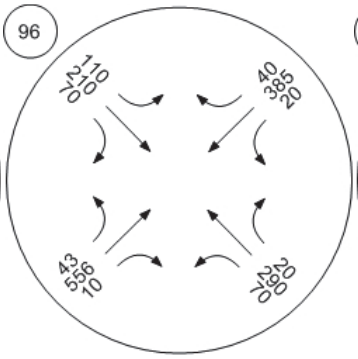


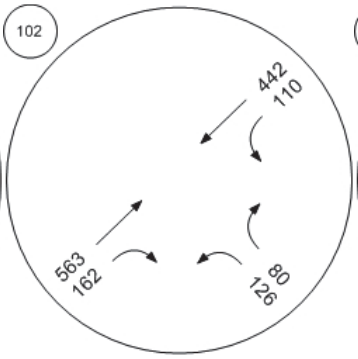
SEVENTEENTH STREET/S



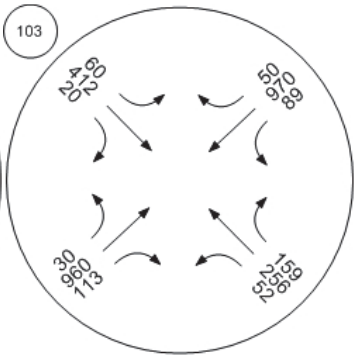
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

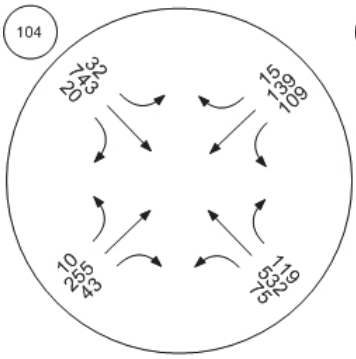


TWENTIETH STREET/WILS

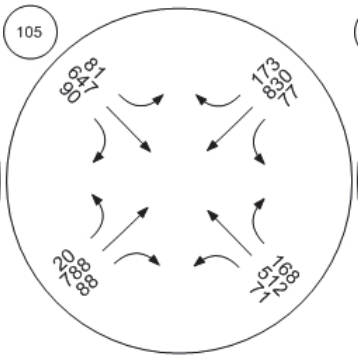


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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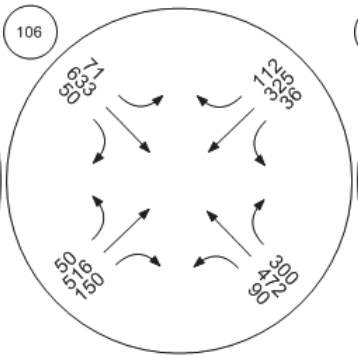
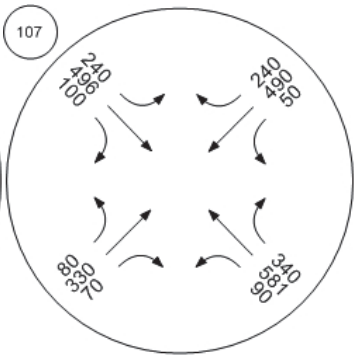
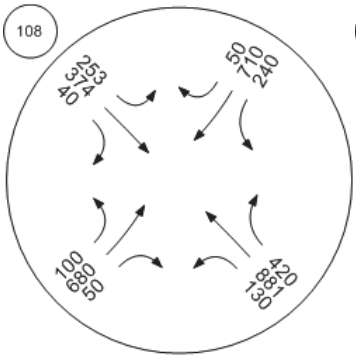


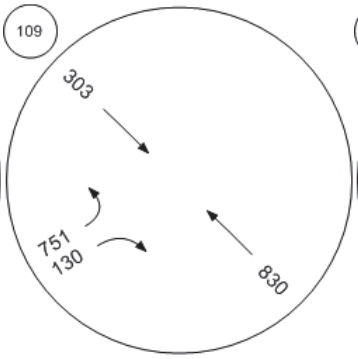
TWENTIETH STREET/COLO



TWENTIETH STREET/OLYM



TWENTIETH ST/I-10 EB OF



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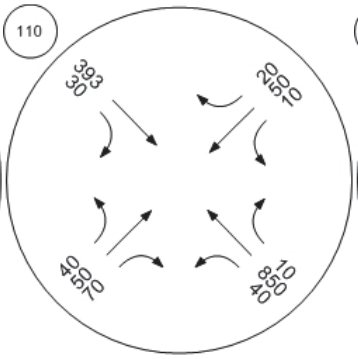

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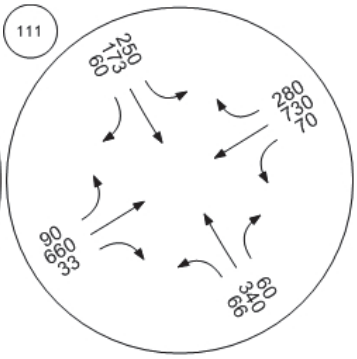
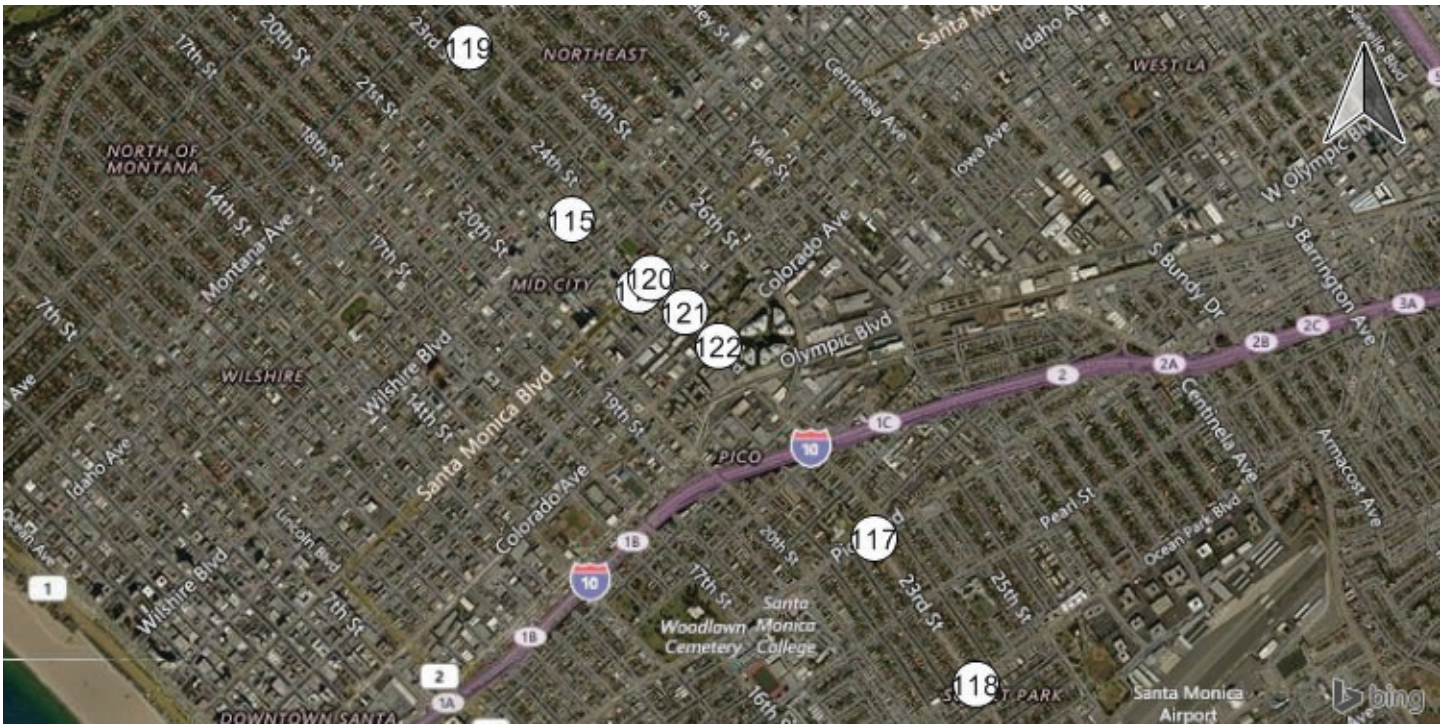
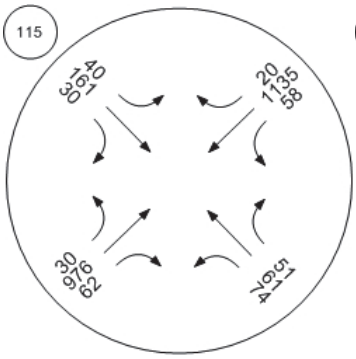


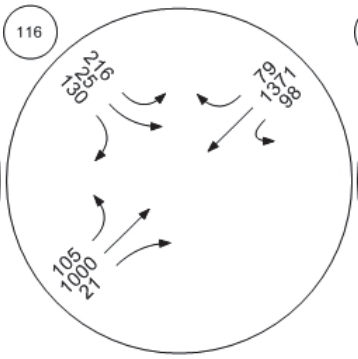
Traffic Volume - Base Volume



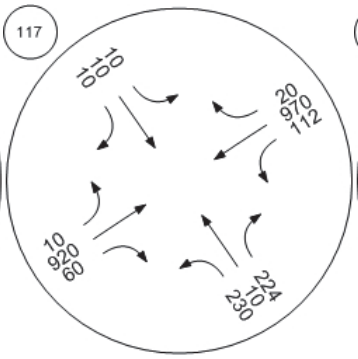
TWENTY-THIRD STREET/W



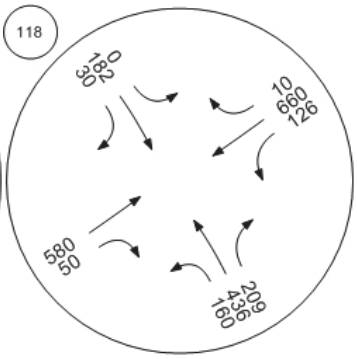
TWENTY-THIRD/SANTA MO



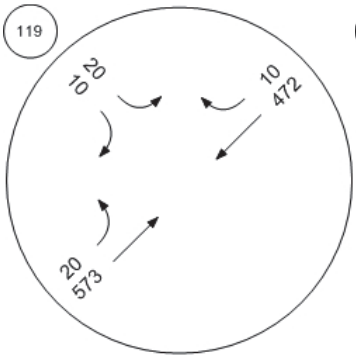
TWENTY-THIRD STREET/PI



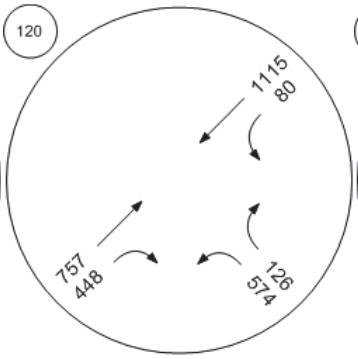
TWENTY-THIRD STREET/O



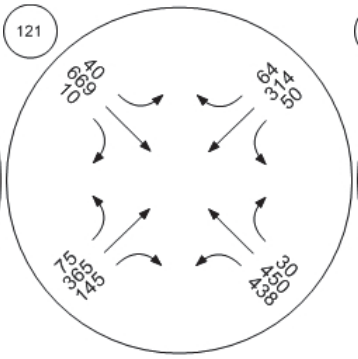
TWENTY-FOURTH STREET



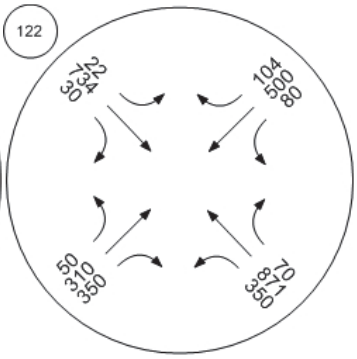
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR

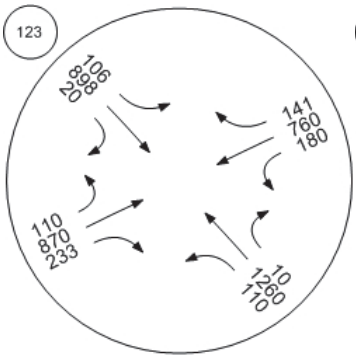


CLOVERFIELD BOULEVAR

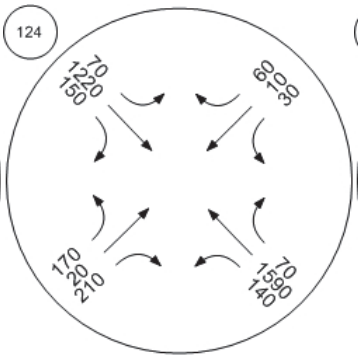


Traffic Volume - Base Volume

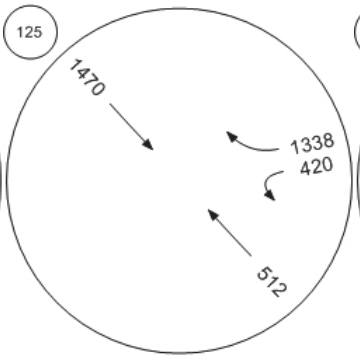
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR



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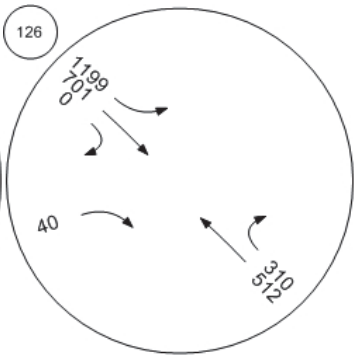
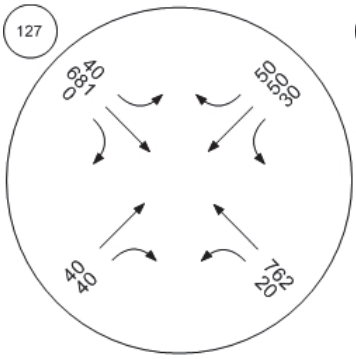


CLOVERFIELD BOULEVAR



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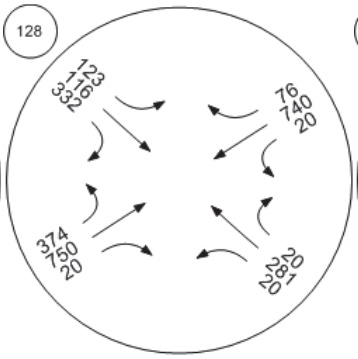
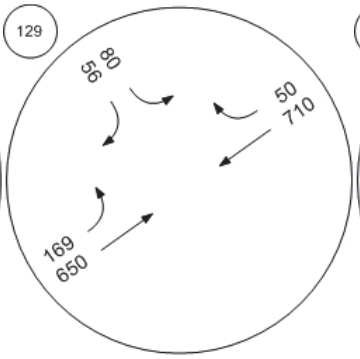
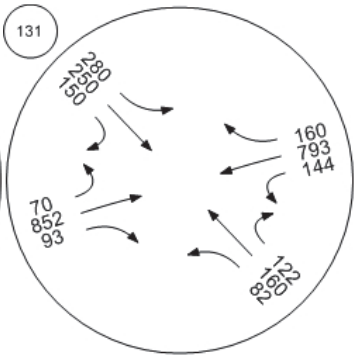


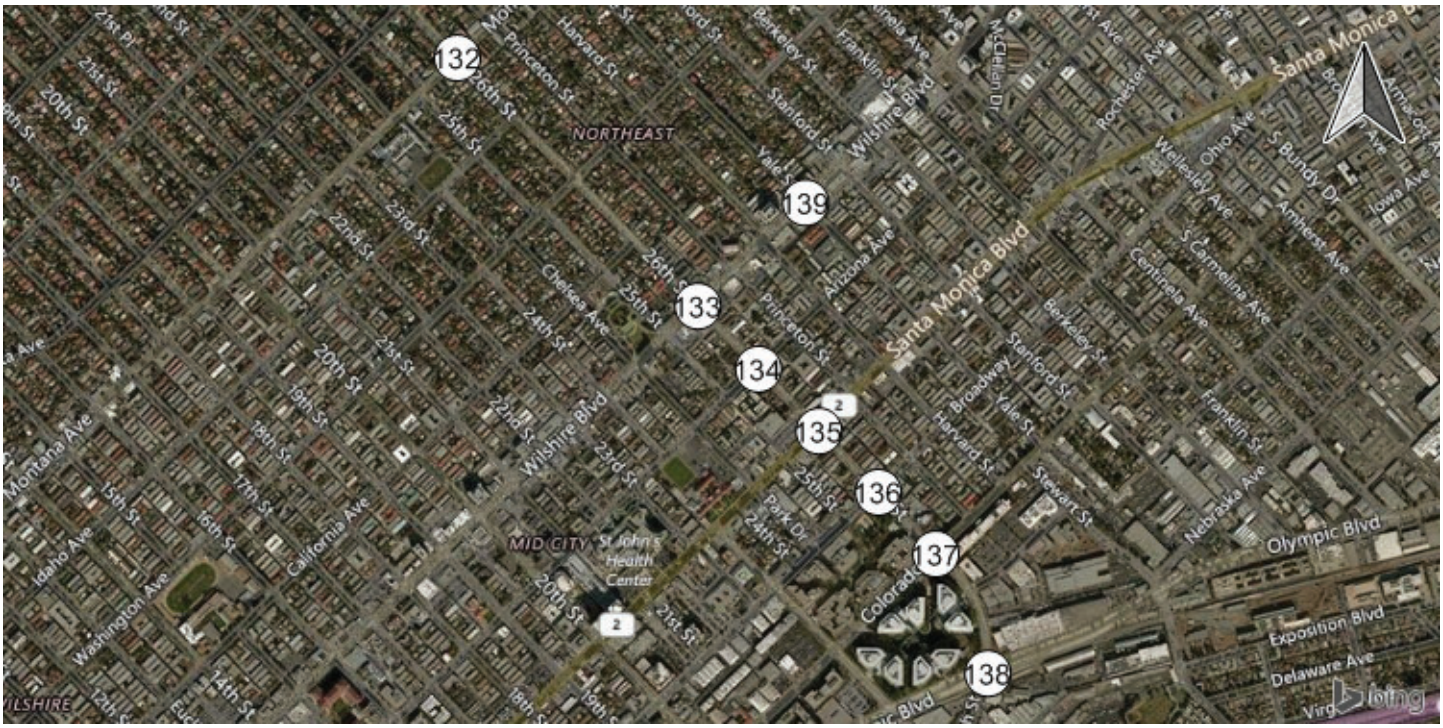
CLOVERFIELD BOULEVAR



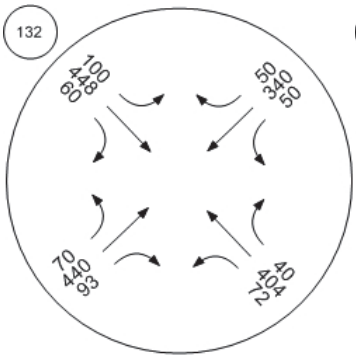
TWENTY-SIXTH STREET/S



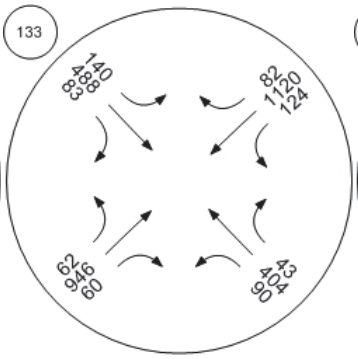
Traffic Volume - Base Volume



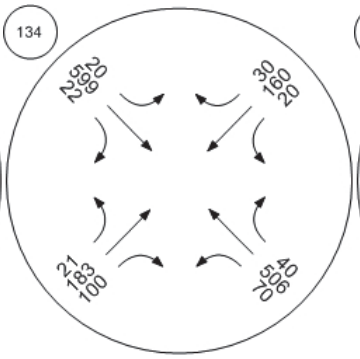
TWENTY-SIXTH STREET/M



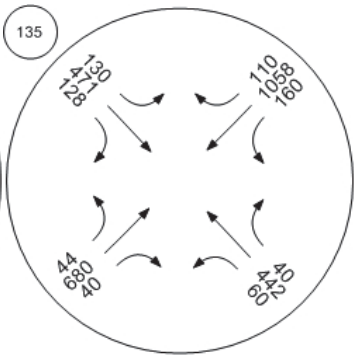
TWENTY-SIXTH STREET/W



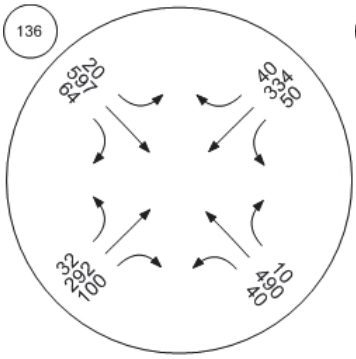
TWENTY-SIXTH STREET/A



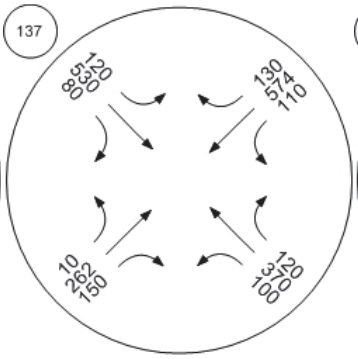
TWENTY-SIXTH STREET/S



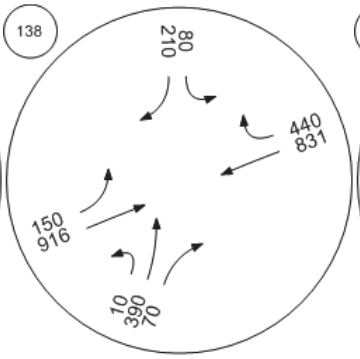
TWENTY-SIXTH STREET/B



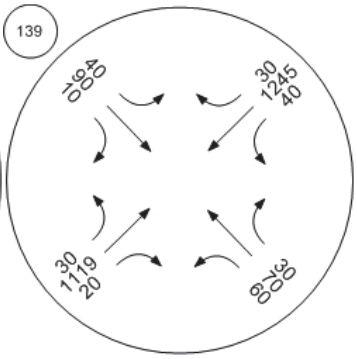
TWENTY-SIXTH STREET/C



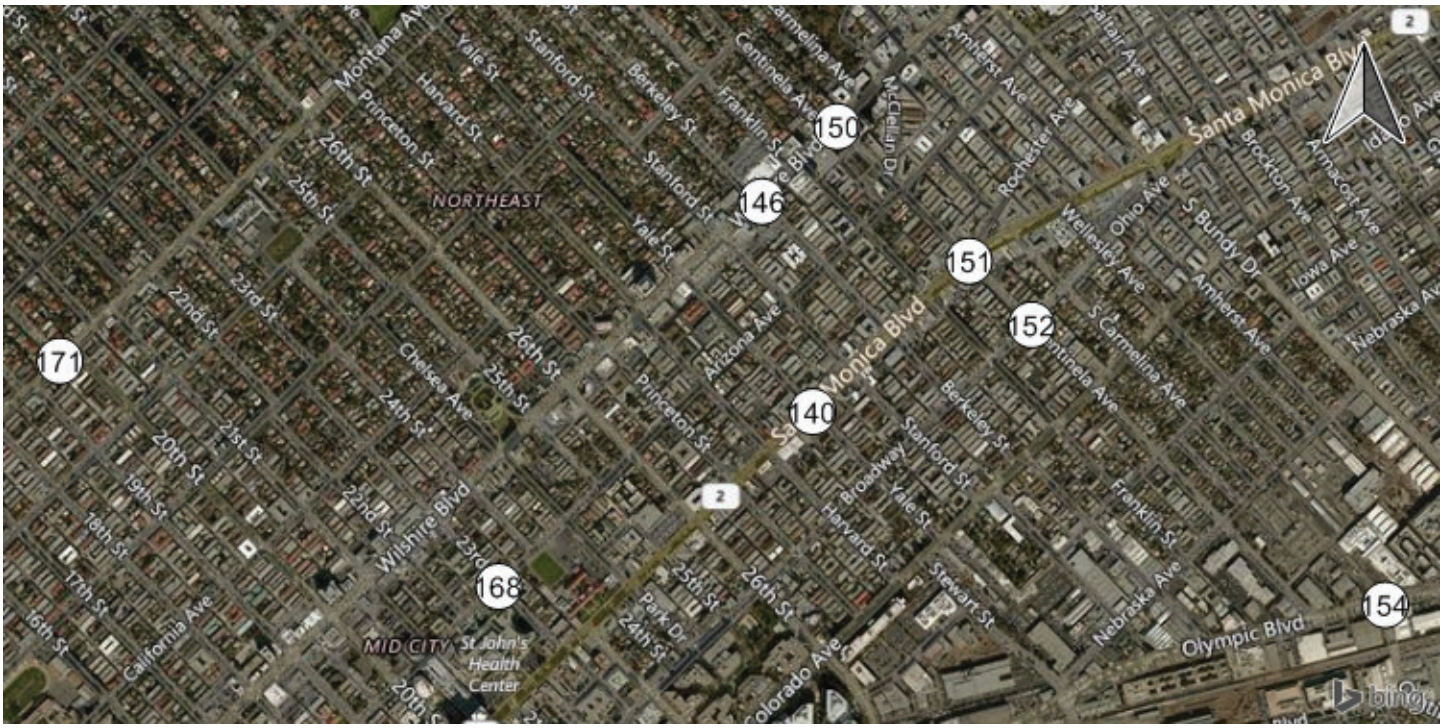
TWENTY-SIXTH STREET/O



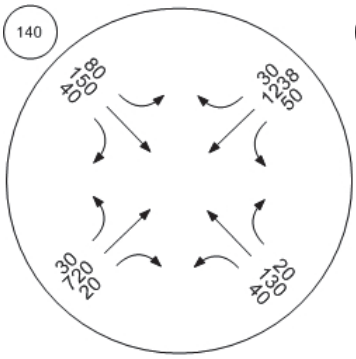
YALE STREET/WILSHIRE B



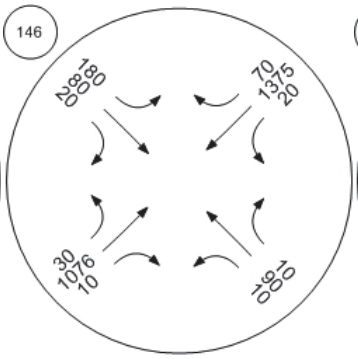
Traffic Volume - Base Volume



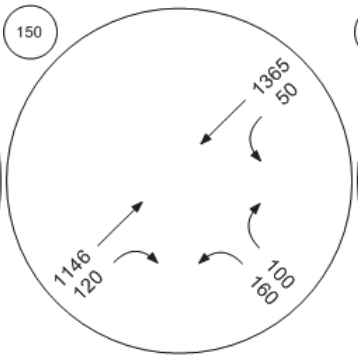
YALE STREET/SANTA MON



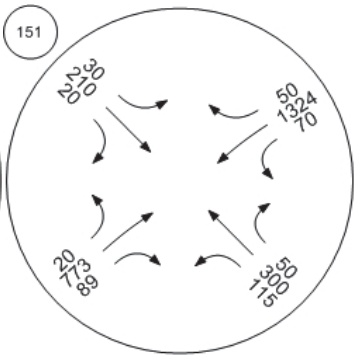
BERKELEY STREET/WILSH



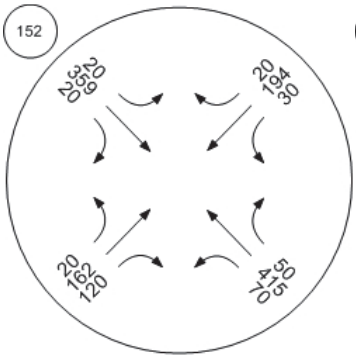
CENTINELA AVENUE (EAS



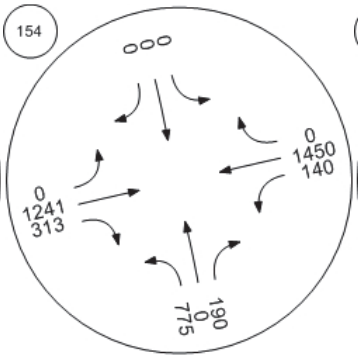
CENTINELA AVENUE/SANT



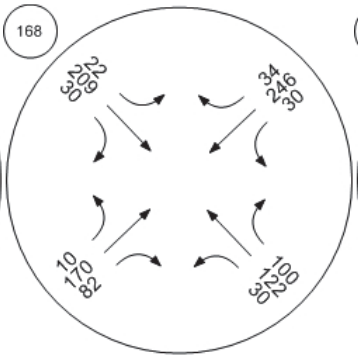
CENTINELA AVENUE/BROA



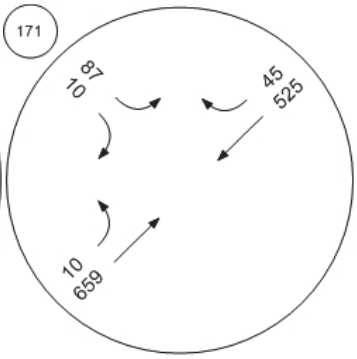
CENTINELA AVENUE (EAS



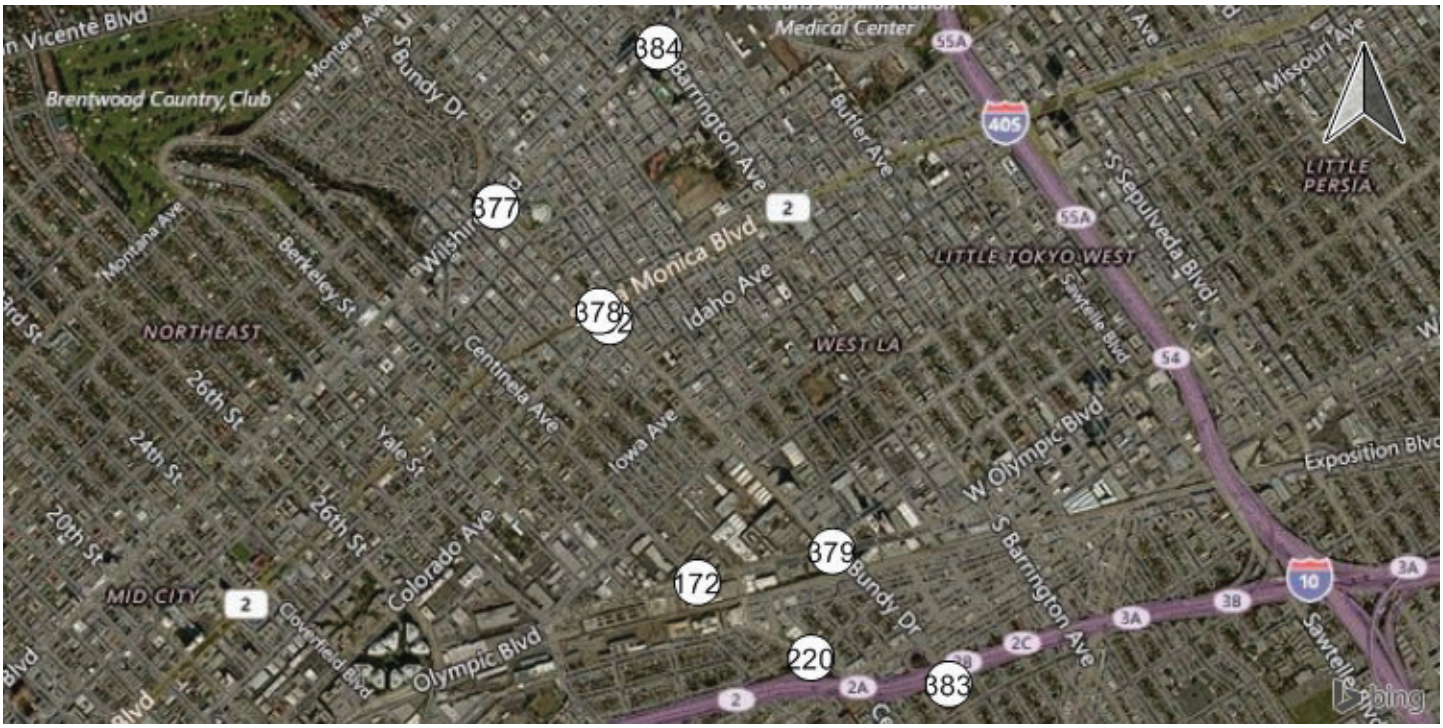
Arizona Ave / 23rd St.



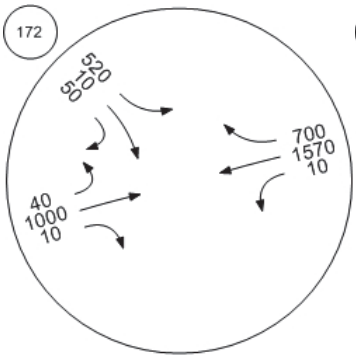
TWENTIETH STREET \(WE



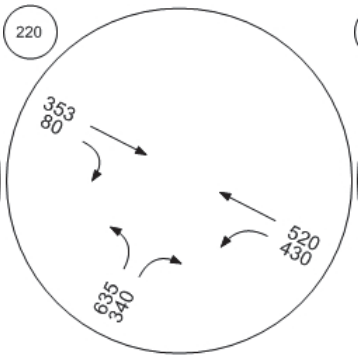
Traffic Volume - Base Volume



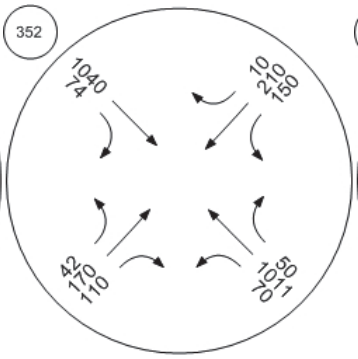
CENTINELA \(WEST\)/OLYM



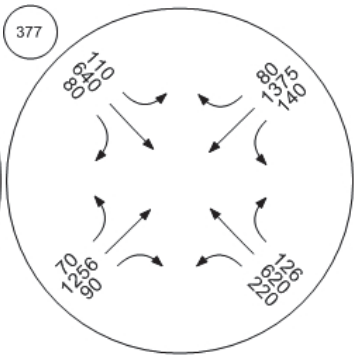
CENTINELA AVENUE/I-10



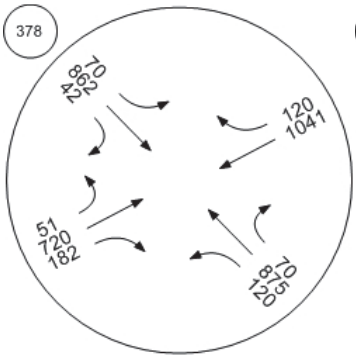
BUNDY DRIVE/OHIO AVEN



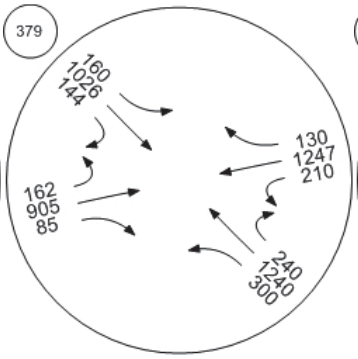
BUNDY DRIVE/WILSHIRE B



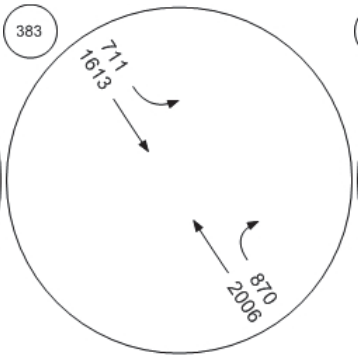
BUNDY DRIVE/SANTA MON



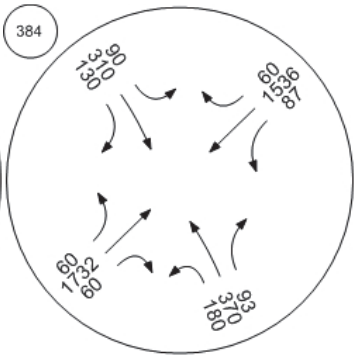
BUNDY DRIVE/OLYMPIC B



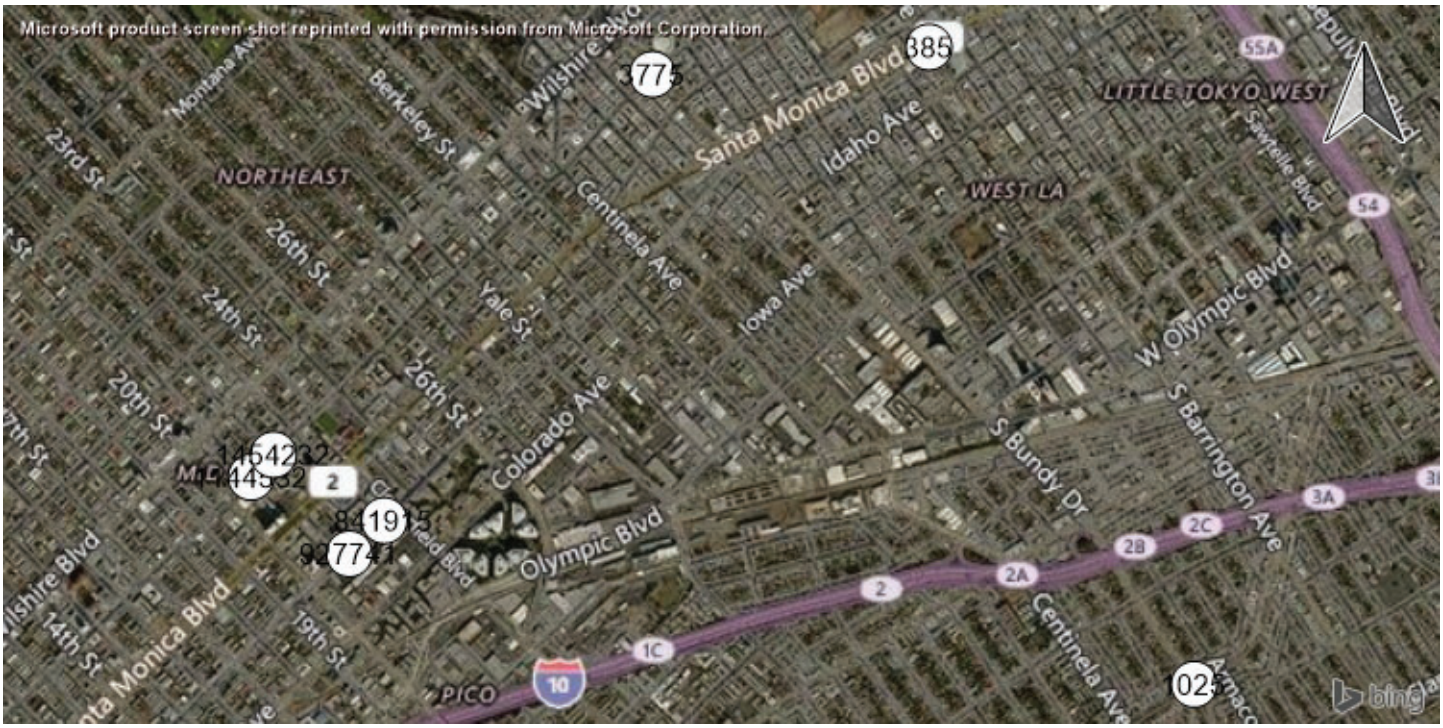
BUNDY DRIVE/I-10 EB ON



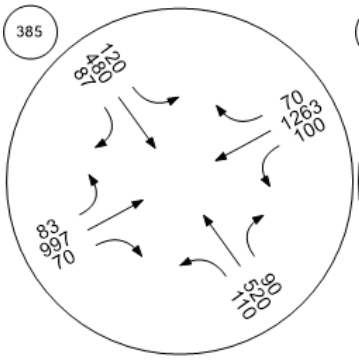
BARRINGTON AVENUE/WIL



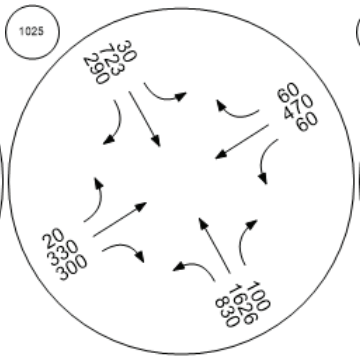
Traffic Volume - Base Volume



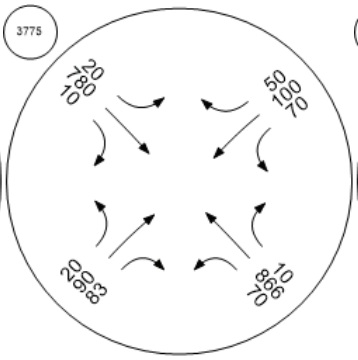
BARRINGTON AVENUE/SA



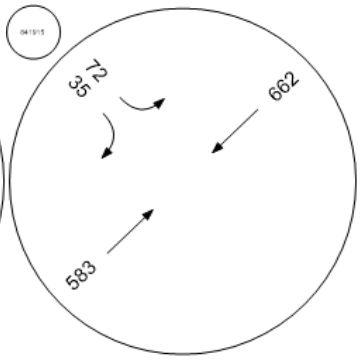
BUNDY DR/OCEAN PARK B



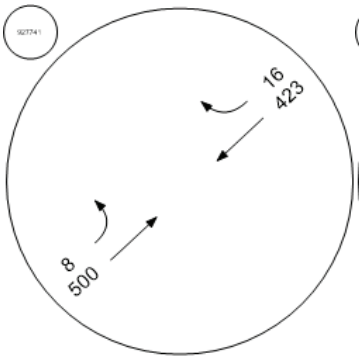
Bundy Drive & Texas Avenue



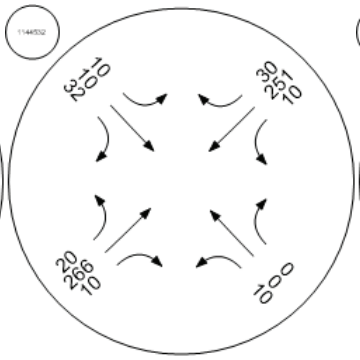
23rd & Broadway



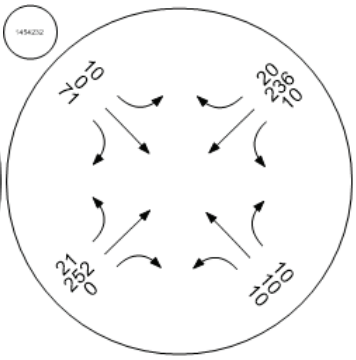
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A

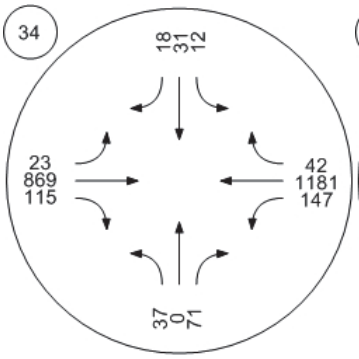


TWENTY-SECOND STREET

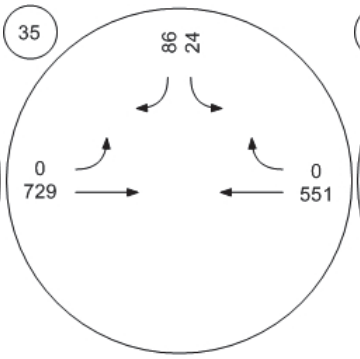


Traffic Volume - Base Volume

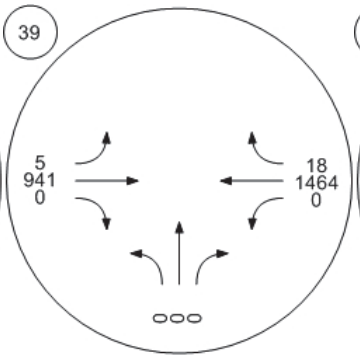
20th Place & Santa Monica B



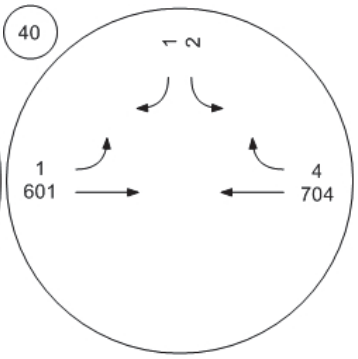
20th Place & Broadway



22nd Street & Santa Monica

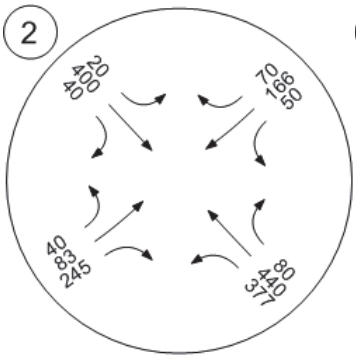


22nd Street & Broadway

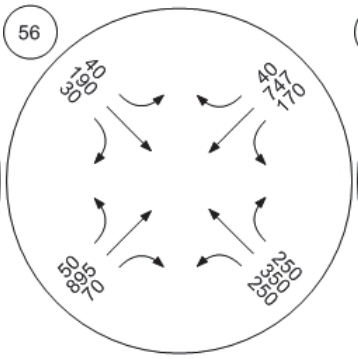


Traffic Volume - Base Volume

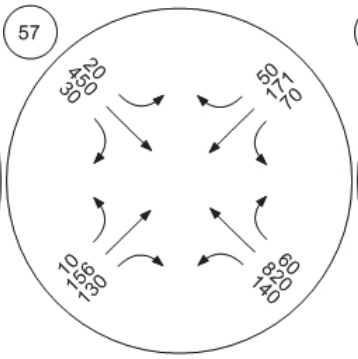
OCEAN AVENUE/CALIFOR



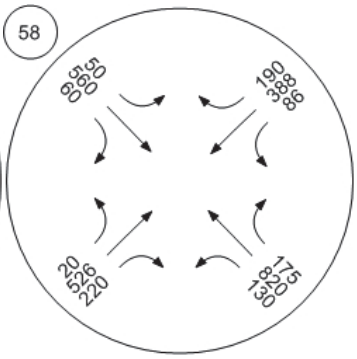
LINCOLN BOULEVARD/WIL



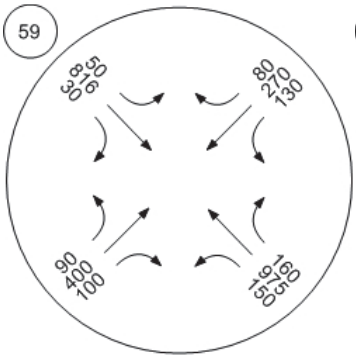
LINCOLN BOULEVARD/ARI



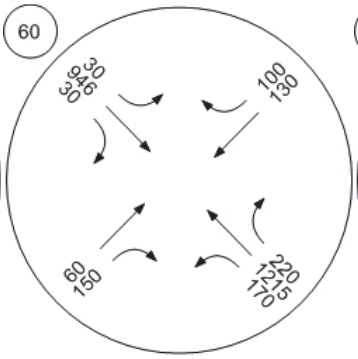
LINCOLN BOULEVARD/SAN



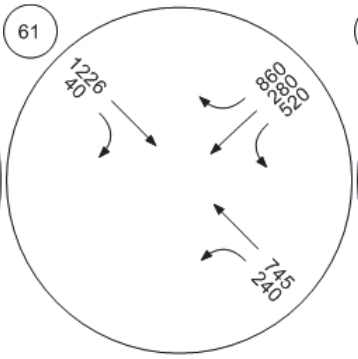
LINCOLN BOULEVARD/BR



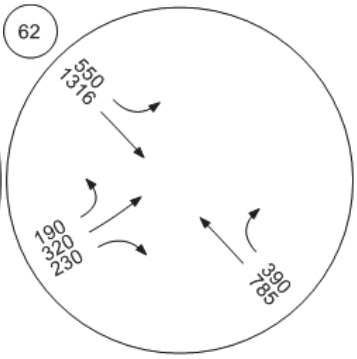
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

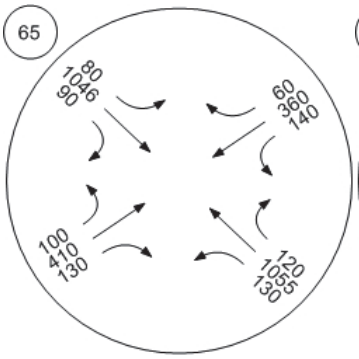


LINCOLN BOULEVARD/I-10

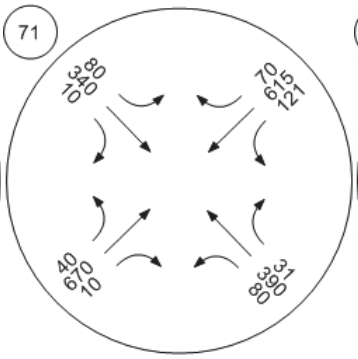


Traffic Volume - Base Volume

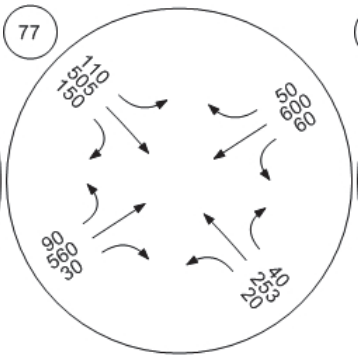
LINCOLN BOULEVARD/OC



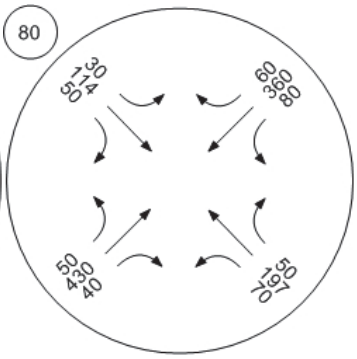
ELEVENTH STREET/SANTA



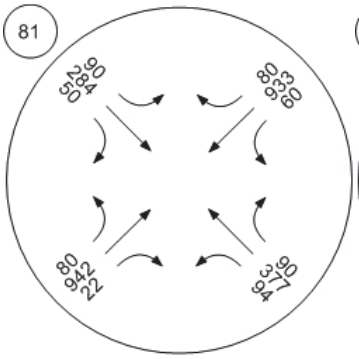
ELEVENTH STREET/PICO B



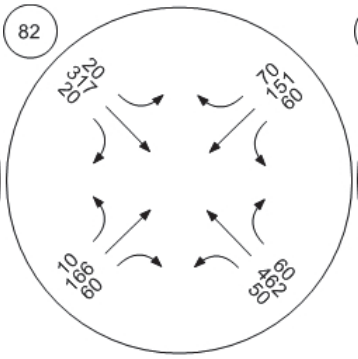
FOURTEENTH STREET/MO



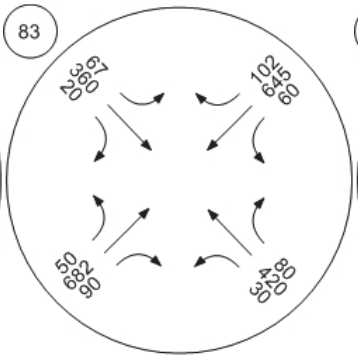
FOURTEENTH STREET/WIL



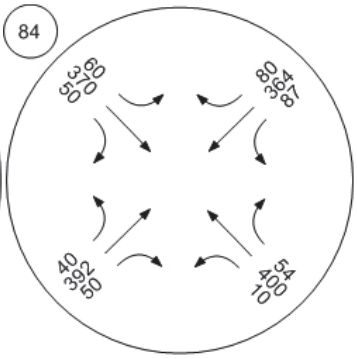
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

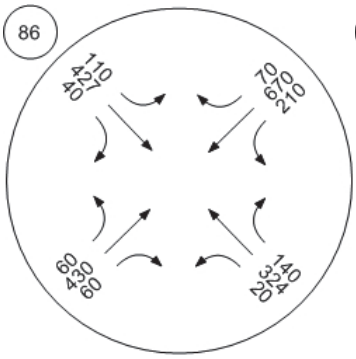


FOURTEENTH STREET/BR

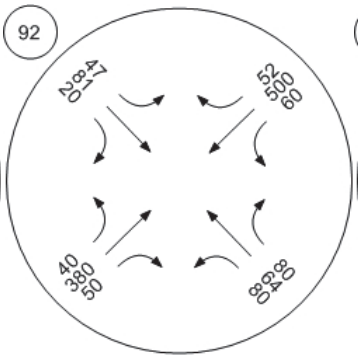


Traffic Volume - Base Volume

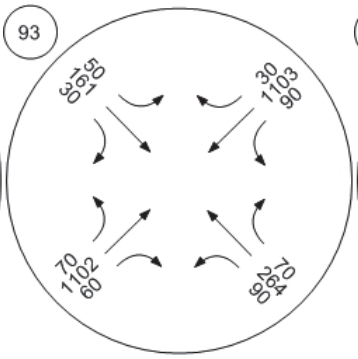
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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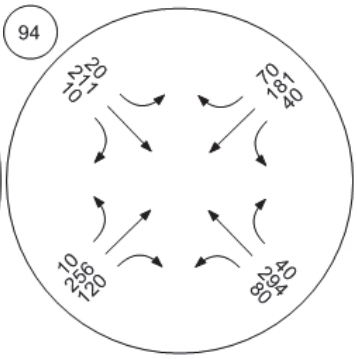
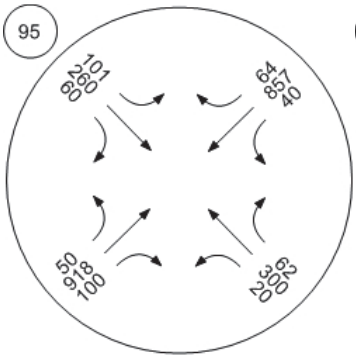
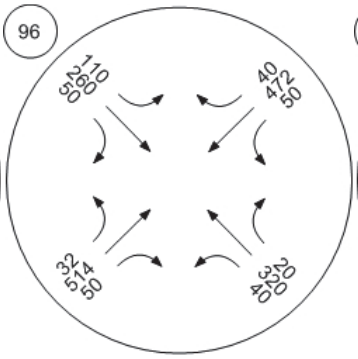


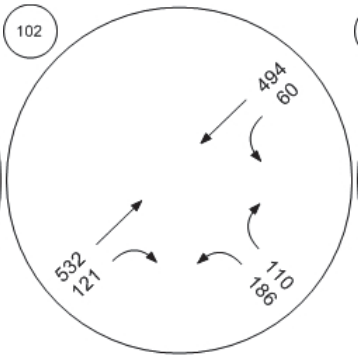
SEVENTEENTH STREET/S



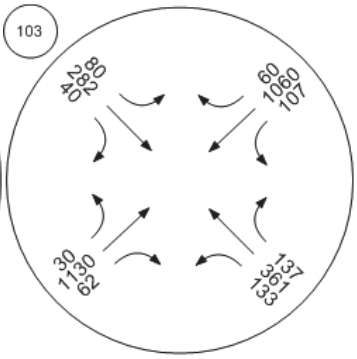
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

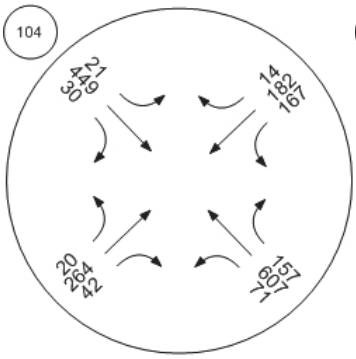


TWENTIETH STREET/WILS



Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



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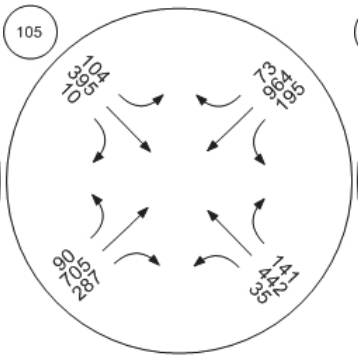

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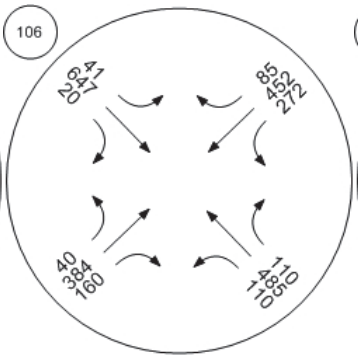

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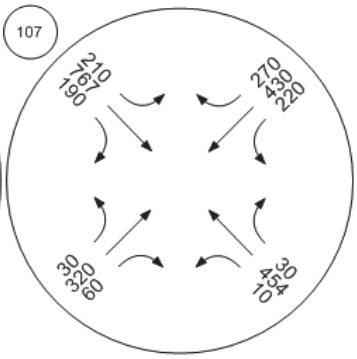
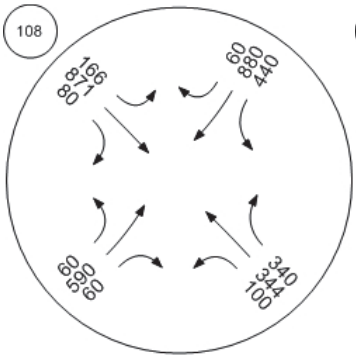
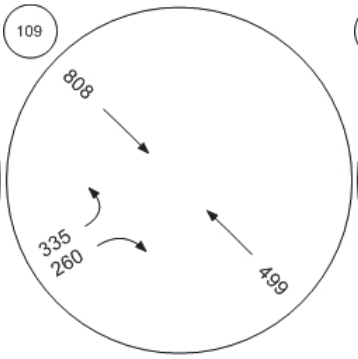


TWENTIETH STREET/OLYM



TWENTIETH ST/I-10 EB OF



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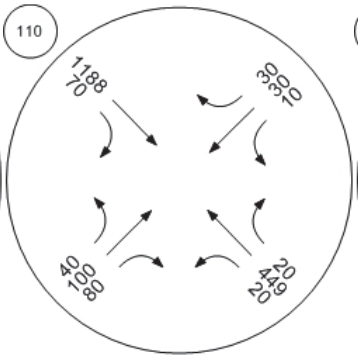
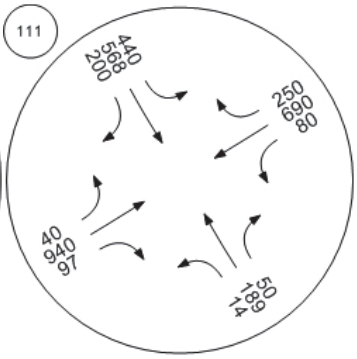
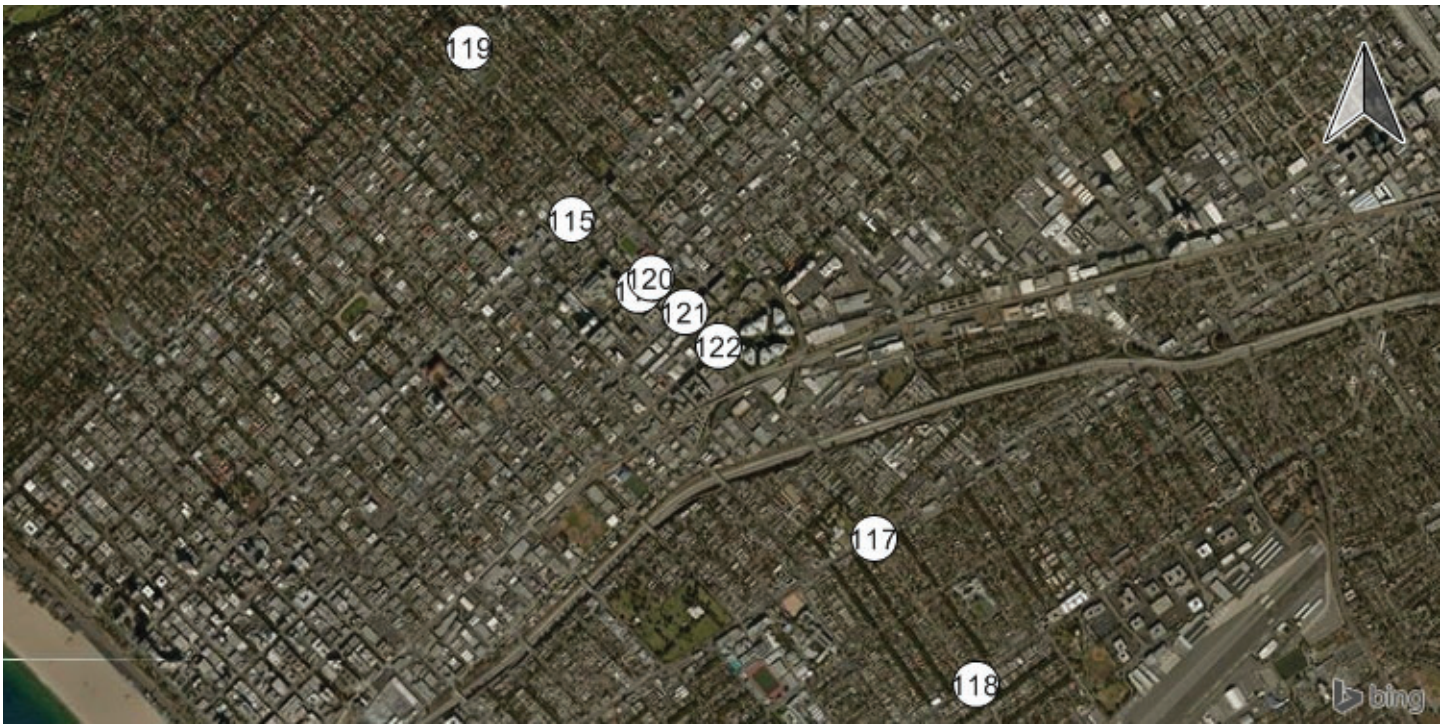


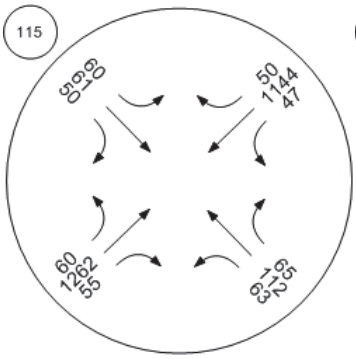
TWENTIETH STREET/PICO



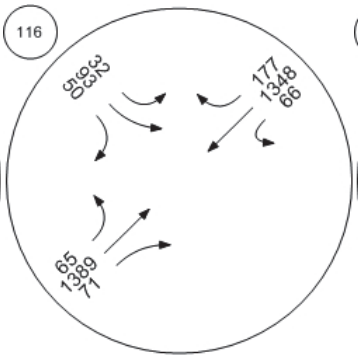
Traffic Volume - Base Volume



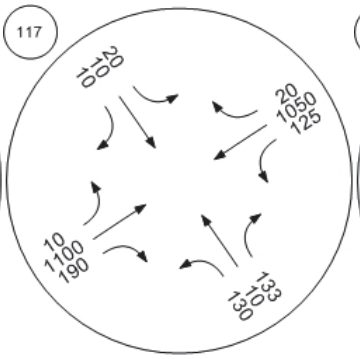
TWENTY-THIRD STREET/W



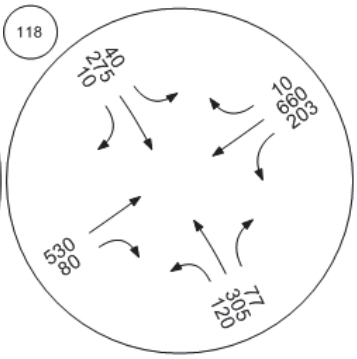
TWENTY-THIRD/SANTA MO



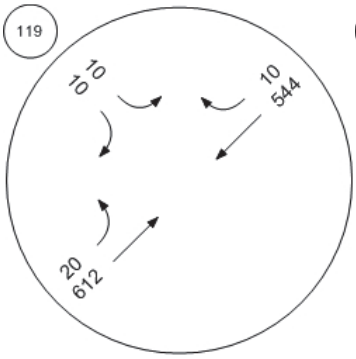
TWENTY-THIRD STREET/PI



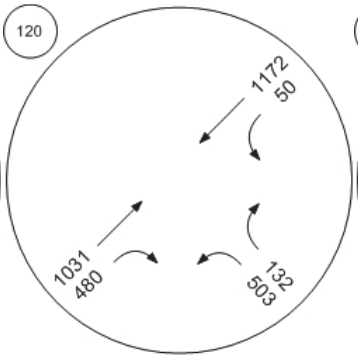
TWENTY-THIRD STREET/O



TWENTY-FOURTH STREET



CLOVERFIELD BOULEVAR



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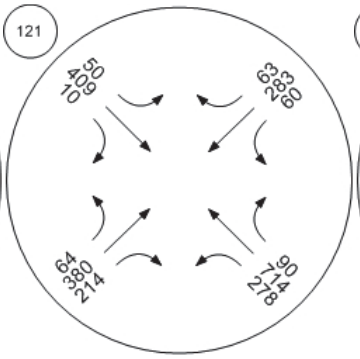

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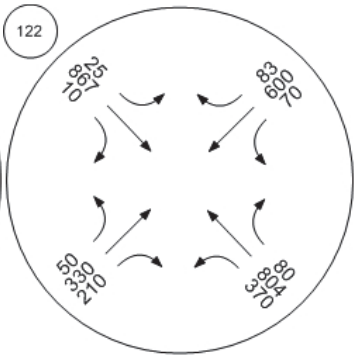
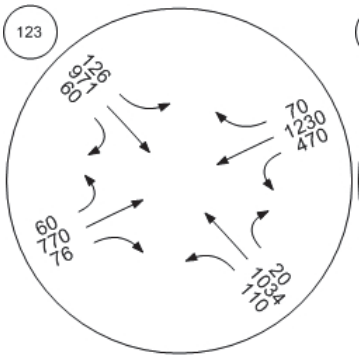


Traffic Volume - Base Volume

CLOVERFIELD BOULEVAR



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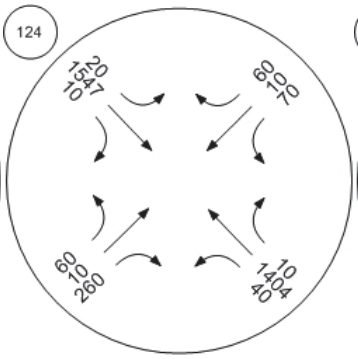

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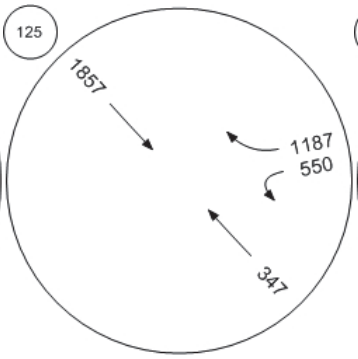

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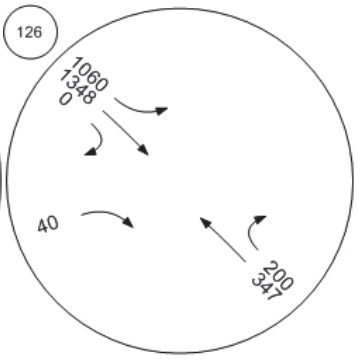

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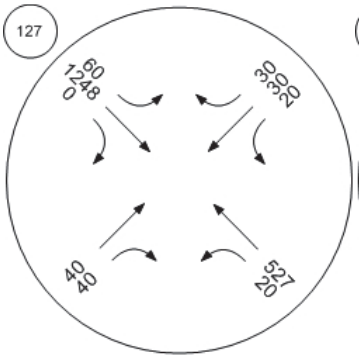

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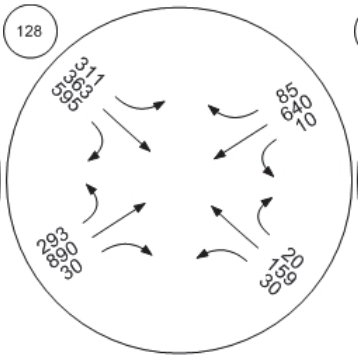

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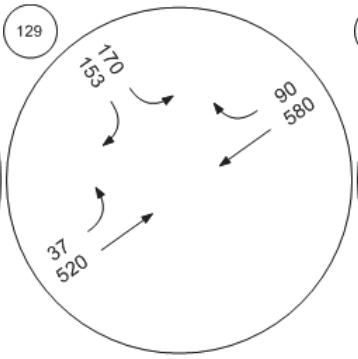
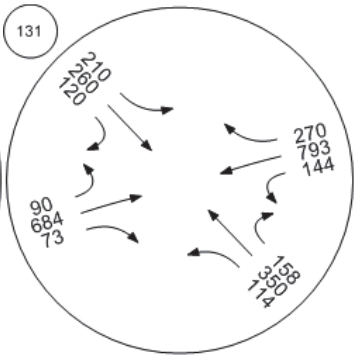
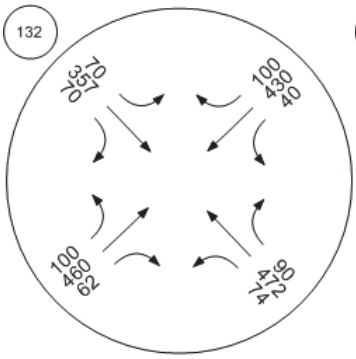


TWENTY-SIXTH STREET/S

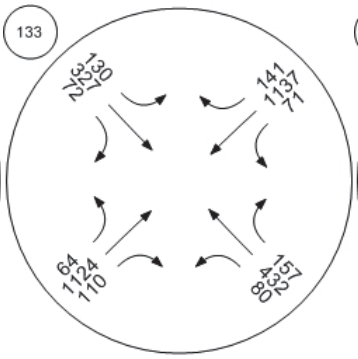


Traffic Volume - Base Volume

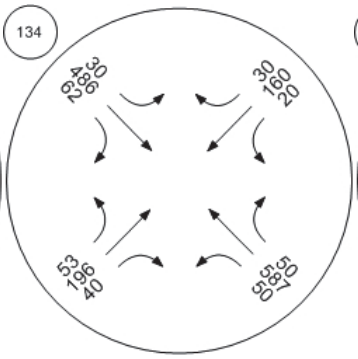
TWENTY-SIXTH STREET/M



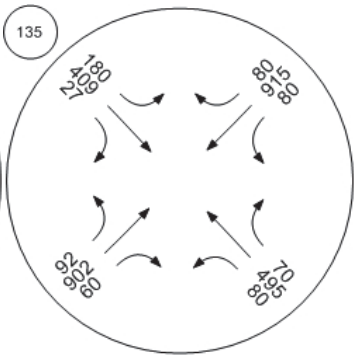
TWENTY-SIXTH STREET/W



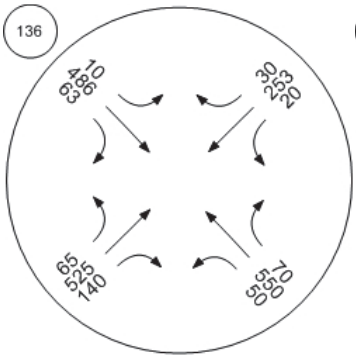
TWENTY-SIXTH STREET/A



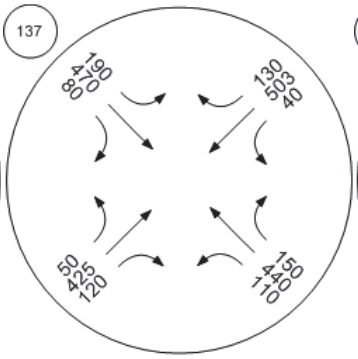
TWENTY-SIXTH STREET/S



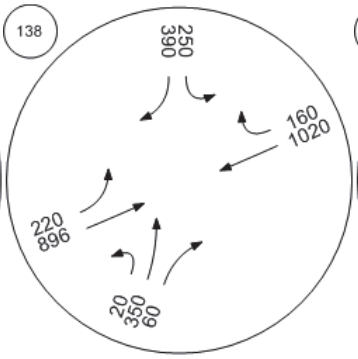
TWENTY-SIXTH STREET/B



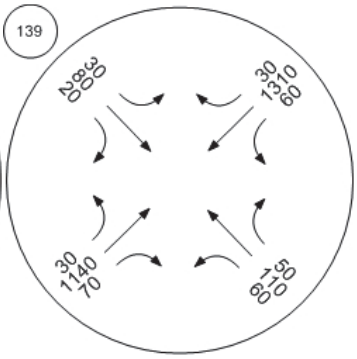
TWENTY-SIXTH STREET/C



TWENTY-SIXTH STREET/O

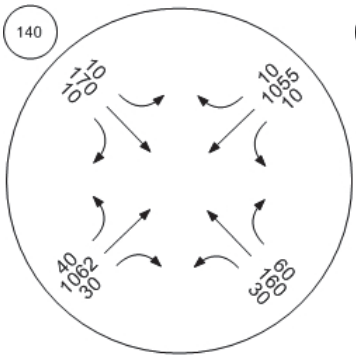


YALE STREET/WILSHIRE B

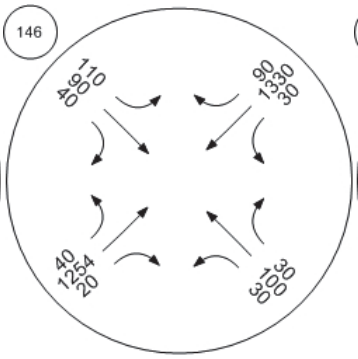


Traffic Volume - Base Volume

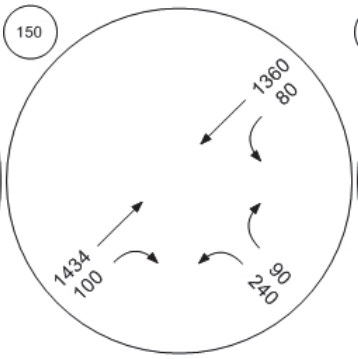
YALE STREET/SANTA MON



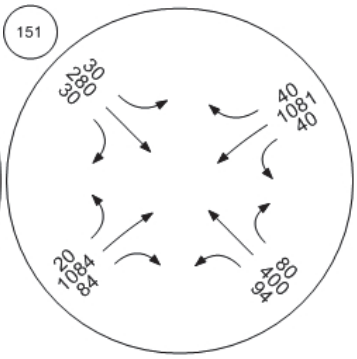
BERKELEY STREET/WILSH



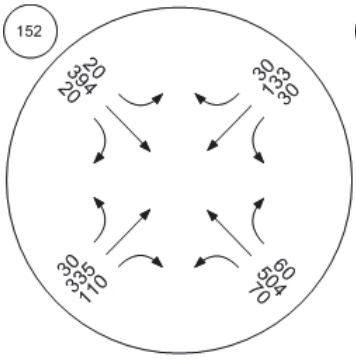
CENTINELA AVENUE (EAS



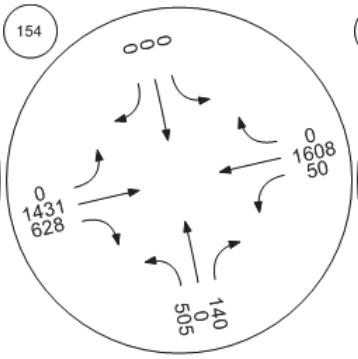
CENTINELA AVENUE/SANT



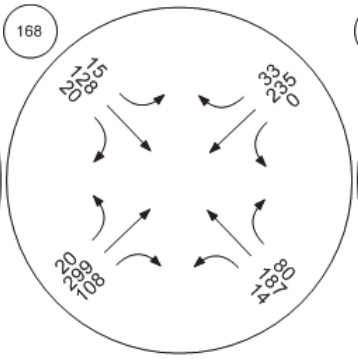
CENTINELA AVENUE/BROA



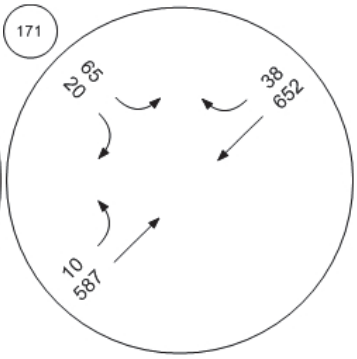
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

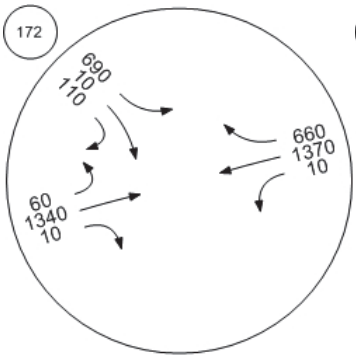


TWENTIETH STREET \(WE

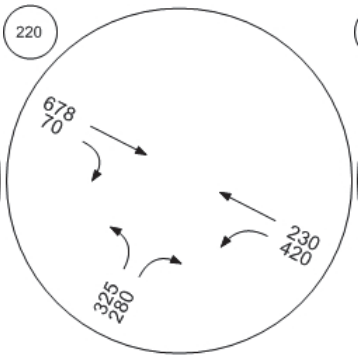


Traffic Volume - Base Volume

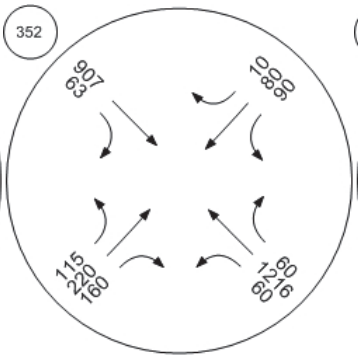
CENTINELA \(WEST\)/OLYM



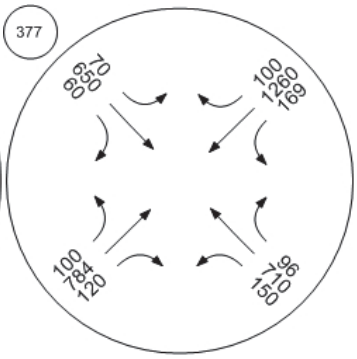
CENTINELA AVENUE/I-10



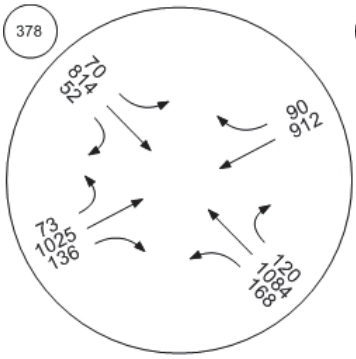
BUNDY DRIVE/OHIO AVEN



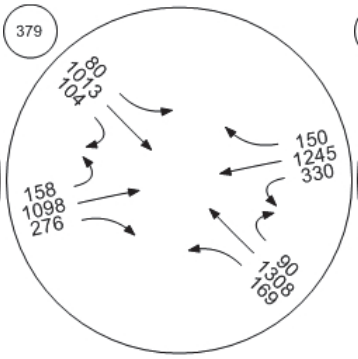
BUNDY DRIVE/WILSHIRE B



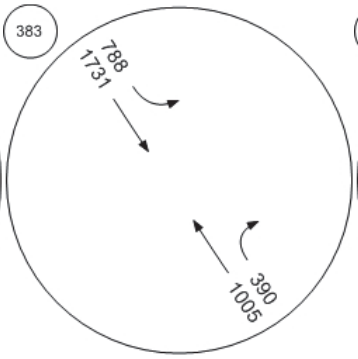
BUNDY DRIVE/SANTA MON



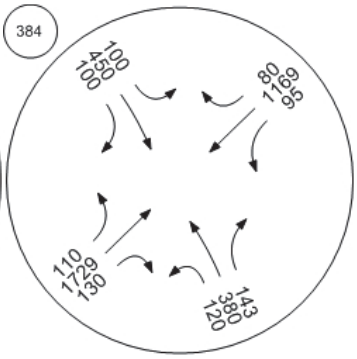
BUNDY DRIVE/OLYMPIC B



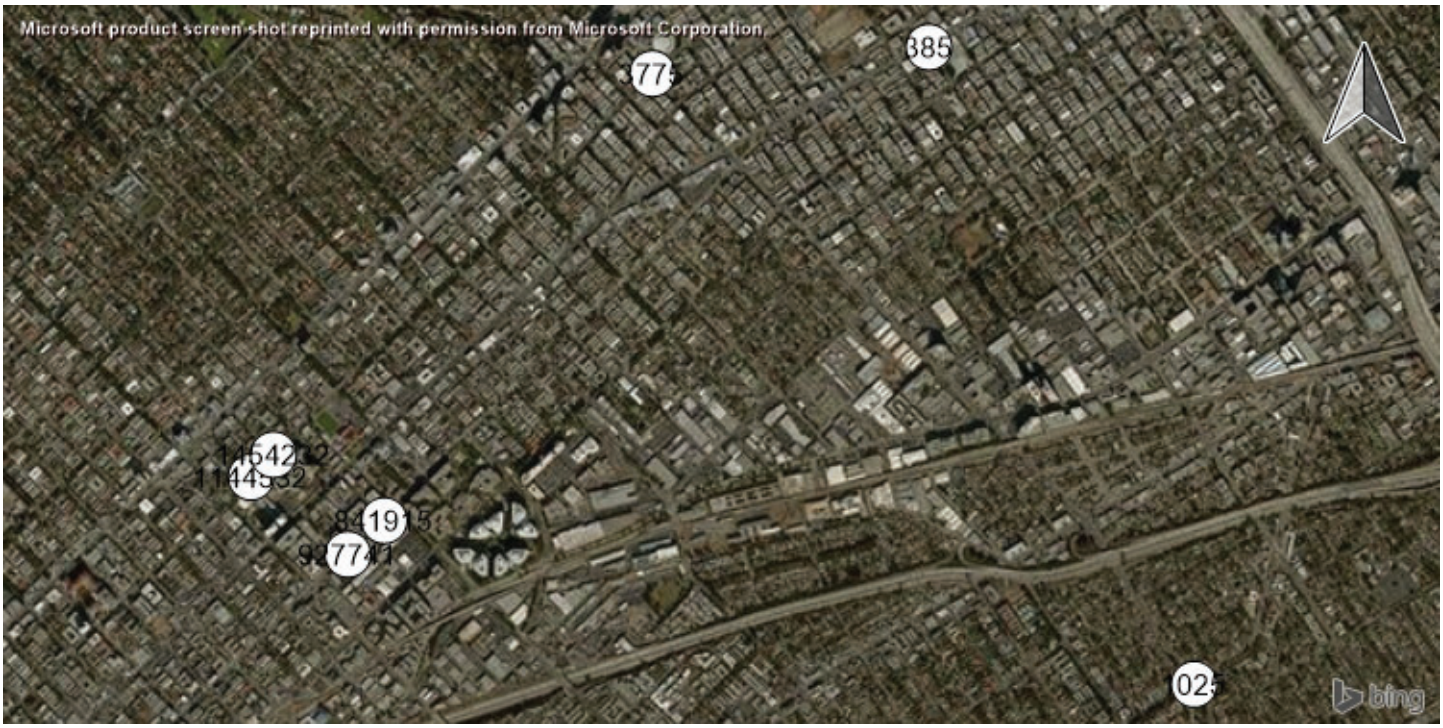
BUNDY DRIVE/I-10 EB ON

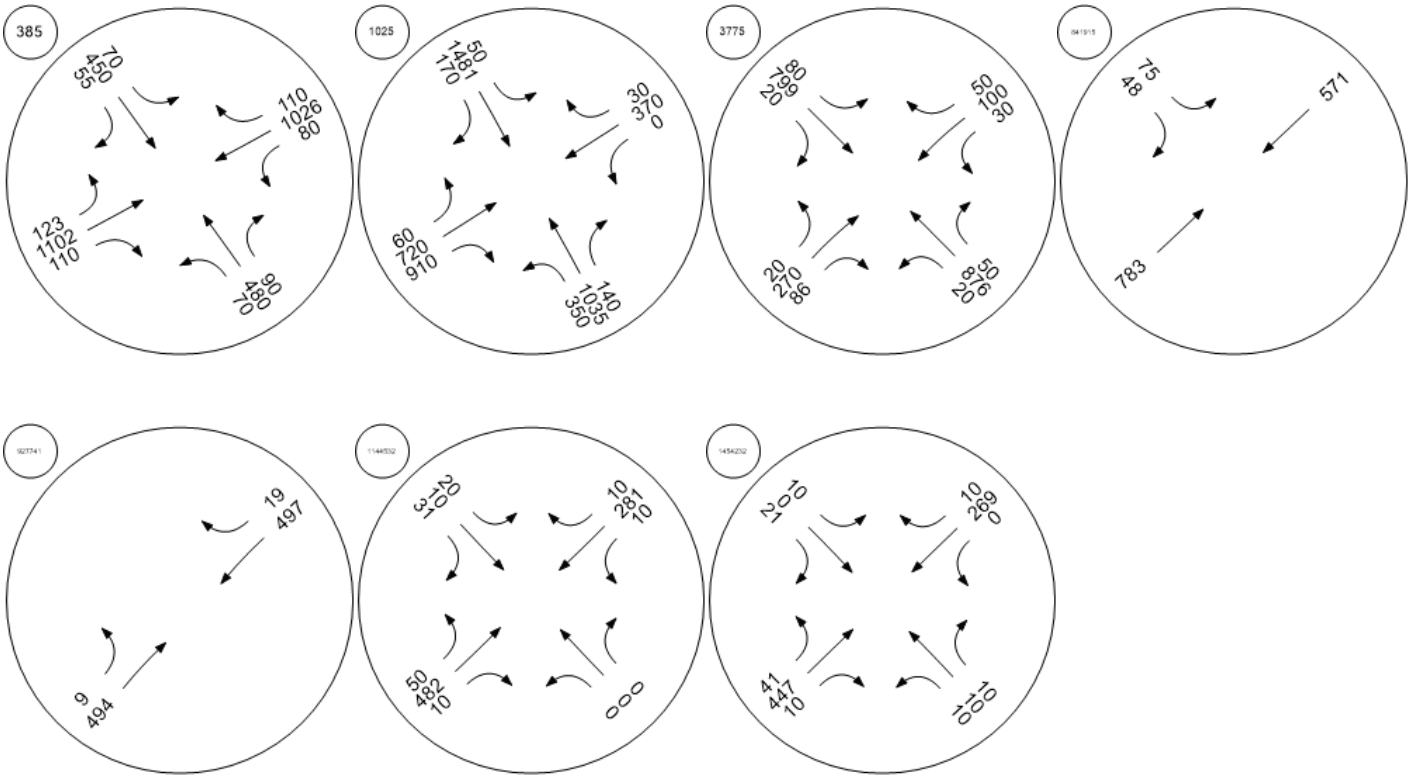


BARRINGTON AVENUE/WIL

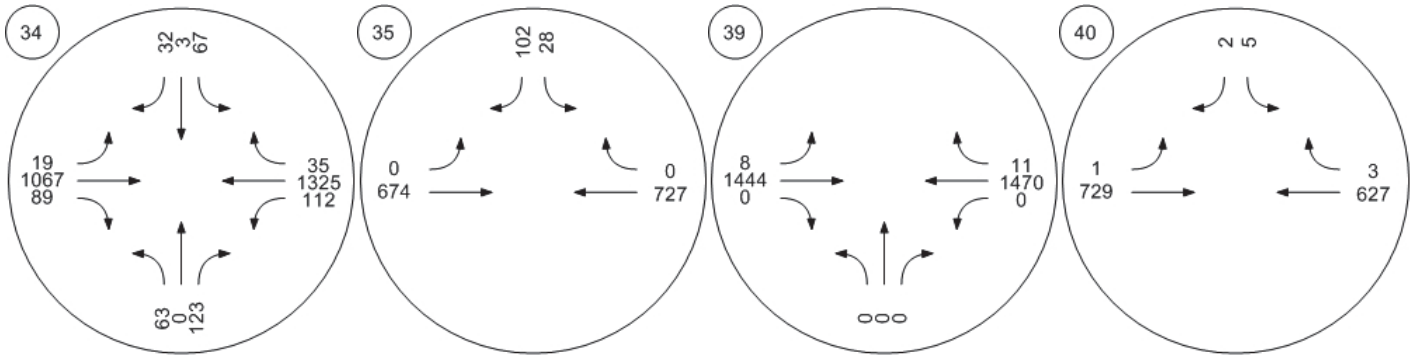


Traffic Volume - Base Volume





Traffic Volume - Base Volume

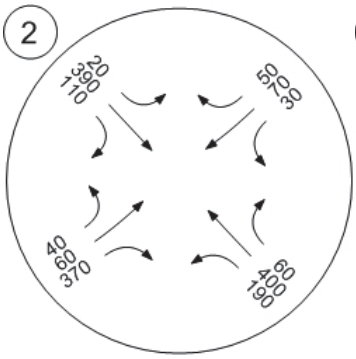


20th Place & Santa Monica B | 20th Place & Broadway | 22nd Street & Santa Monica | 22nd Street & Broadway

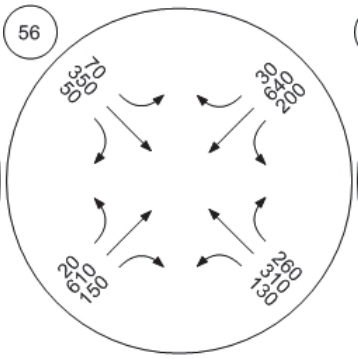
FUTURE (2042) NO PROJECT CONDITIONS

Traffic Volume - Base Volume

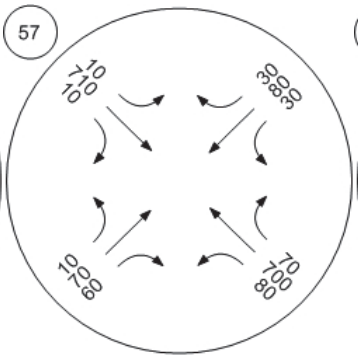
OCEAN AVENUE/CALIFOR



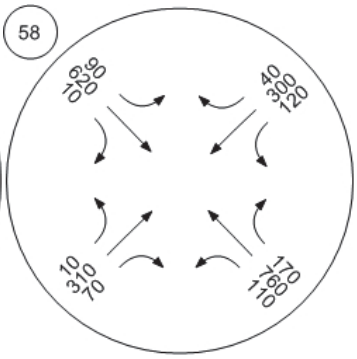
LINCOLN BOULEVARD/WIL



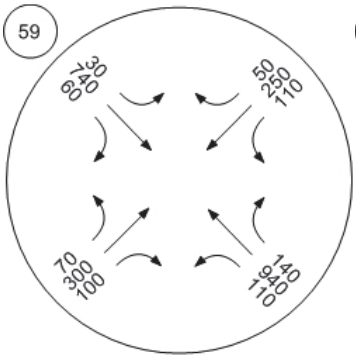
LINCOLN BOULEVARD/ARI



LINCOLN BOULEVARD/SAN



LINCOLN BOULEVARD/BR



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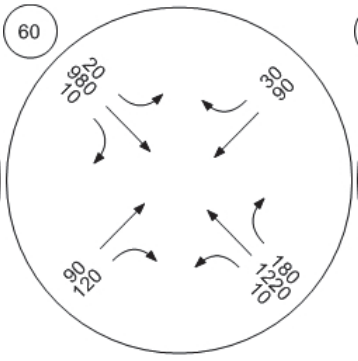
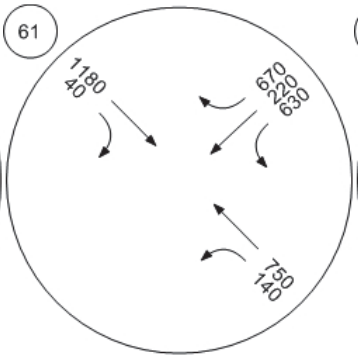
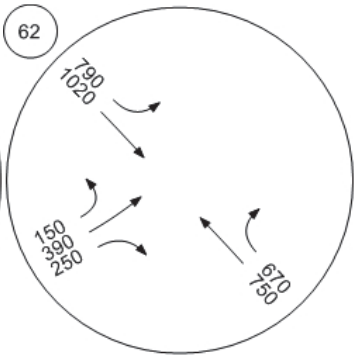


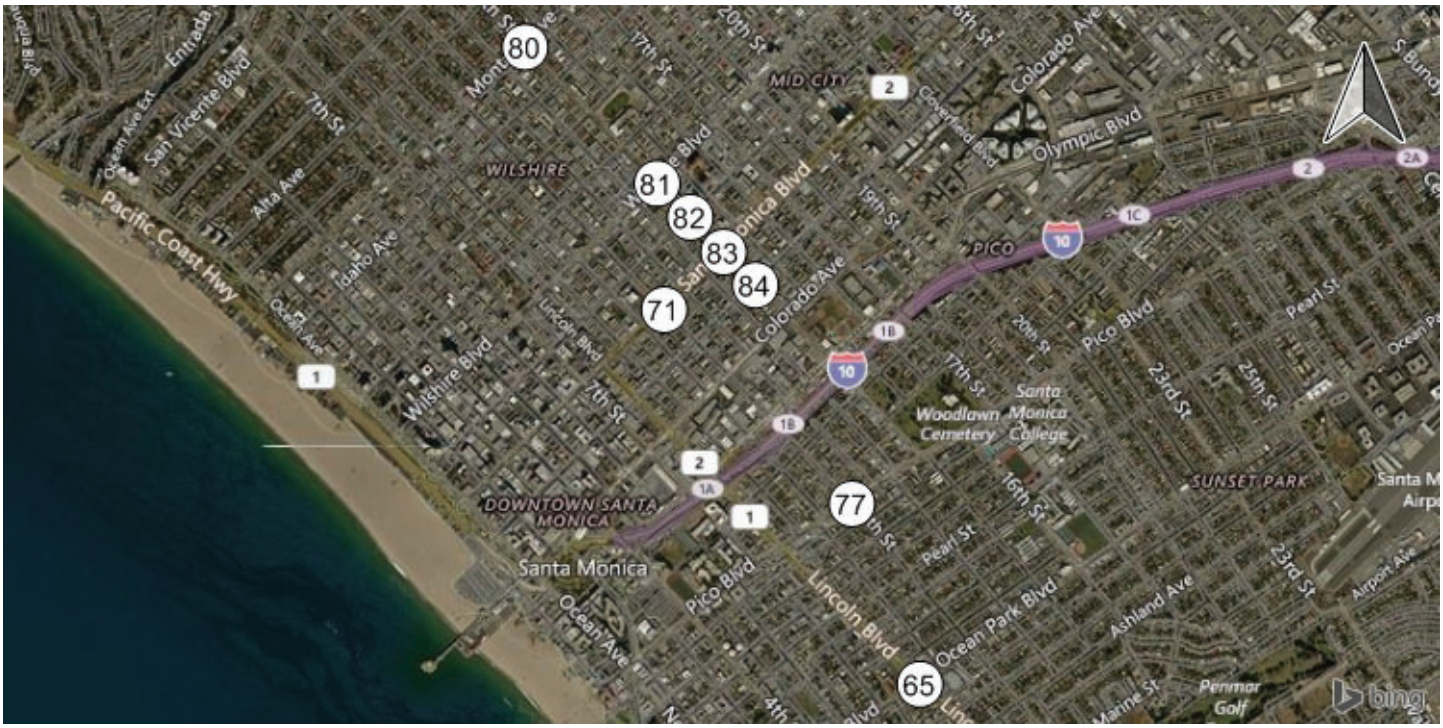
LINCOLN BOULEVARD/OLY



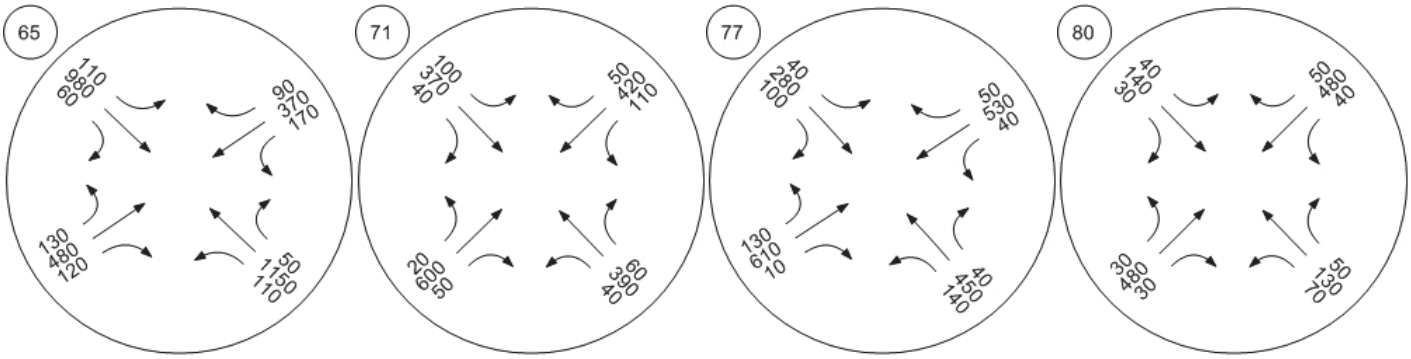
LINCOLN BOULEVARD/I-10



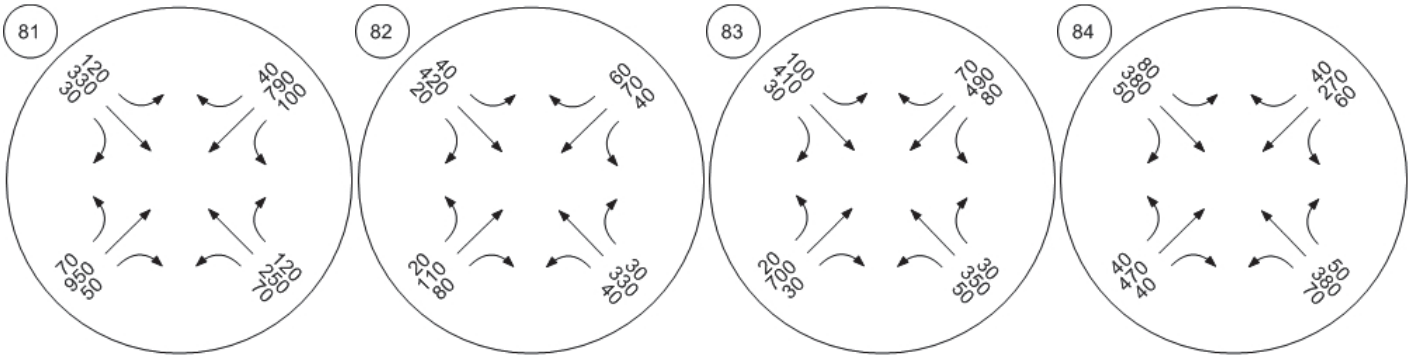
Traffic Volume - Base Volume



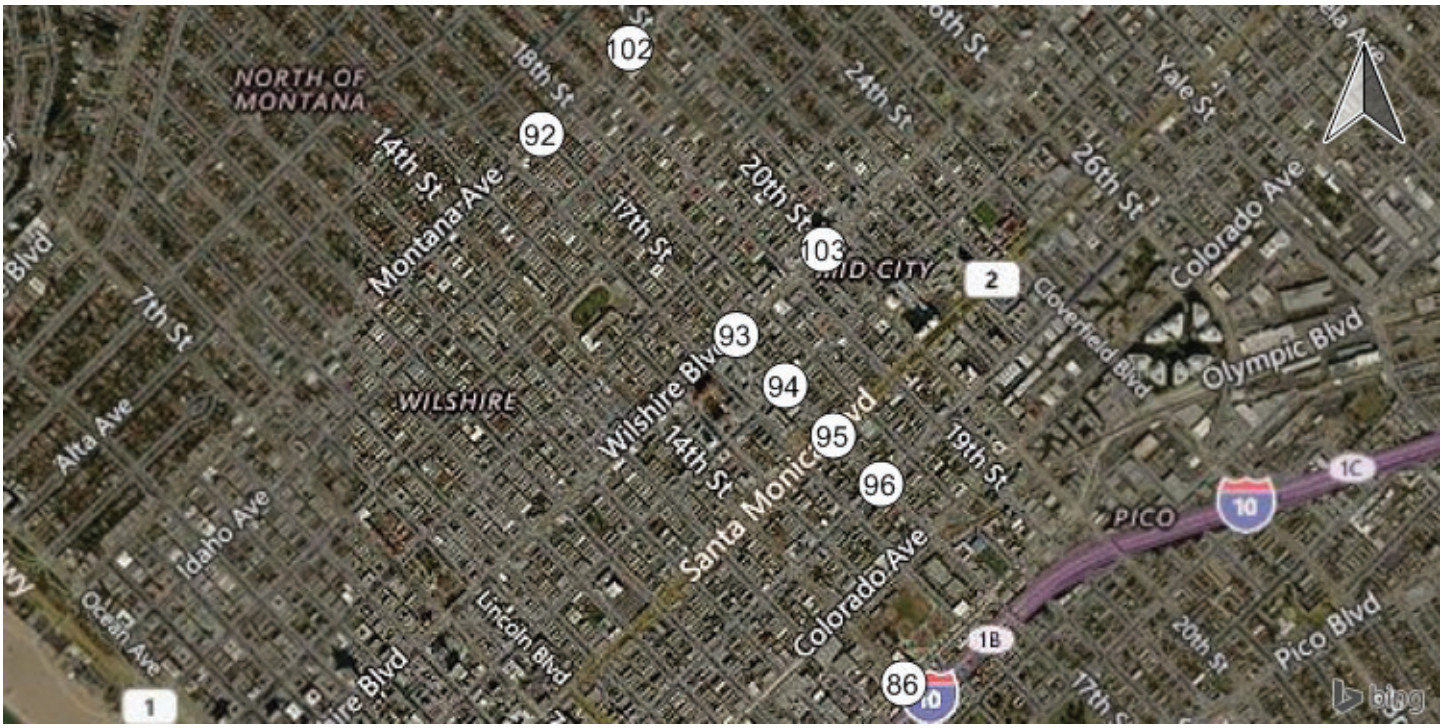
LINCOLN BOULEVARD/OC ELEVENTH STREET/SANTA ELEVENTH STREET/PICO B FOURTEENTH STREET/MO



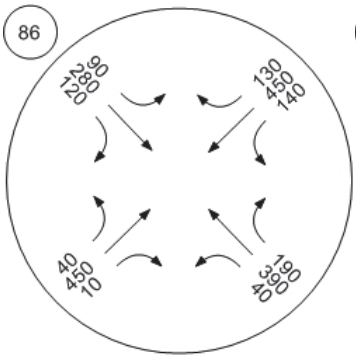
FOURTEENTH STREET/WIL FOURTEENTH STREET/ARI FOURTEENTH STREET/SA FOURTEENTH STREET/BR



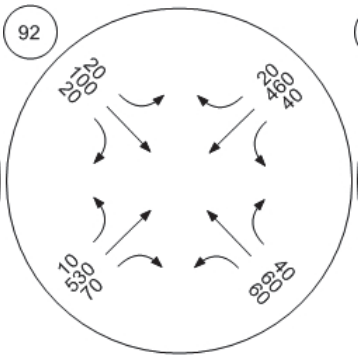
Traffic Volume - Base Volume



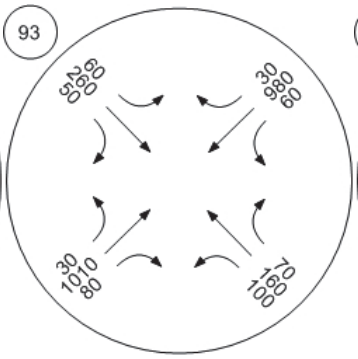
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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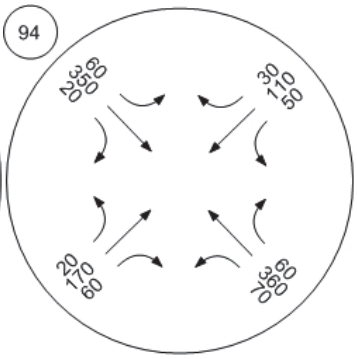
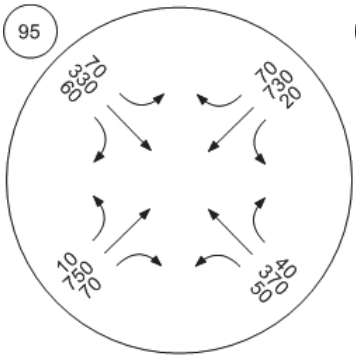


SEVENTEENTH STREET/S



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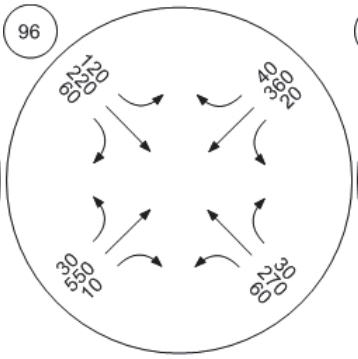
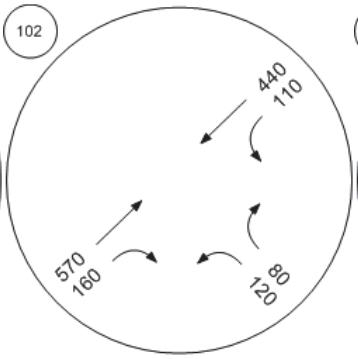
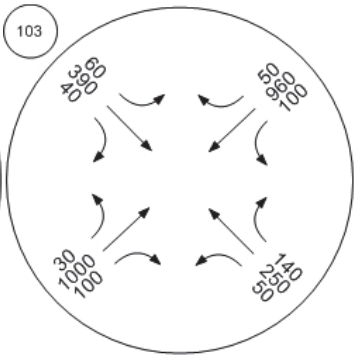


TWENTIETH STREET \(EAS

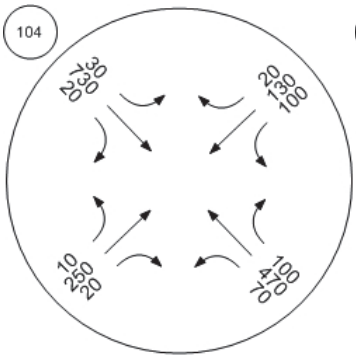


TWENTIETH STREET/WILS

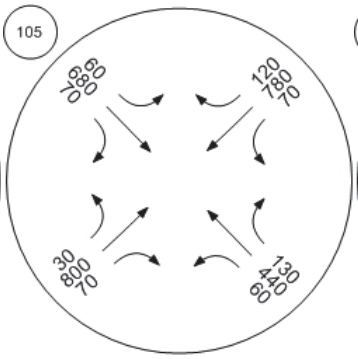


Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



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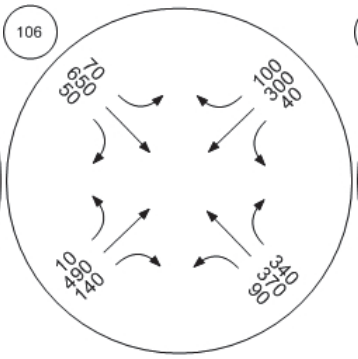

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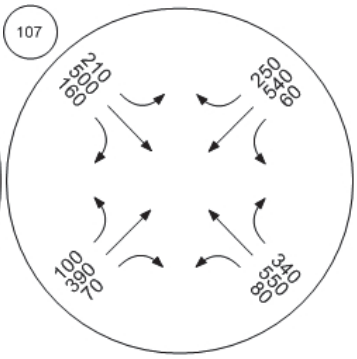

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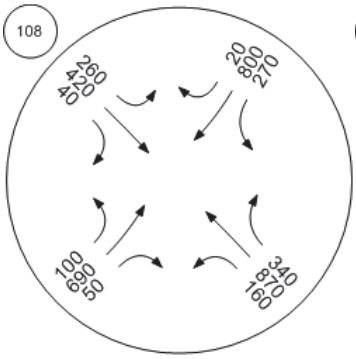
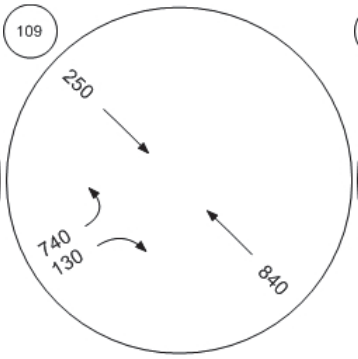


TWENTIETH ST/I-10 EB OF



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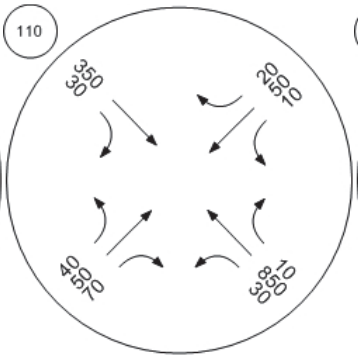
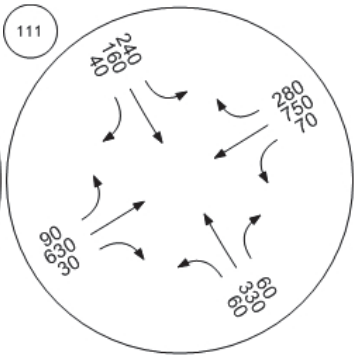
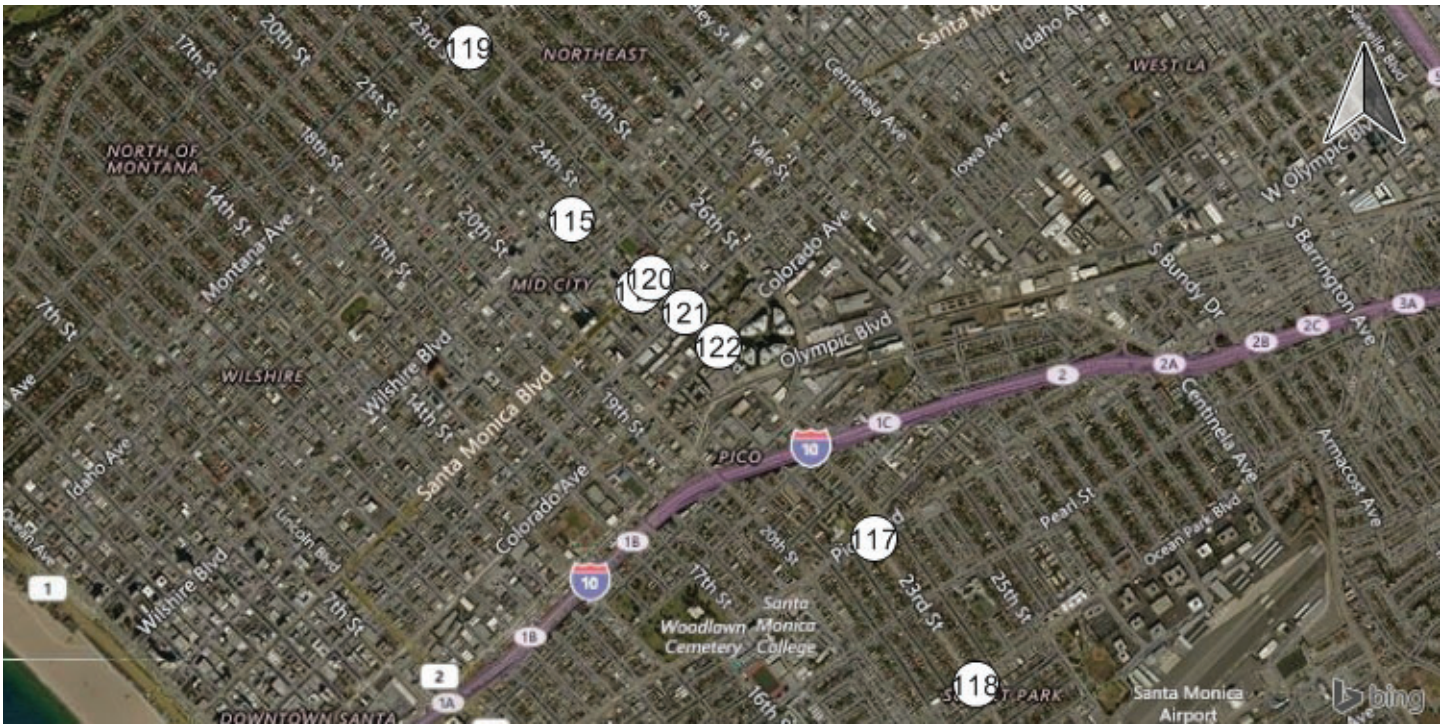


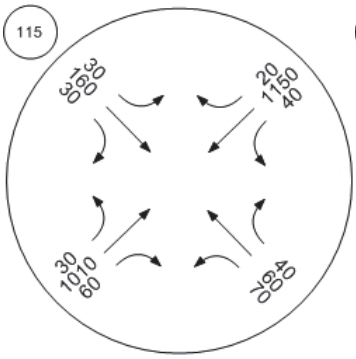
TWENTIETH STREET/PICO



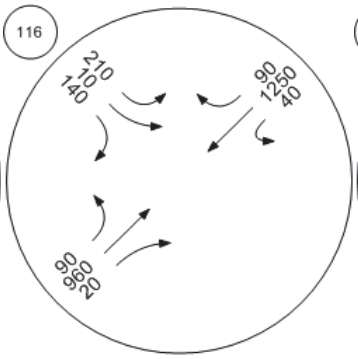
Traffic Volume - Base Volume



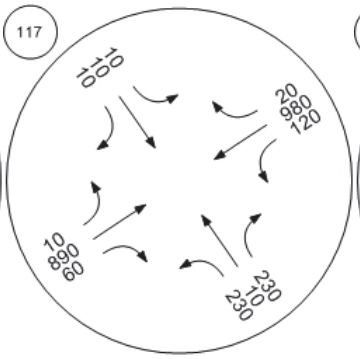
TWENTY-THIRD STREET/W



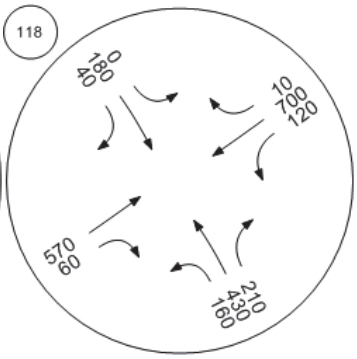
TWENTY-THIRD/SANTA MO



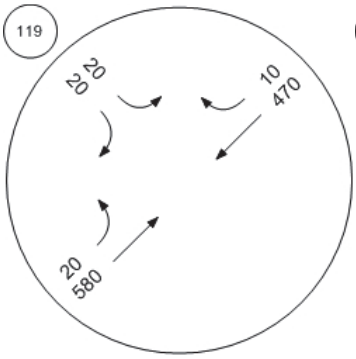
TWENTY-THIRD STREET/PI



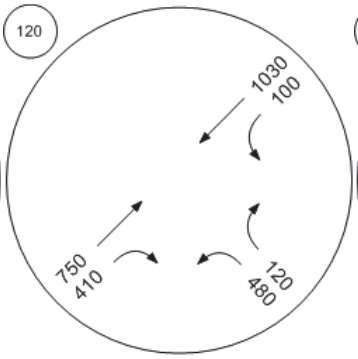
TWENTY-THIRD STREET/O



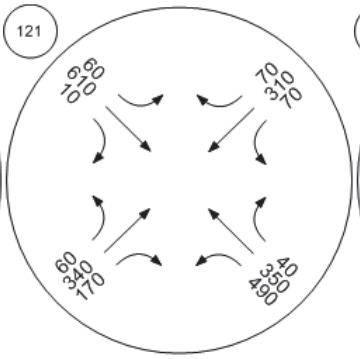
TWENTY-FOURTH STREET



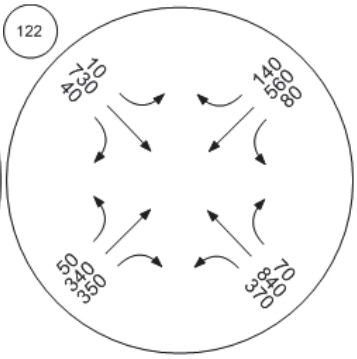
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR

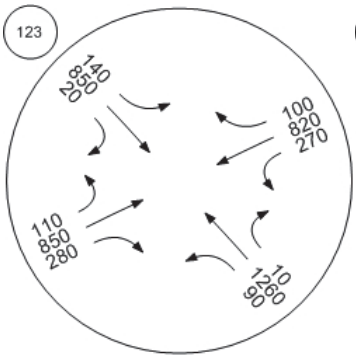


CLOVERFIELD BOULEVAR



Traffic Volume - Base Volume

CLOVERFIELD BOULEVAR



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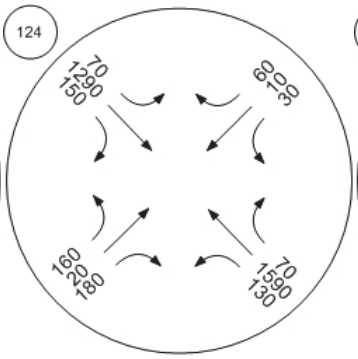

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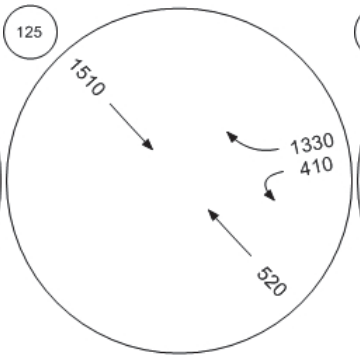

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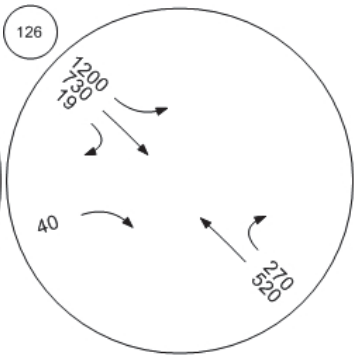
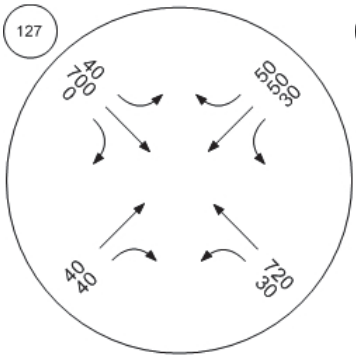


CLOVERFIELD BOULEVAR



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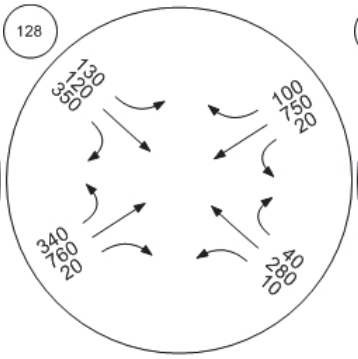
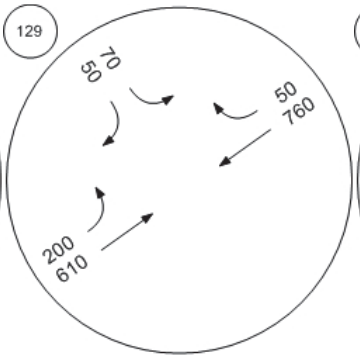
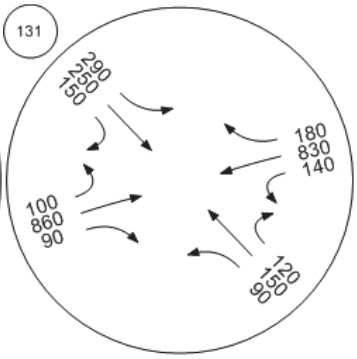


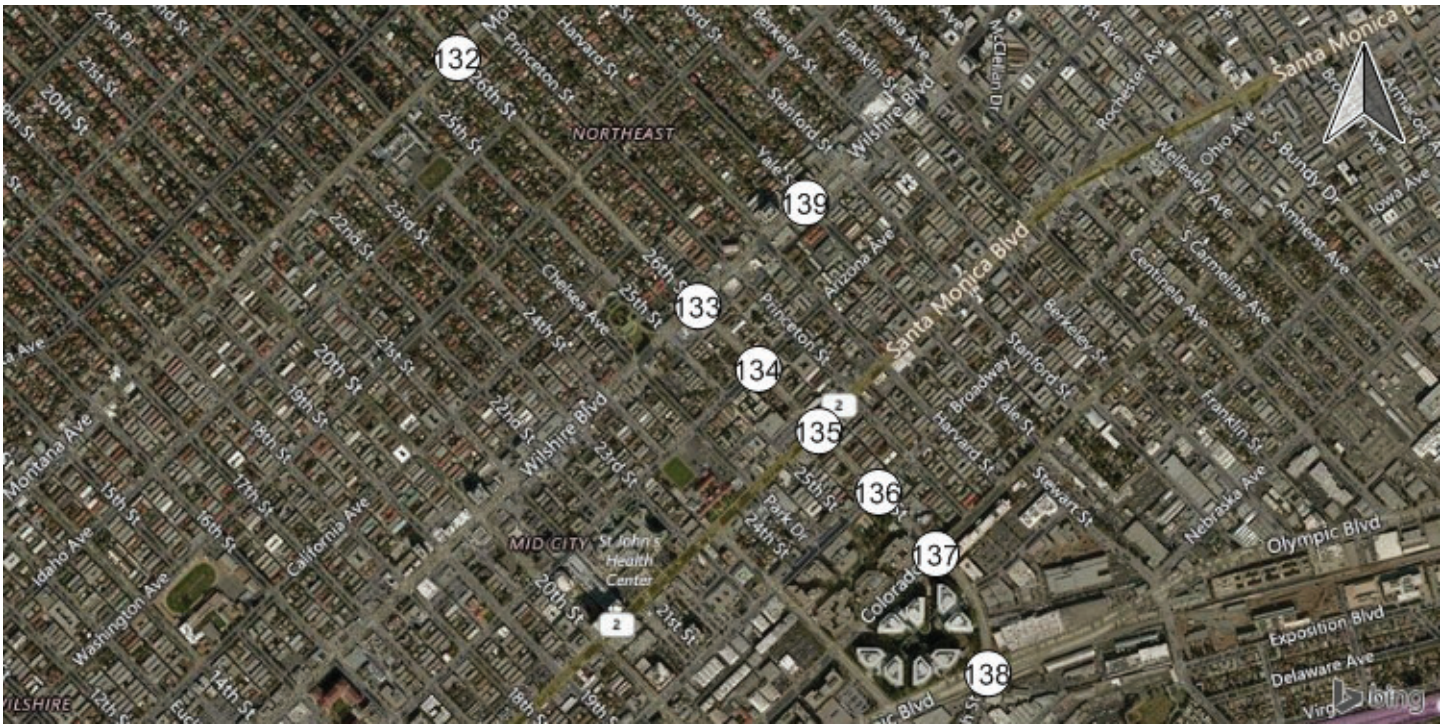
CLOVERFIELD BOULEVAR



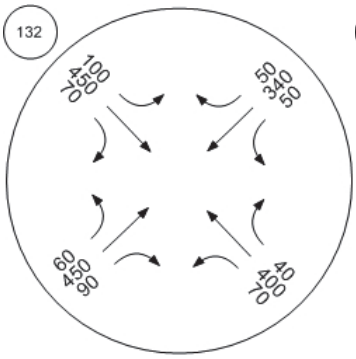
TWENTY-SIXTH STREET/S



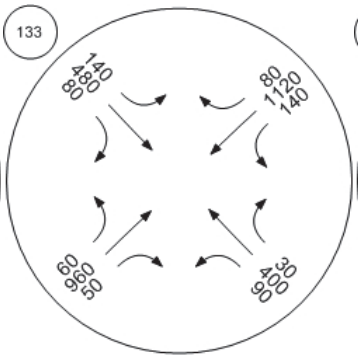
Traffic Volume - Base Volume



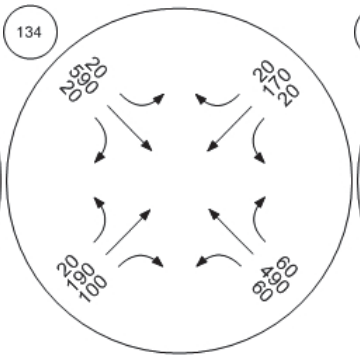
TWENTY-SIXTH STREET/M



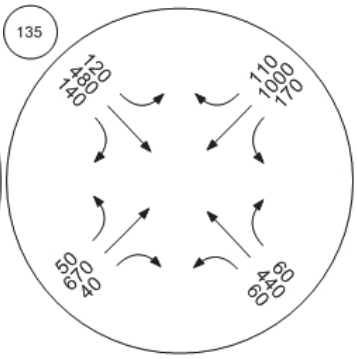
TWENTY-SIXTH STREET/W



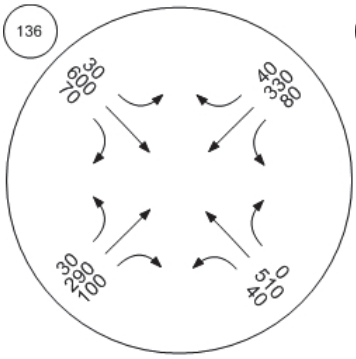
TWENTY-SIXTH STREET/A



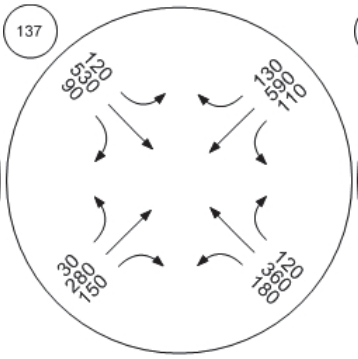
TWENTY-SIXTH STREET/S



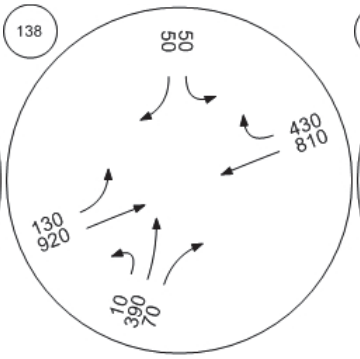
TWENTY-SIXTH STREET/B



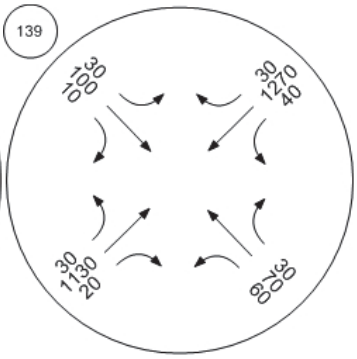
TWENTY-SIXTH STREET/C



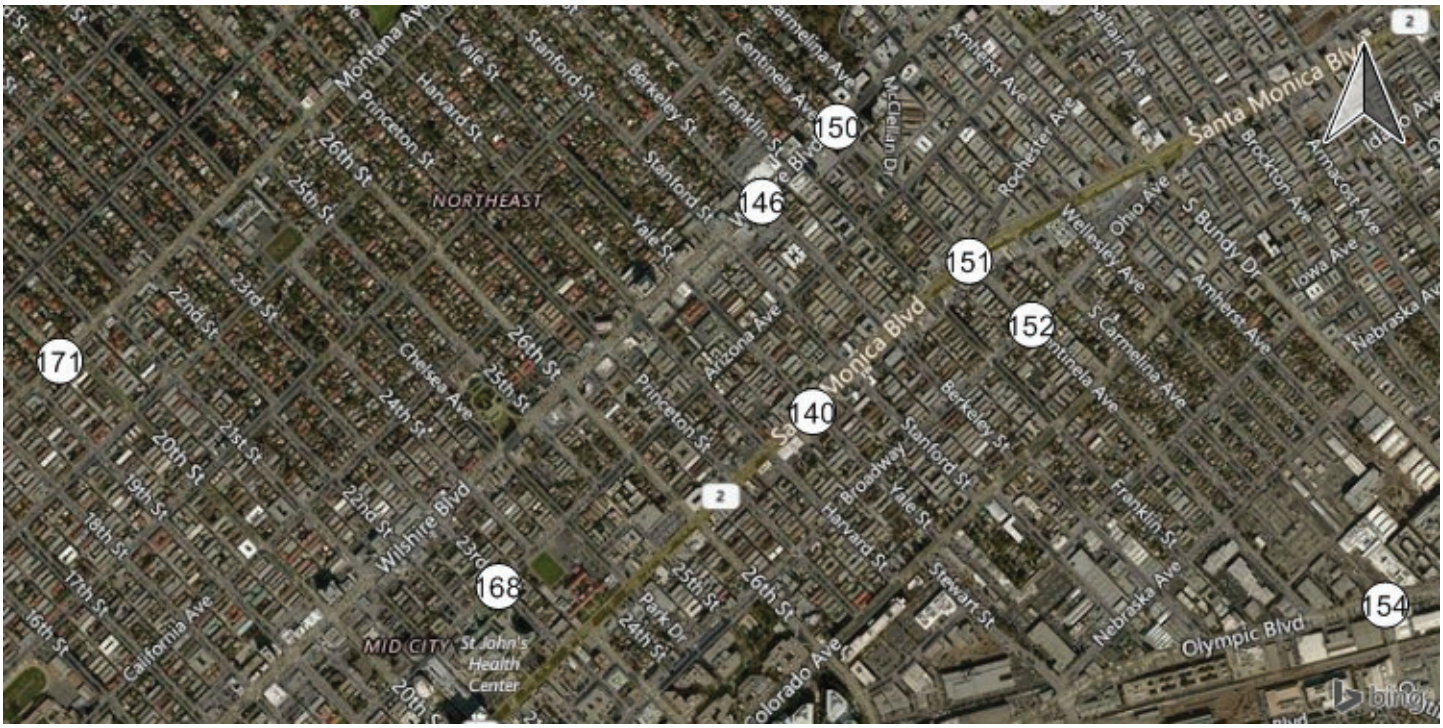
TWENTY-SIXTH STREET/O



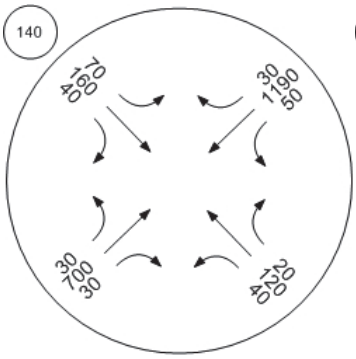
YALE STREET/WILSHIRE B



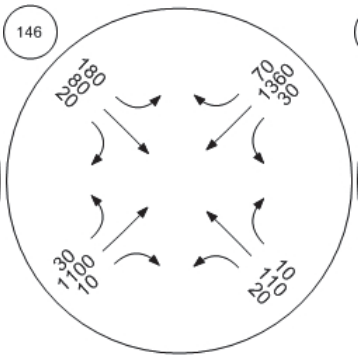
Traffic Volume - Base Volume



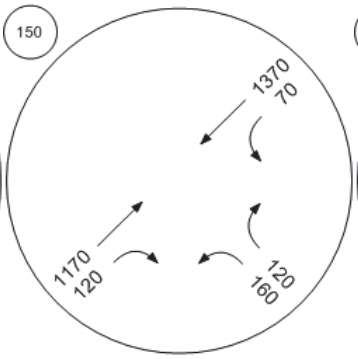
YALE STREET/SANTA MON



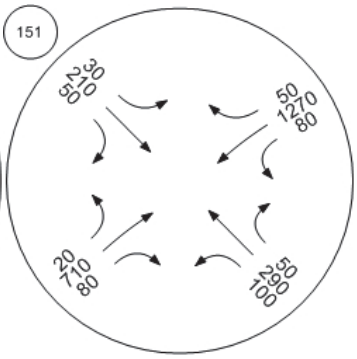
BERKELEY STREET/WILSH



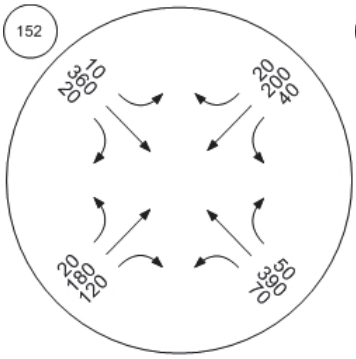
CENTINELA AVENUE (EAS



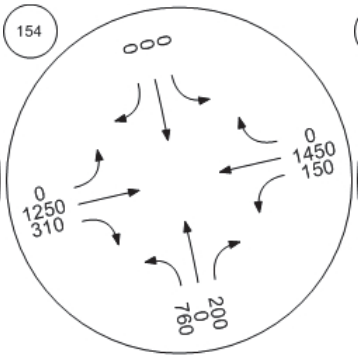
CENTINELA AVENUE/SANT



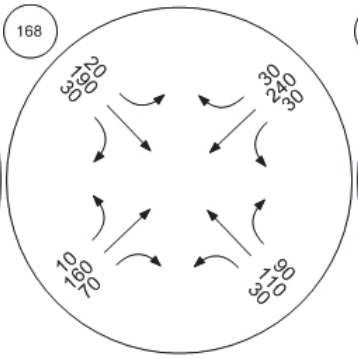
CENTINELA AVENUE/BROA



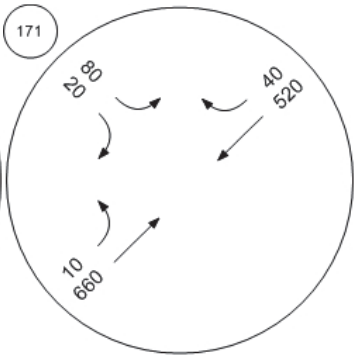
CENTINELA AVENUE (EAS



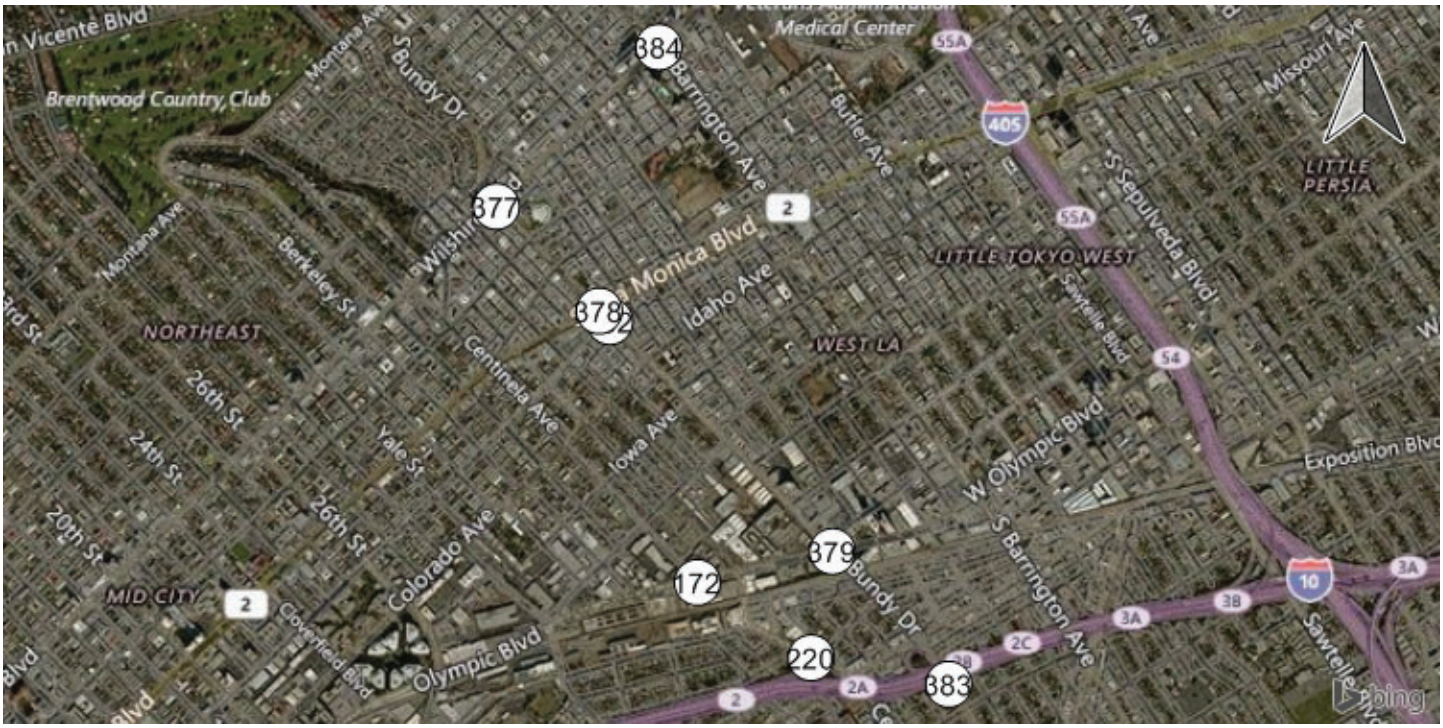
Arizona Ave / 23rd St.



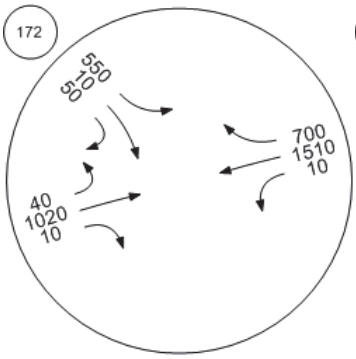
TWENTIETH STREET \(WE



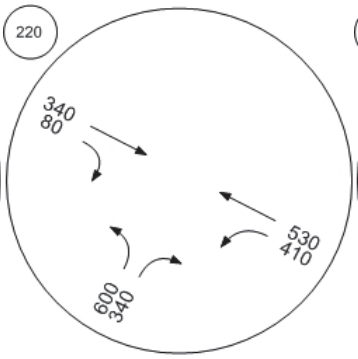
Traffic Volume - Base Volume



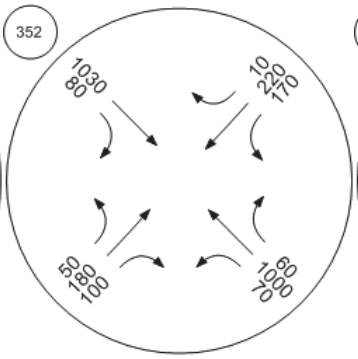
CENTINELA \(WEST\)/OLYM



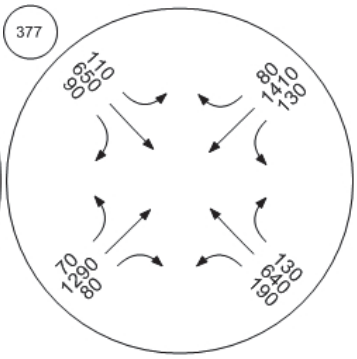
CENTINELA AVENUE/I-10



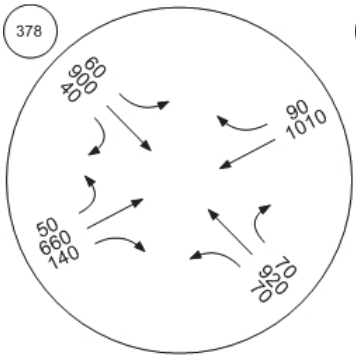
BUNDY DRIVE/OHIO AVEN



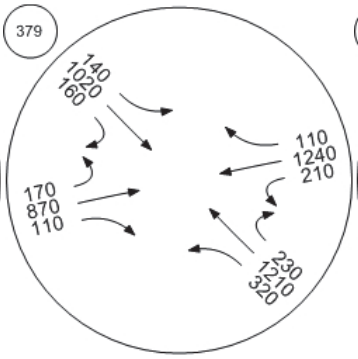
BUNDY DRIVE/WILSHIRE B



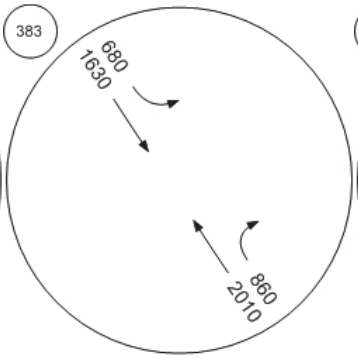
BUNDY DRIVE/SANTA MON



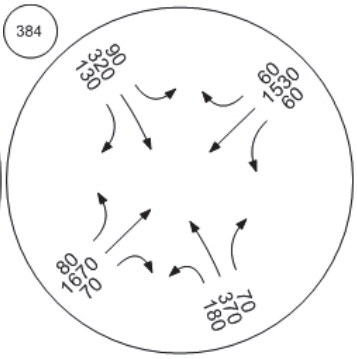
BUNDY DRIVE/OLYMPIC B



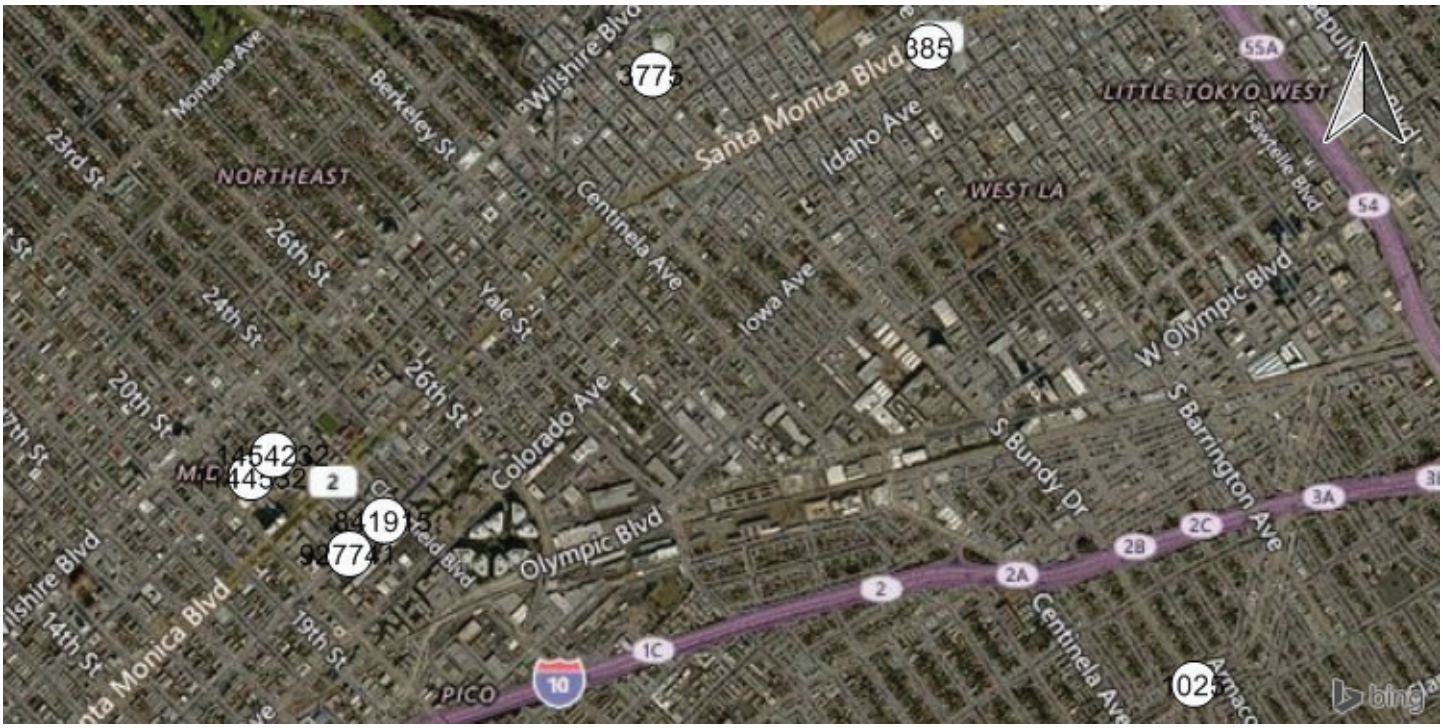
BUNDY DRIVE/I-10 EB ON



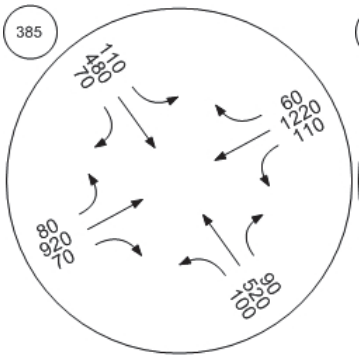
BARRINGTON AVENUE/WIL



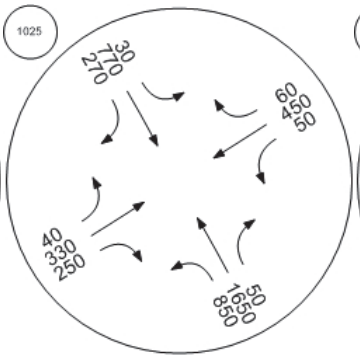
Traffic Volume - Base Volume



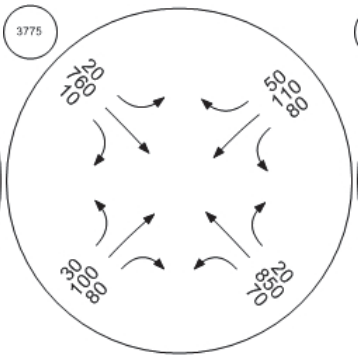
BARRINGTON AVENUE/SA



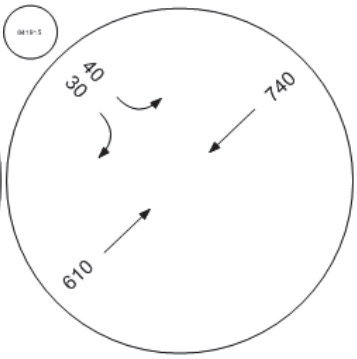
BUNDY DR/OCEAN PARK B



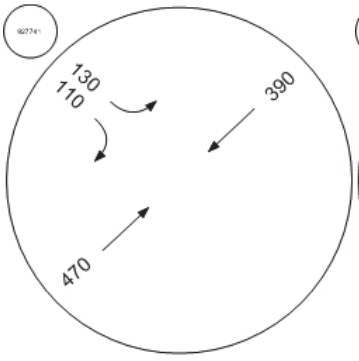
Bundy Drive & Texas Avenue



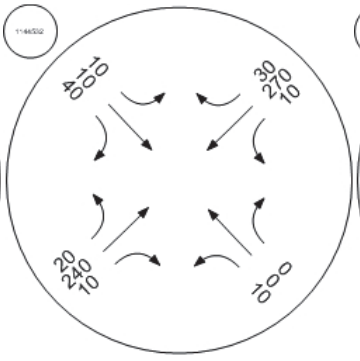
23rd & Broadway



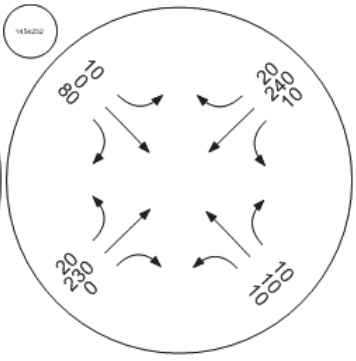
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A

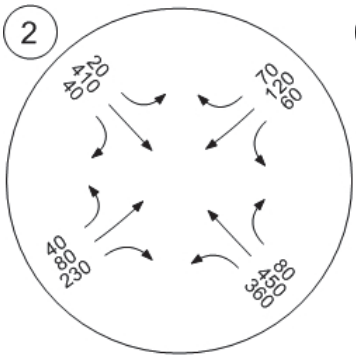


TWENTY-SECOND STREET

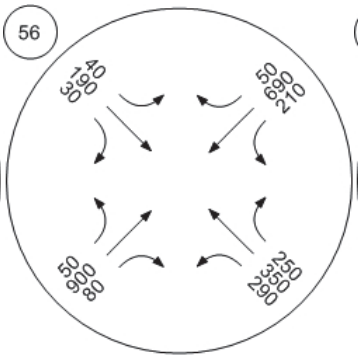


Traffic Volume - Base Volume

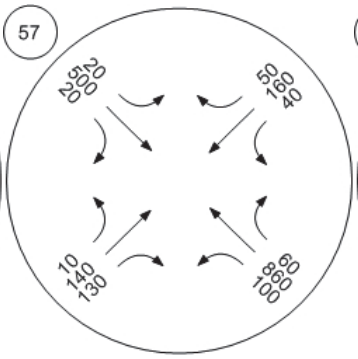
OCEAN AVENUE/CALIFOR



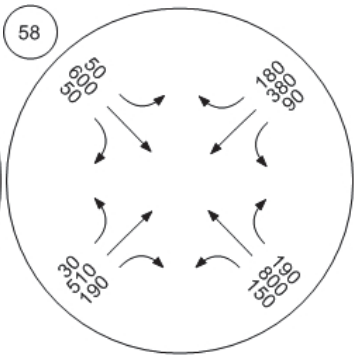
LINCOLN BOULEVARD/WIL



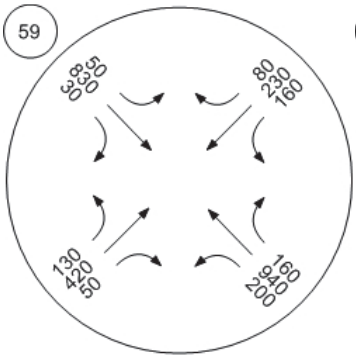
LINCOLN BOULEVARD/ARI



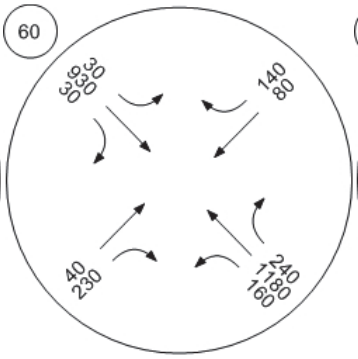
LINCOLN BOULEVARD/SAN



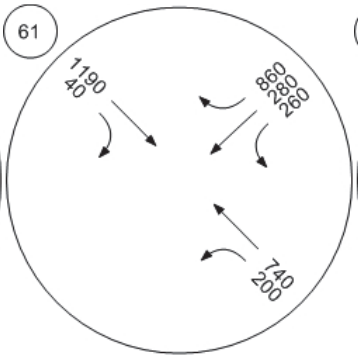
LINCOLN BOULEVARD/BR



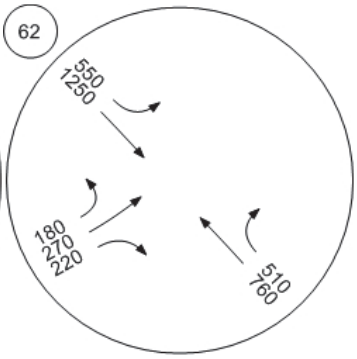
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

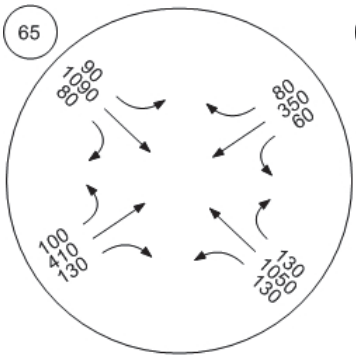


LINCOLN BOULEVARD/I-10

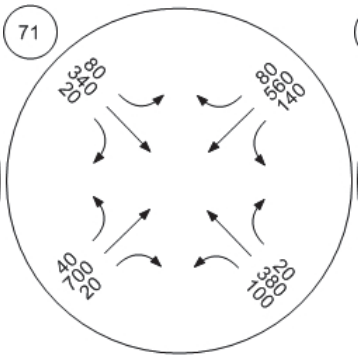


Traffic Volume - Base Volume

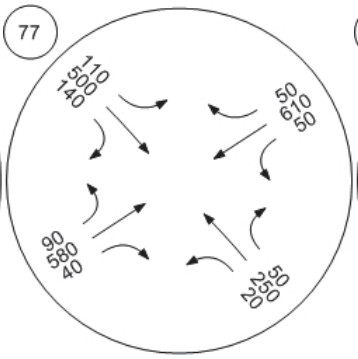
LINCOLN BOULEVARD/OC



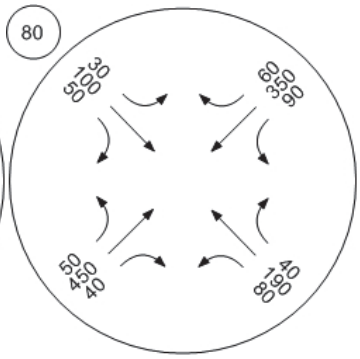
ELEVENTH STREET/SANTA



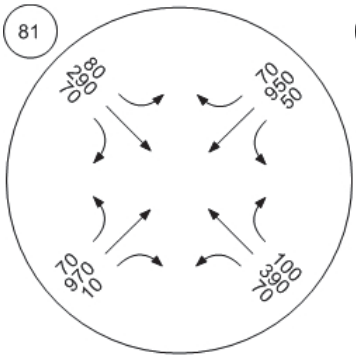
ELEVENTH STREET/PICO B



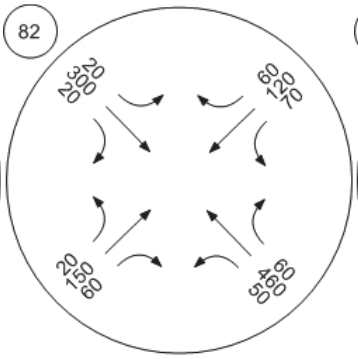
FOURTEENTH STREET/MO



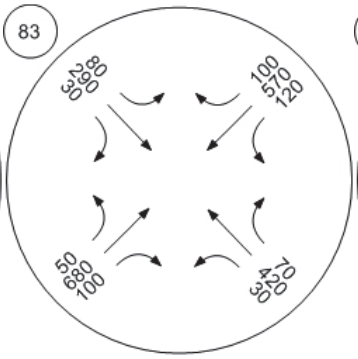
FOURTEENTH STREET/WIL



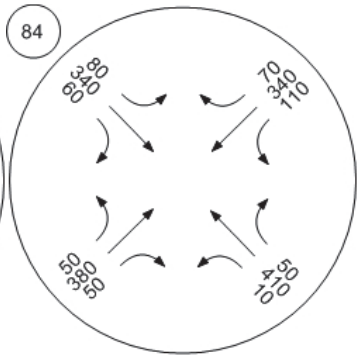
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

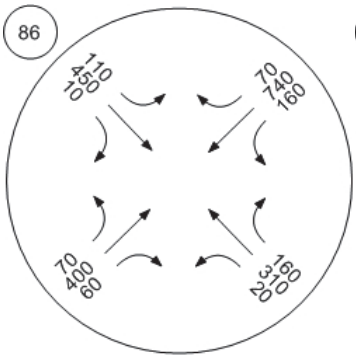


FOURTEENTH STREET/BR

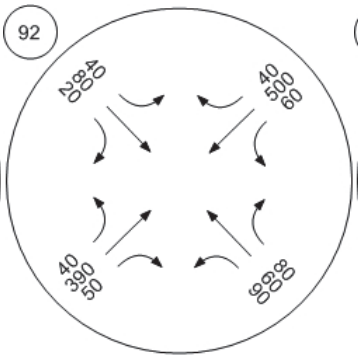


Traffic Volume - Base Volume

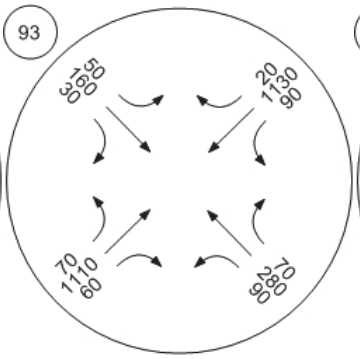
FOURTEENTH STREET/OL



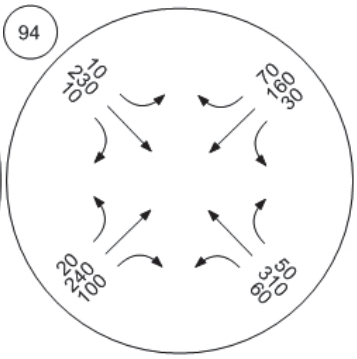
SEVENTEENTH STREET/M



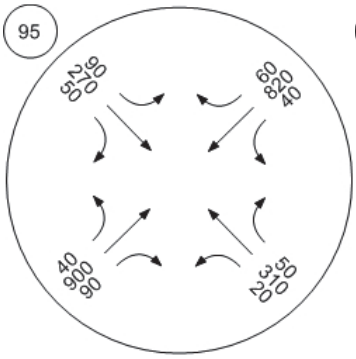
SEVENTEENTH STREET/WI



SEVENTEENTH STREET/A



SEVENTEENTH STREET/S



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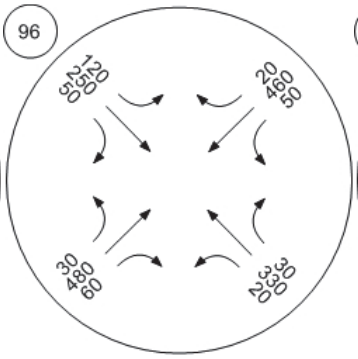
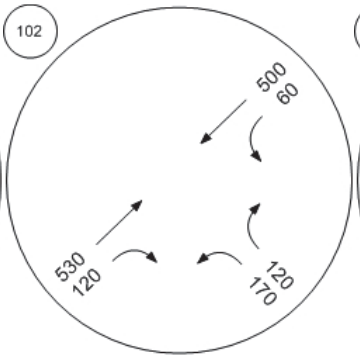
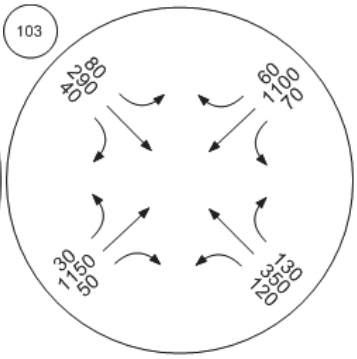


TWENTIETH STREET \(EAS

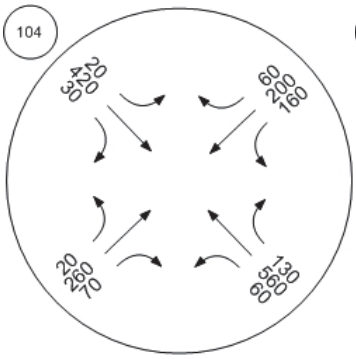


TWENTIETH STREET/WILS

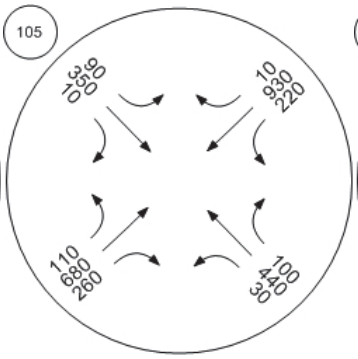


Traffic Volume - Base Volume

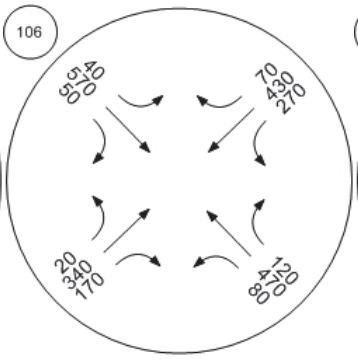
TWENTIETH STREET/ARIZ



TWENTIETH STREET/SANT



TWENTIETH STREET/BROA



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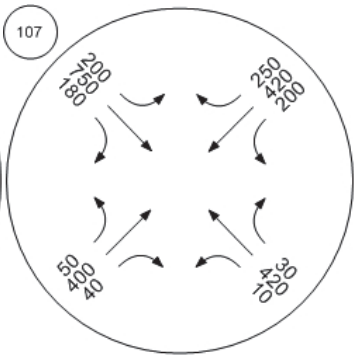

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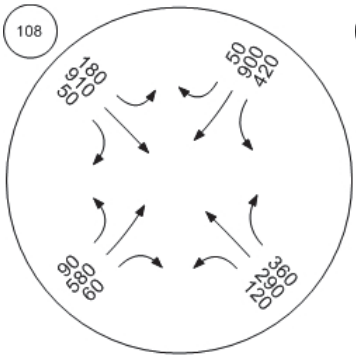
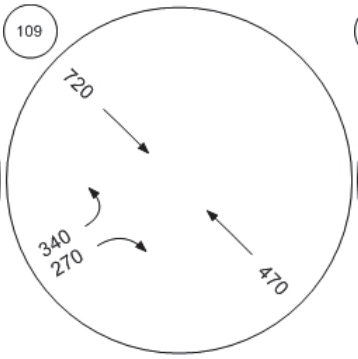
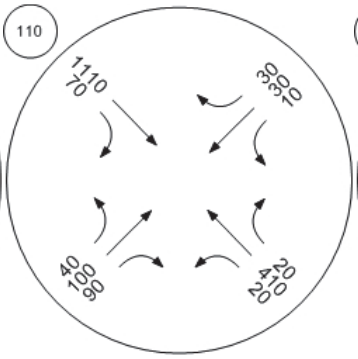


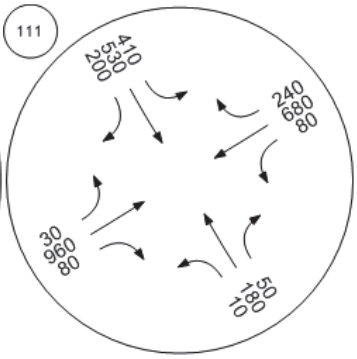
TWENTIETH ST/I-10 EB OF



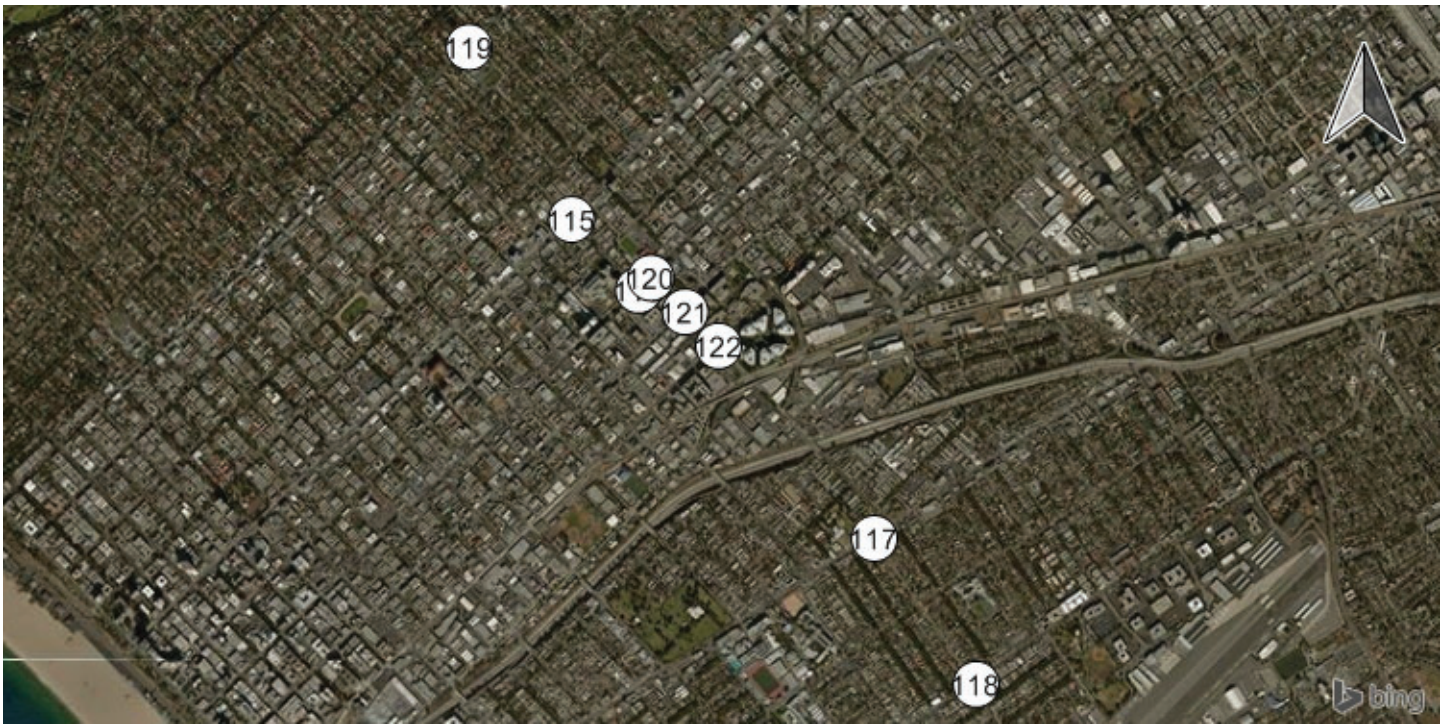
TWENTIETH STREET/DELA



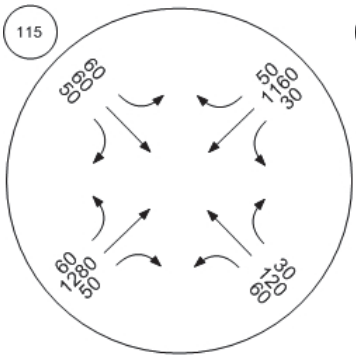
TWENTIETH STREET/PICO



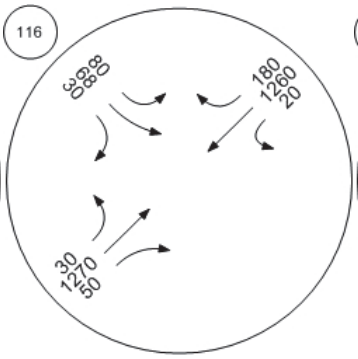
Traffic Volume - Base Volume



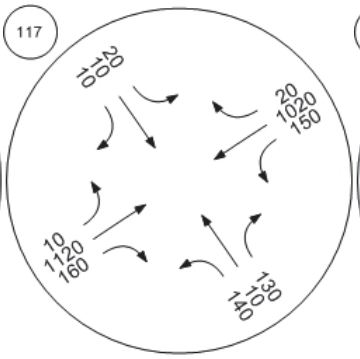
TWENTY-THIRD STREET/W



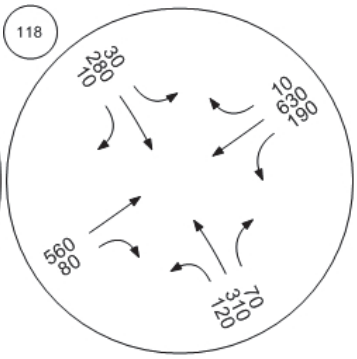
TWENTY-THIRD/SANTA MO



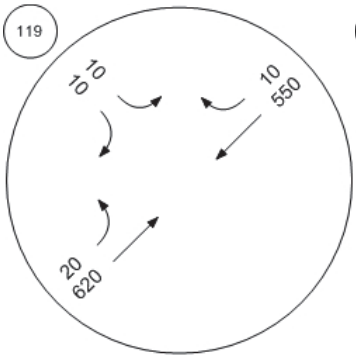
TWENTY-THIRD STREET/PI



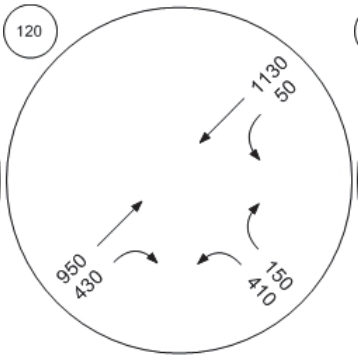
TWENTY-THIRD STREET/O



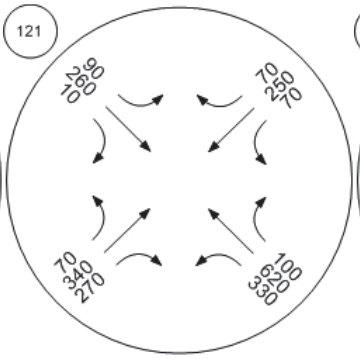
TWENTY-FOURTH STREET



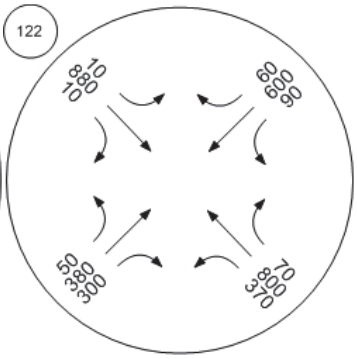
CLOVERFIELD BOULEVAR



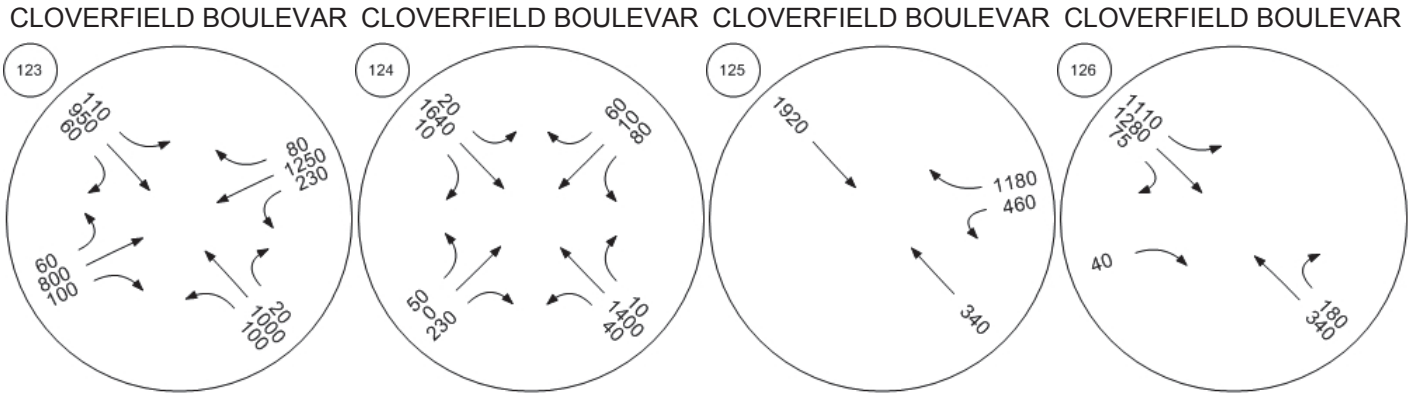
CLOVERFIELD BOULEVAR

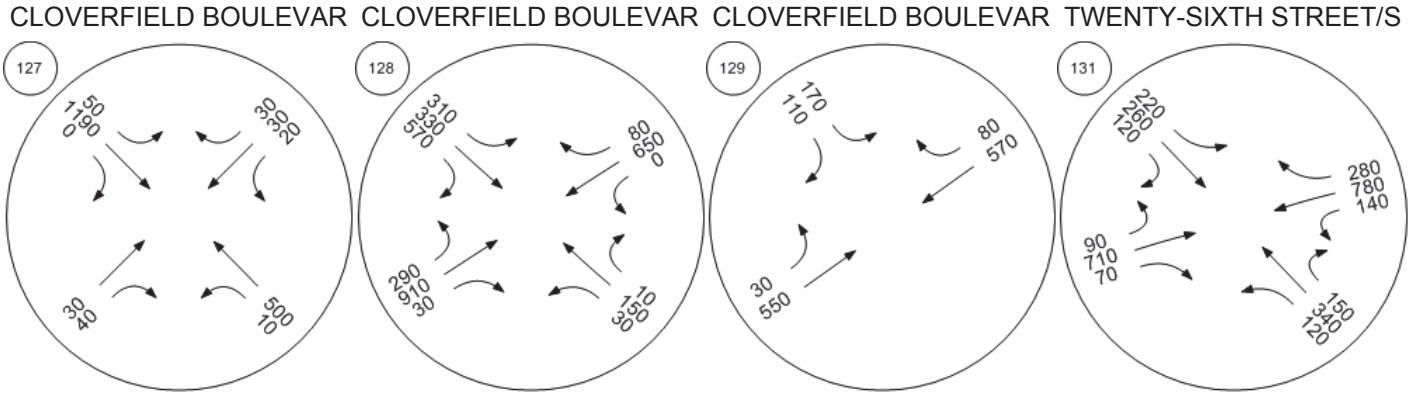


CLOVERFIELD BOULEVAR



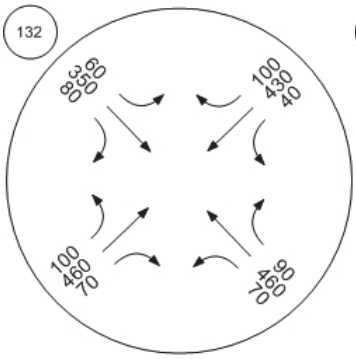
Traffic Volume - Base Volume



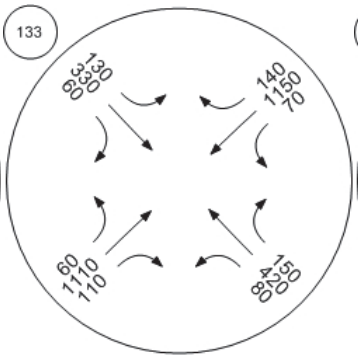


Traffic Volume - Base Volume

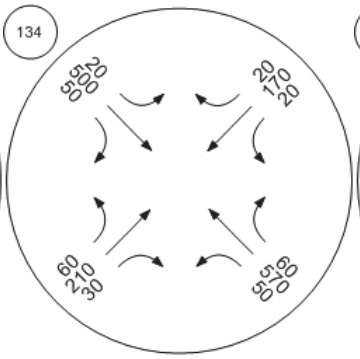
TWENTY-SIXTH STREET/M



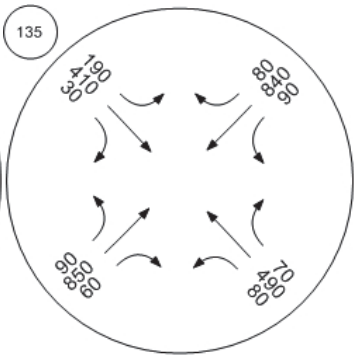
TWENTY-SIXTH STREET/W



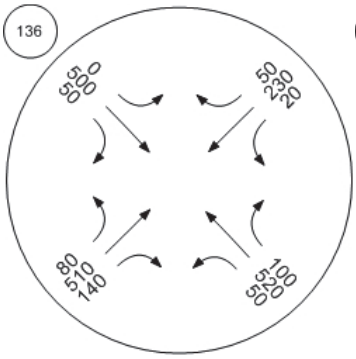
TWENTY-SIXTH STREET/A



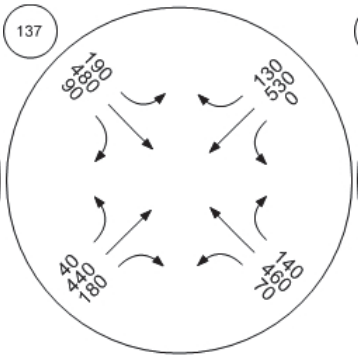
TWENTY-SIXTH STREET/S



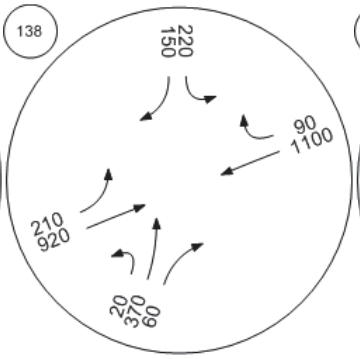
TWENTY-SIXTH STREET/B



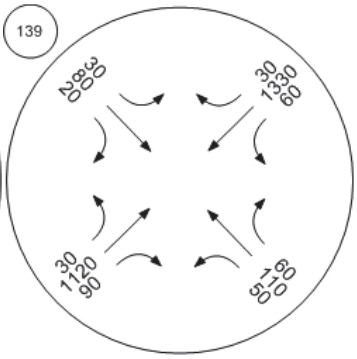
TWENTY-SIXTH STREET/C



TWENTY-SIXTH STREET/O

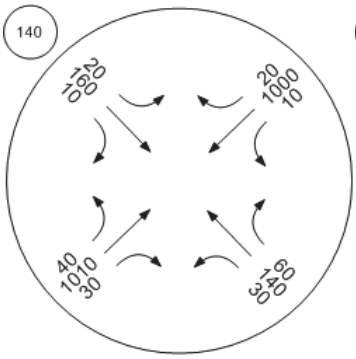


YALE STREET/WILSHIRE B

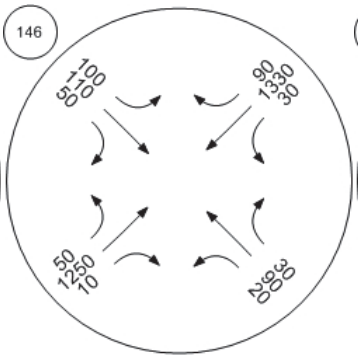


Traffic Volume - Base Volume

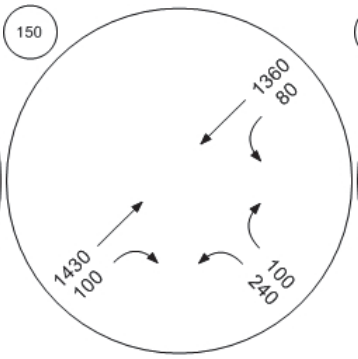
YALE STREET/SANTA MON



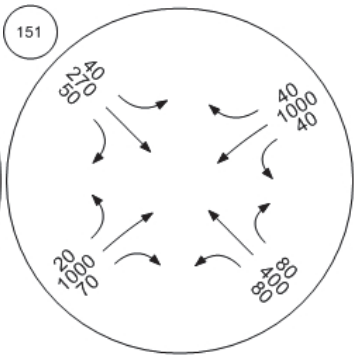
BERKELEY STREET/WILSH



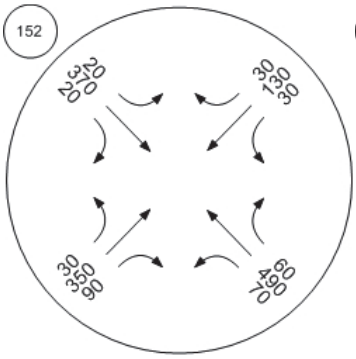
CENTINELA AVENUE (EAS



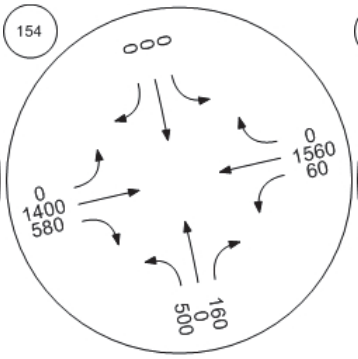
CENTINELA AVENUE/SANT



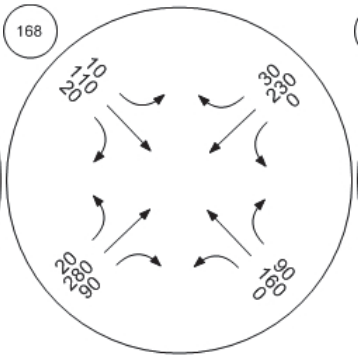
CENTINELA AVENUE/BROA



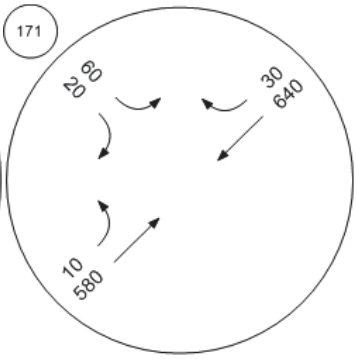
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

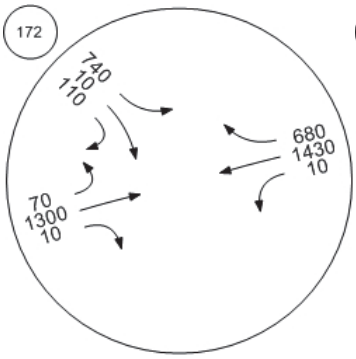


TWENTIETH STREET \(WE

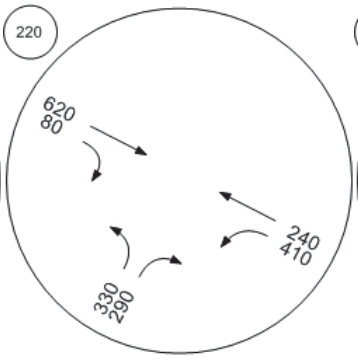


Traffic Volume - Base Volume

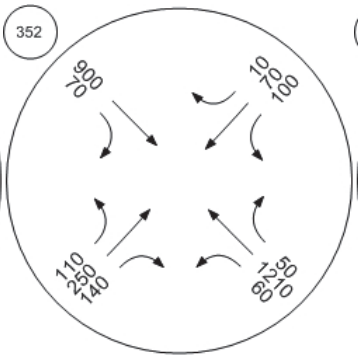
CENTINELA \(WEST\)/OLYM



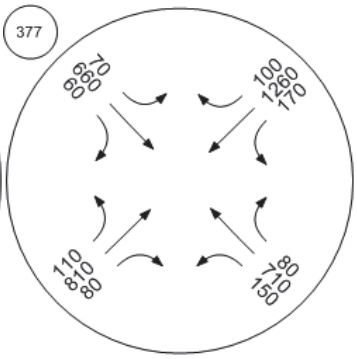
CENTINELA AVENUE/I-10



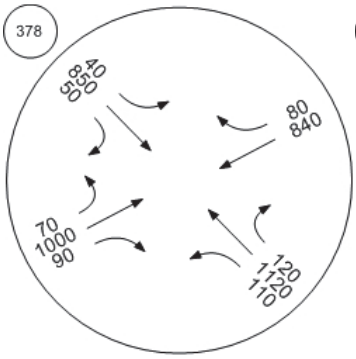
BUNDY DRIVE/OHIO AVEN



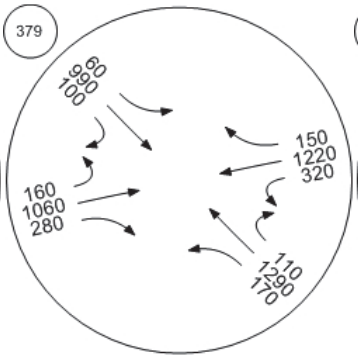
BUNDY DRIVE/WILSHIRE B



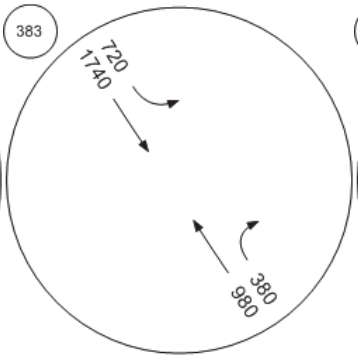
BUNDY DRIVE/SANTA MON



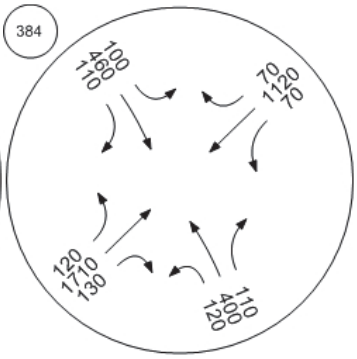
BUNDY DRIVE/OLYMPIC B



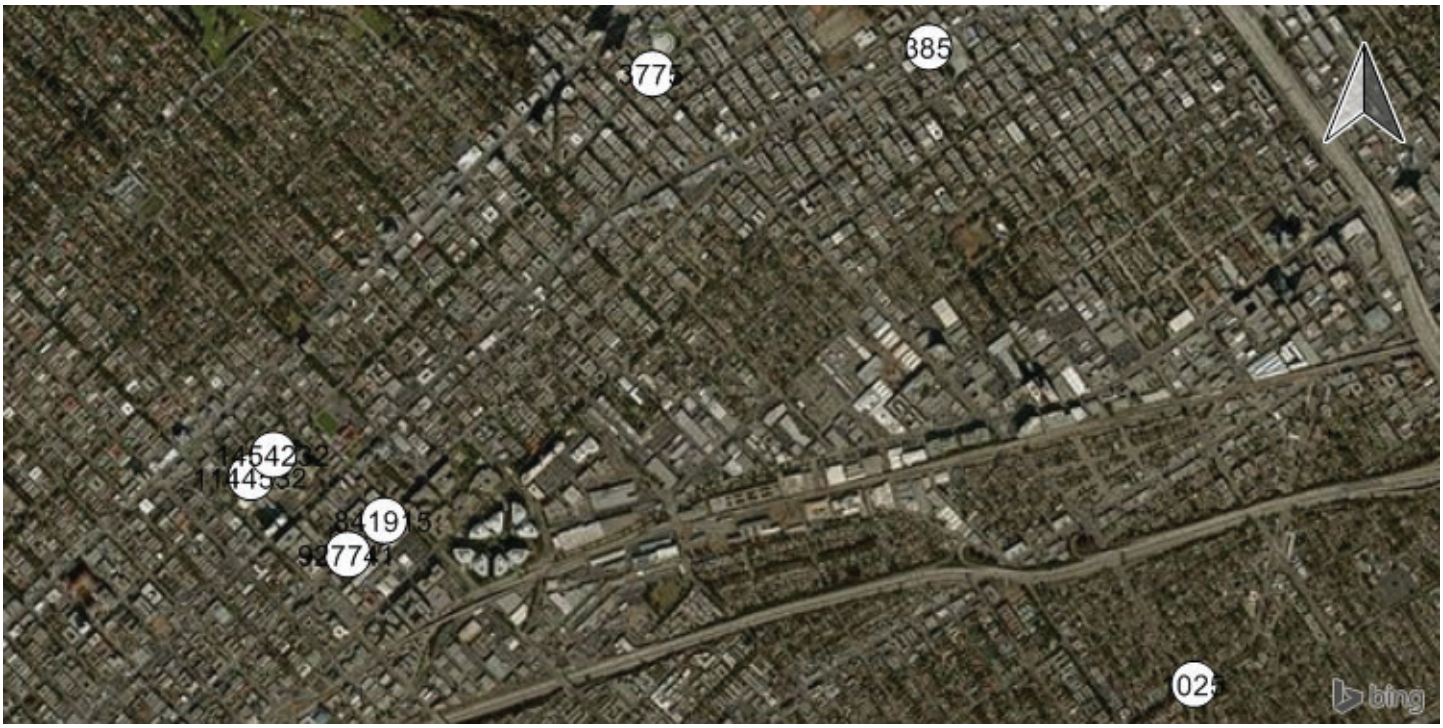
BUNDY DRIVE/I-10 EB ON



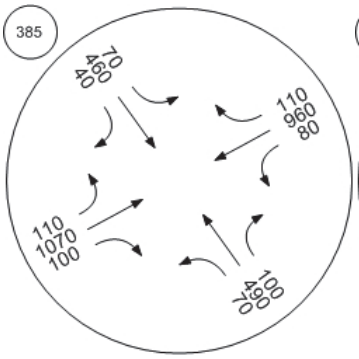
BARRINGTON AVENUE/WIL



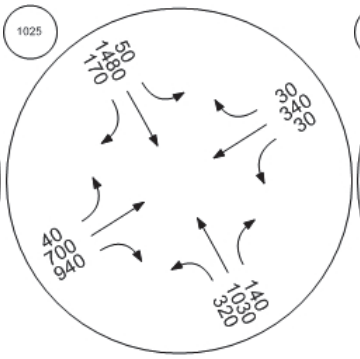
Traffic Volume - Base Volume



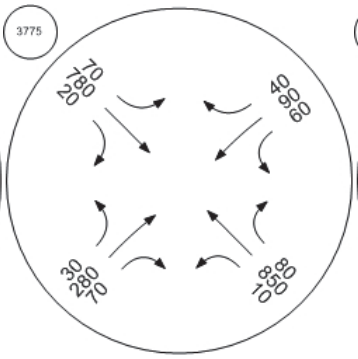
BARRINGTON AVENUE/SA



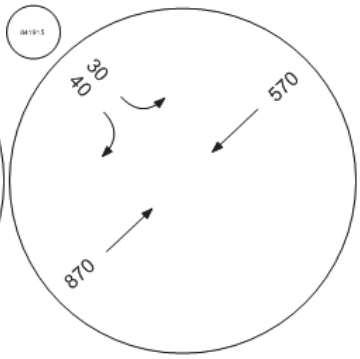
BUNDY DR/OCEAN PARK B



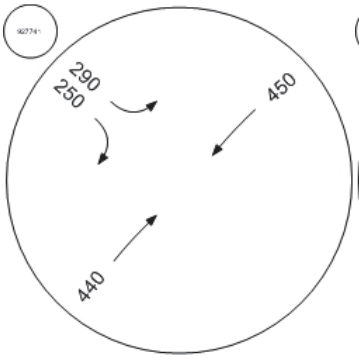
Bundy Drive & Texas Avenue



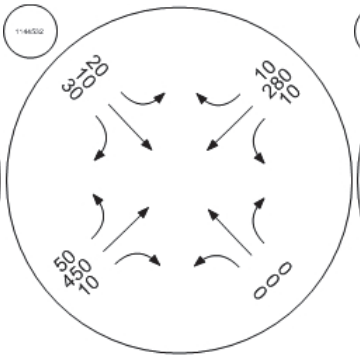
23rd & Broadway



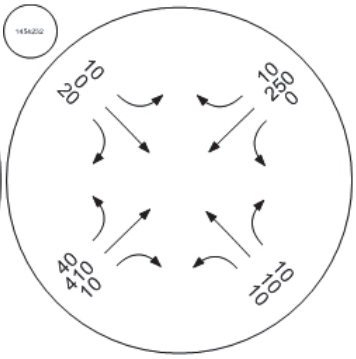
TWENTY-FIRST STREET/B



TWENTY-FIRST STREET/A



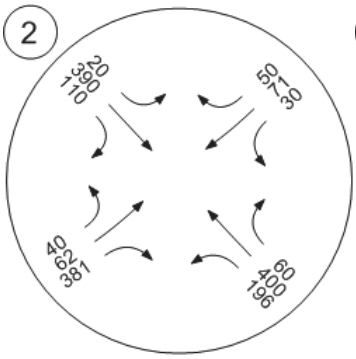
TWENTY-SECOND STREET



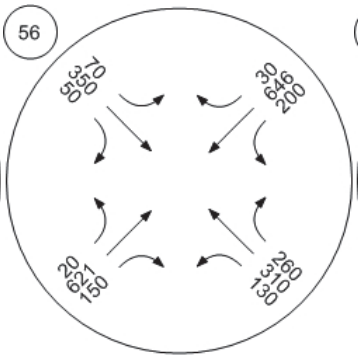
FUTURE (2042) PLUS PROJECT CONDITIONS

Traffic Volume - Base Volume

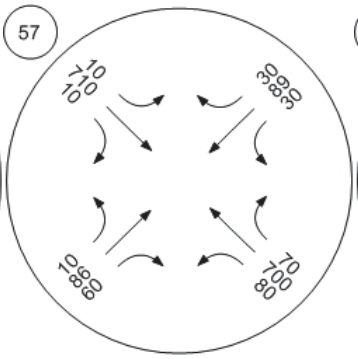
OCEAN AVENUE/CALIFOR



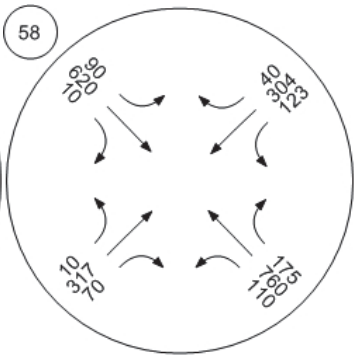
LINCOLN BOULEVARD/WIL



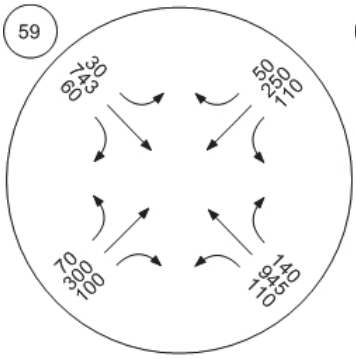
LINCOLN BOULEVARD/ARI



LINCOLN BOULEVARD/SAN



LINCOLN BOULEVARD/BR



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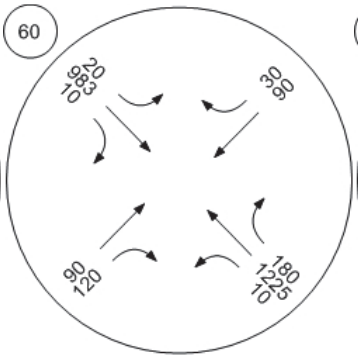
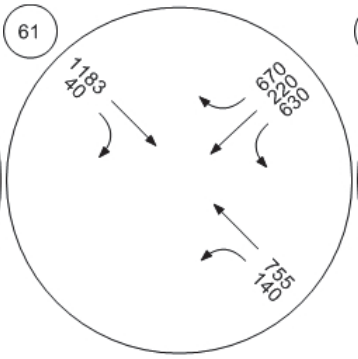
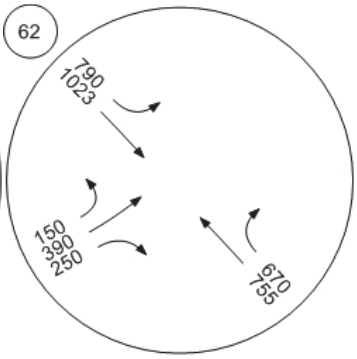


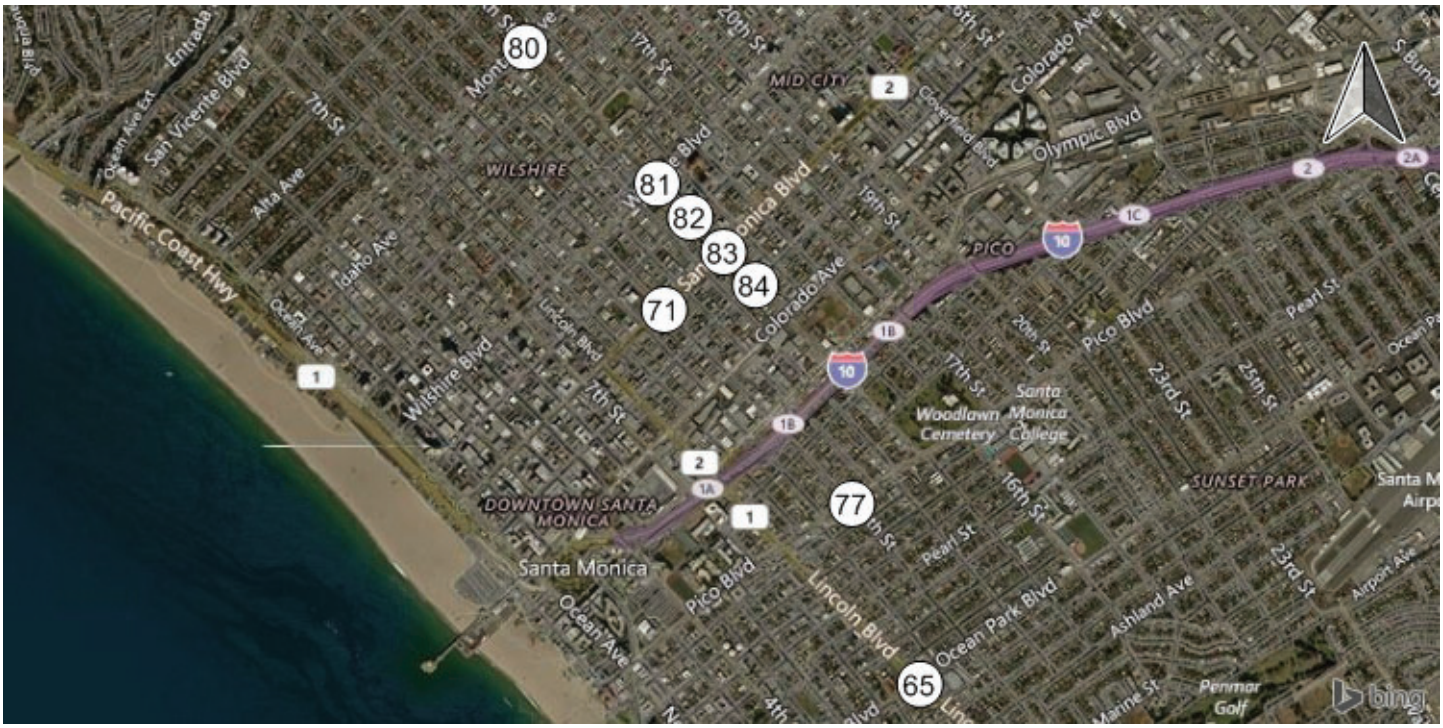
LINCOLN BOULEVARD/OLY



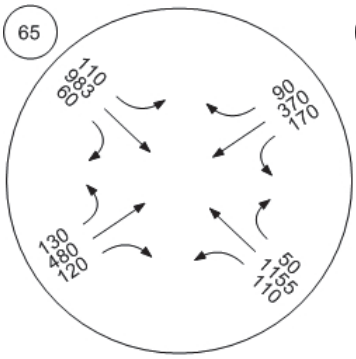
LINCOLN BOULEVARD/I-10



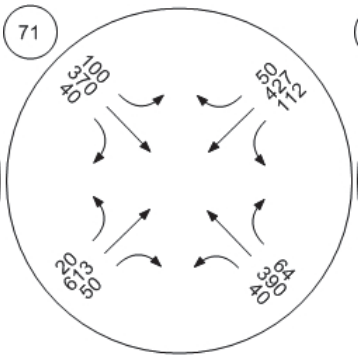
Traffic Volume - Base Volume



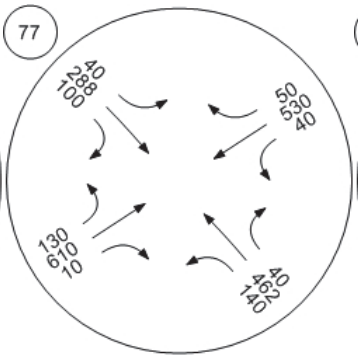
LINCOLN BOULEVARD/OC



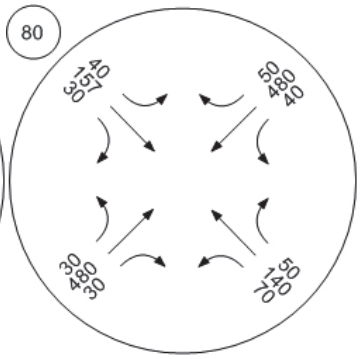
ELEVENTH STREET/SANTA



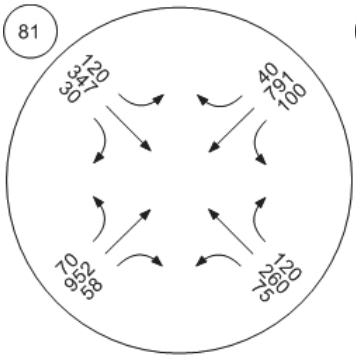
ELEVENTH STREET/PICO B



FOURTEENTH STREET/MO



FOURTEENTH STREET/WIL



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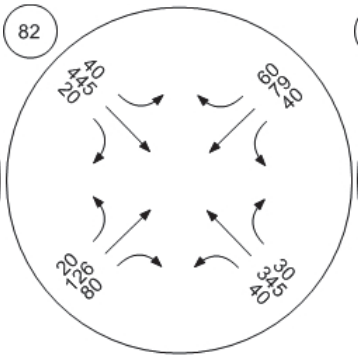
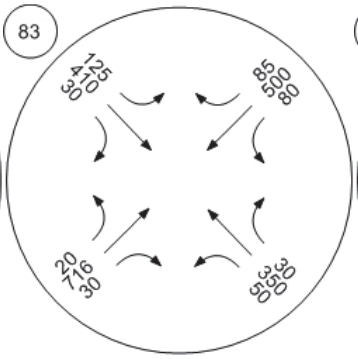


FOURTEENTH STREET/SA



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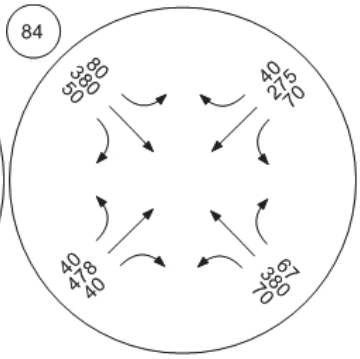
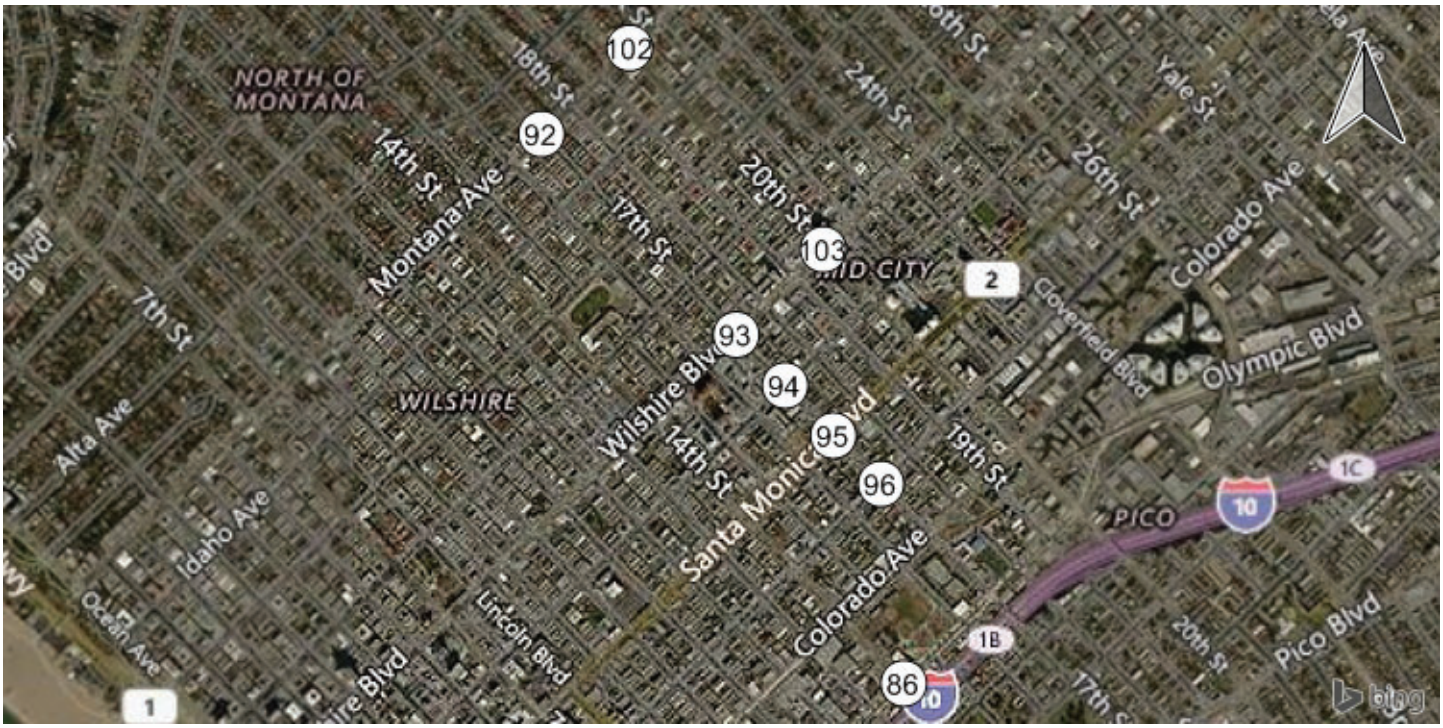
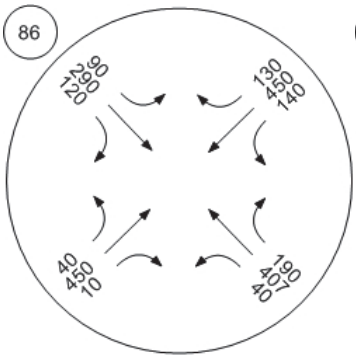


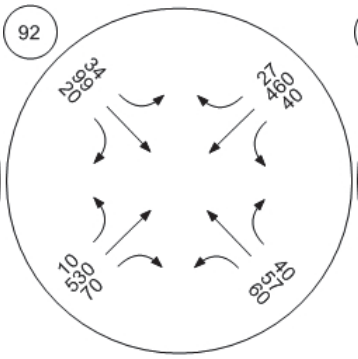
Traffic Volume - Base Volume



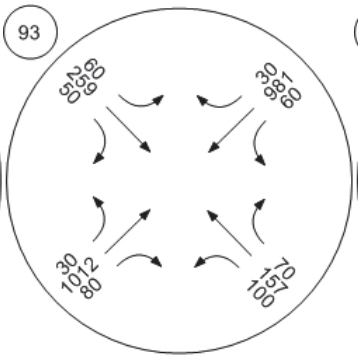
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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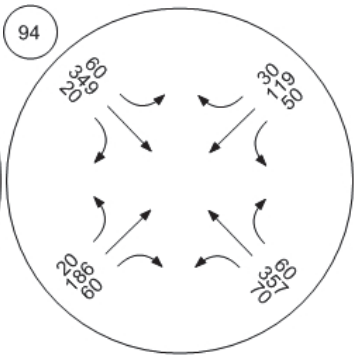
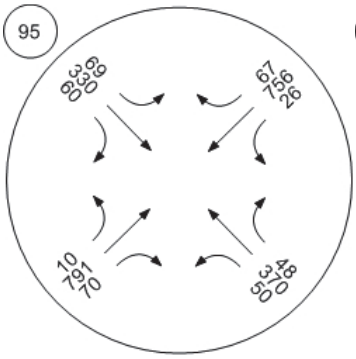
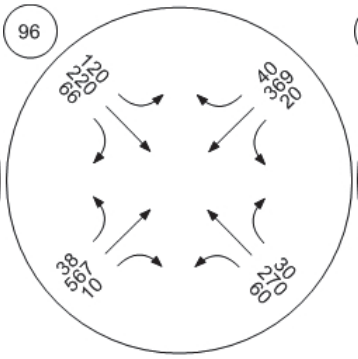


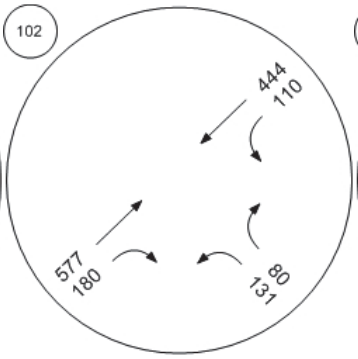
SEVENTEENTH STREET/S



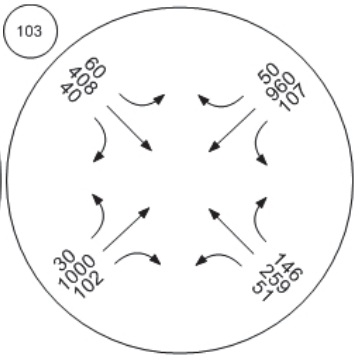
SEVENTEENTH STREET/B



TWENTIETH STREET \(EAS

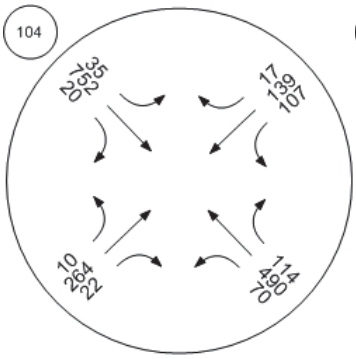


TWENTIETH STREET/WILS



Traffic Volume - Base Volume

TWENTIETH STREET/ARIZ



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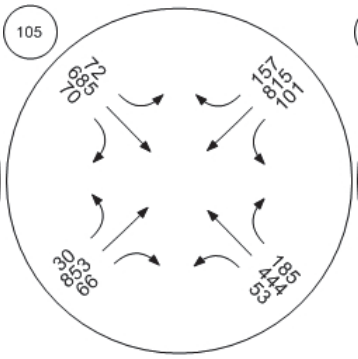

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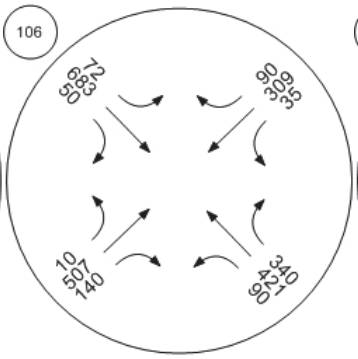
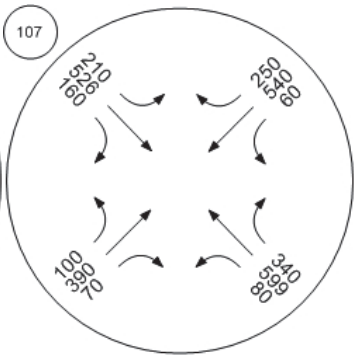


TWENTIETH STREET/COLO



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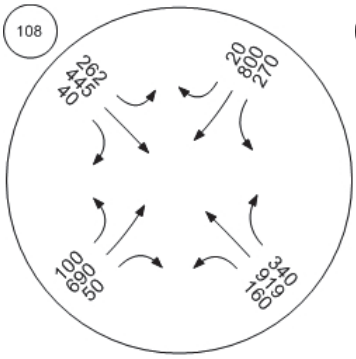
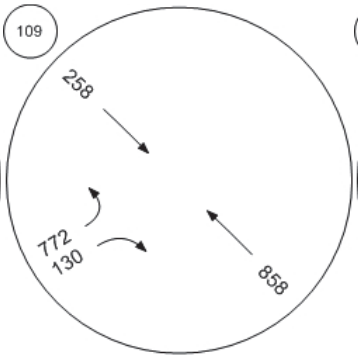
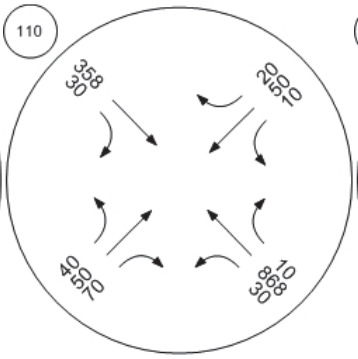


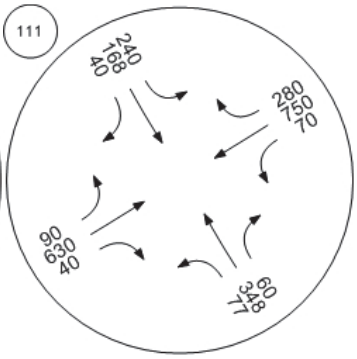
TWENTIETH ST/I-10 EB OF



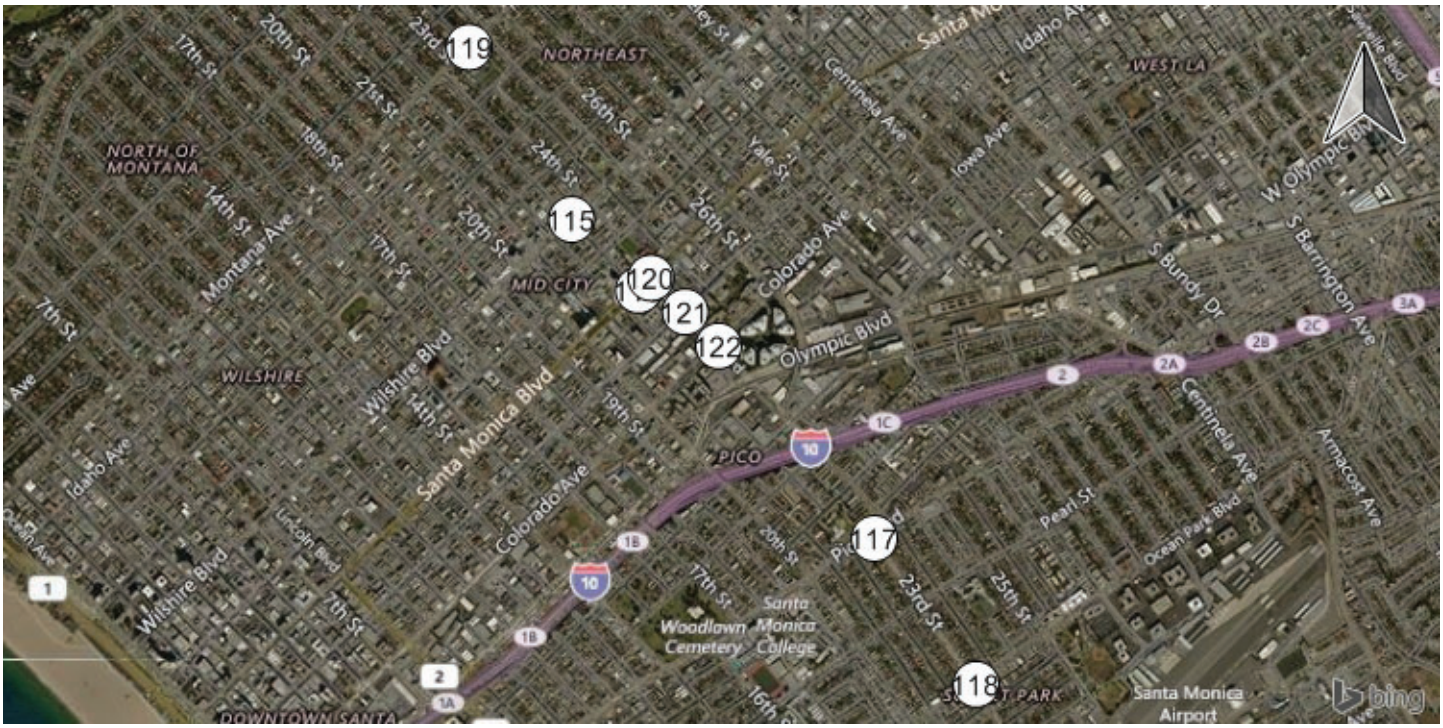
TWENTIETH STREET/DELA



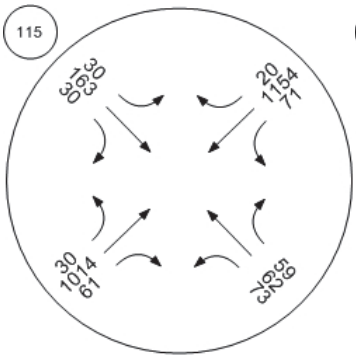
TWENTIETH STREET/PICO



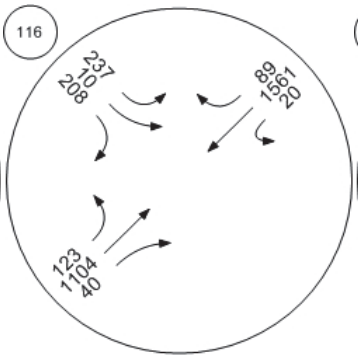
Traffic Volume - Base Volume



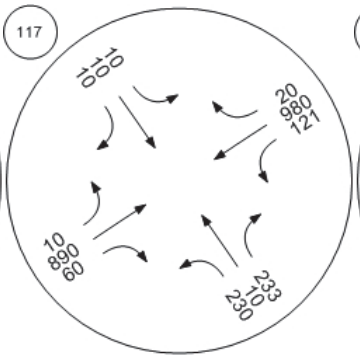
TWENTY-THIRD STREET/W



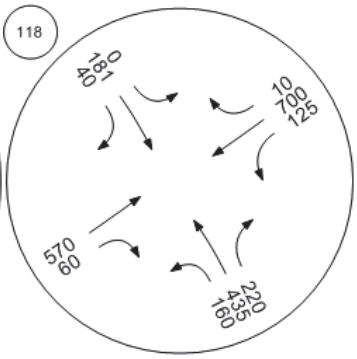
TWENTY-THIRD/SANTA MO



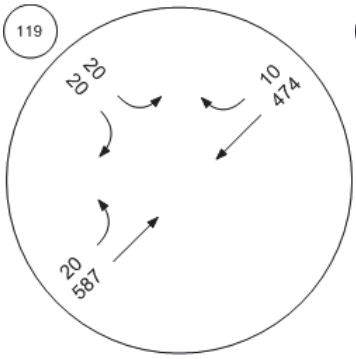
TWENTY-THIRD STREET/PI



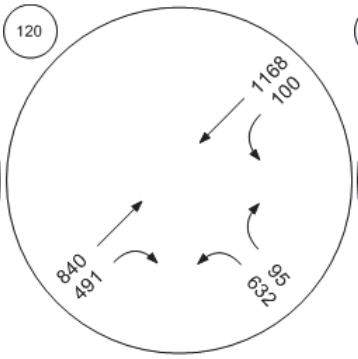
TWENTY-THIRD STREET/O



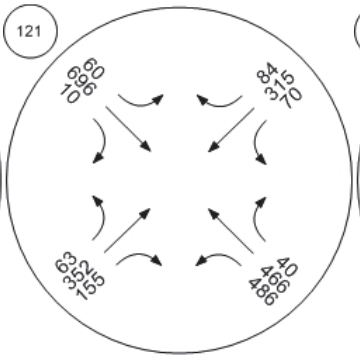
TWENTY-FOURTH STREET



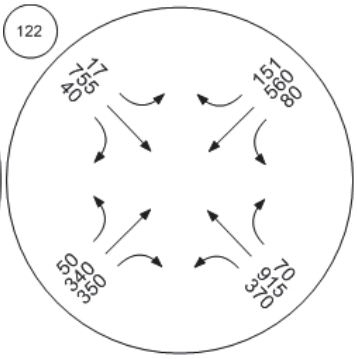
CLOVERFIELD BOULEVAR



CLOVERFIELD BOULEVAR

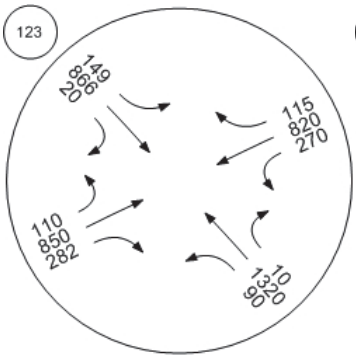


CLOVERFIELD BOULEVAR

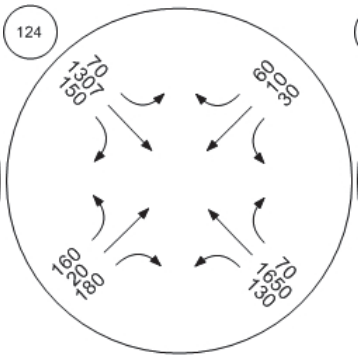


Traffic Volume - Base Volume

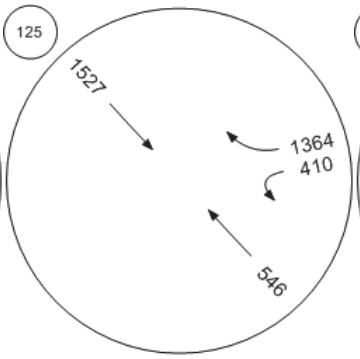
CLOVERFIELD BOULEVAR



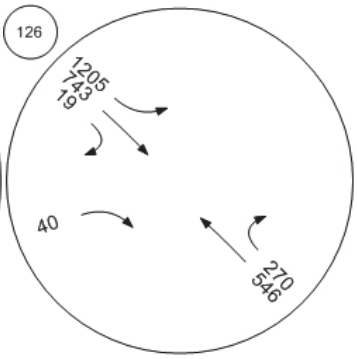
CLOVERFIELD BOULEVAR



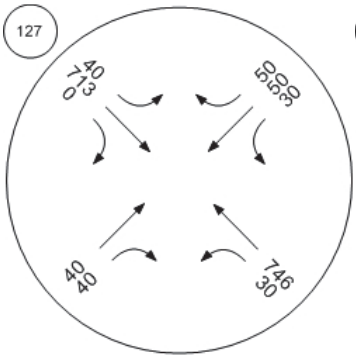
CLOVERFIELD BOULEVAR



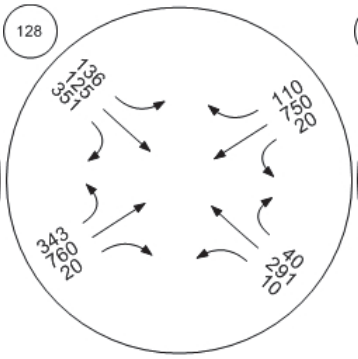
CLOVERFIELD BOULEVAR



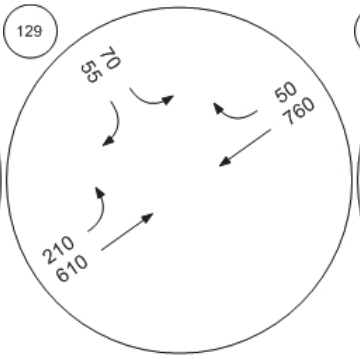
CLOVERFIELD BOULEVAR



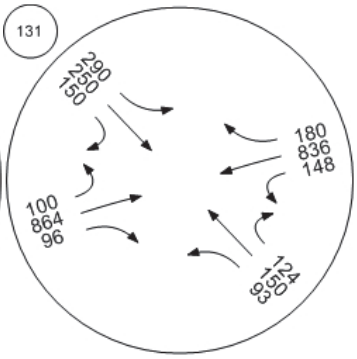
CLOVERFIELD BOULEVAR



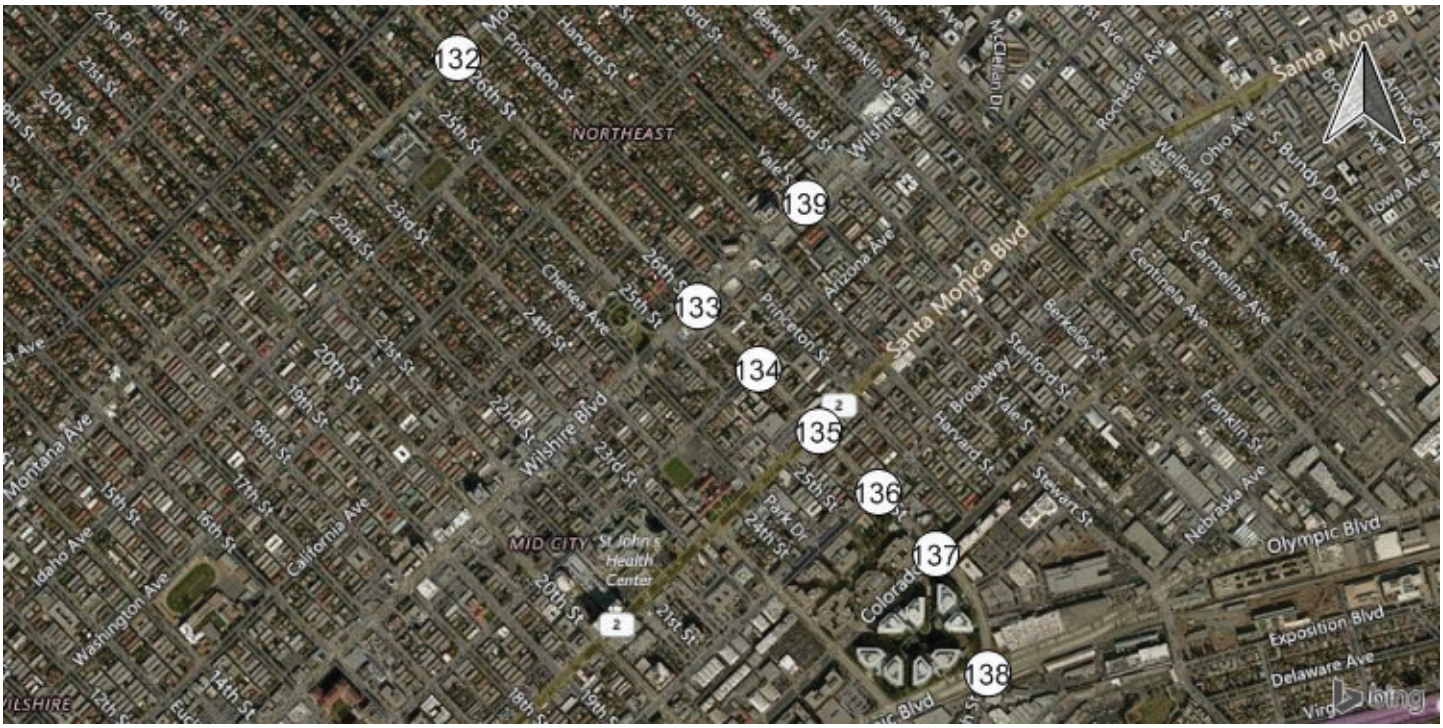
CLOVERFIELD BOULEVAR



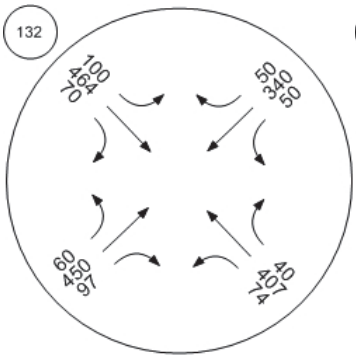
TWENTY-SIXTH STREET/S



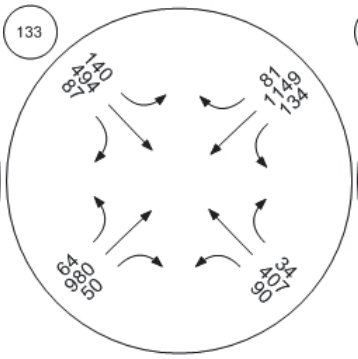
Traffic Volume - Base Volume



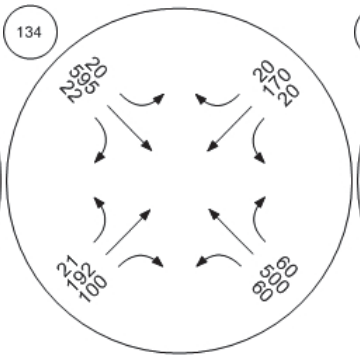
TWENTY-SIXTH STREET/M



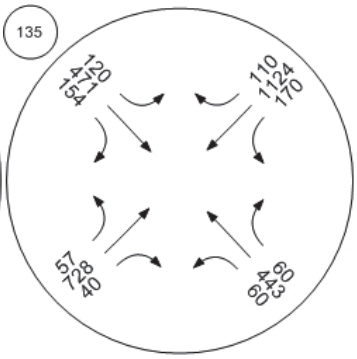
TWENTY-SIXTH STREET/W



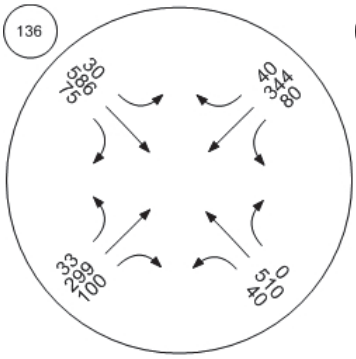
TWENTY-SIXTH STREET/A



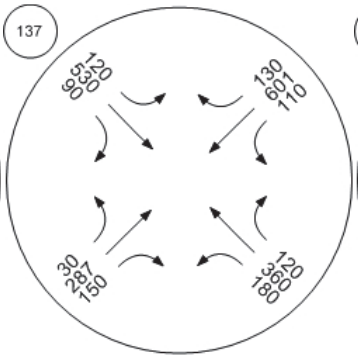
TWENTY-SIXTH STREET/S



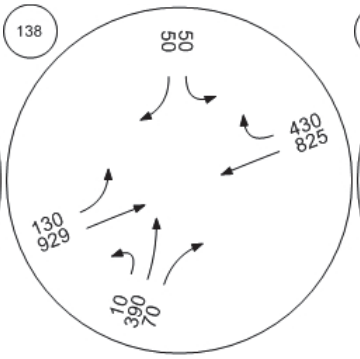
TWENTY-SIXTH STREET/B



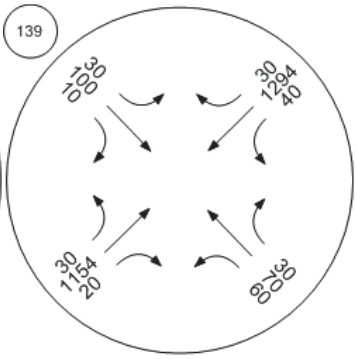
TWENTY-SIXTH STREET/C



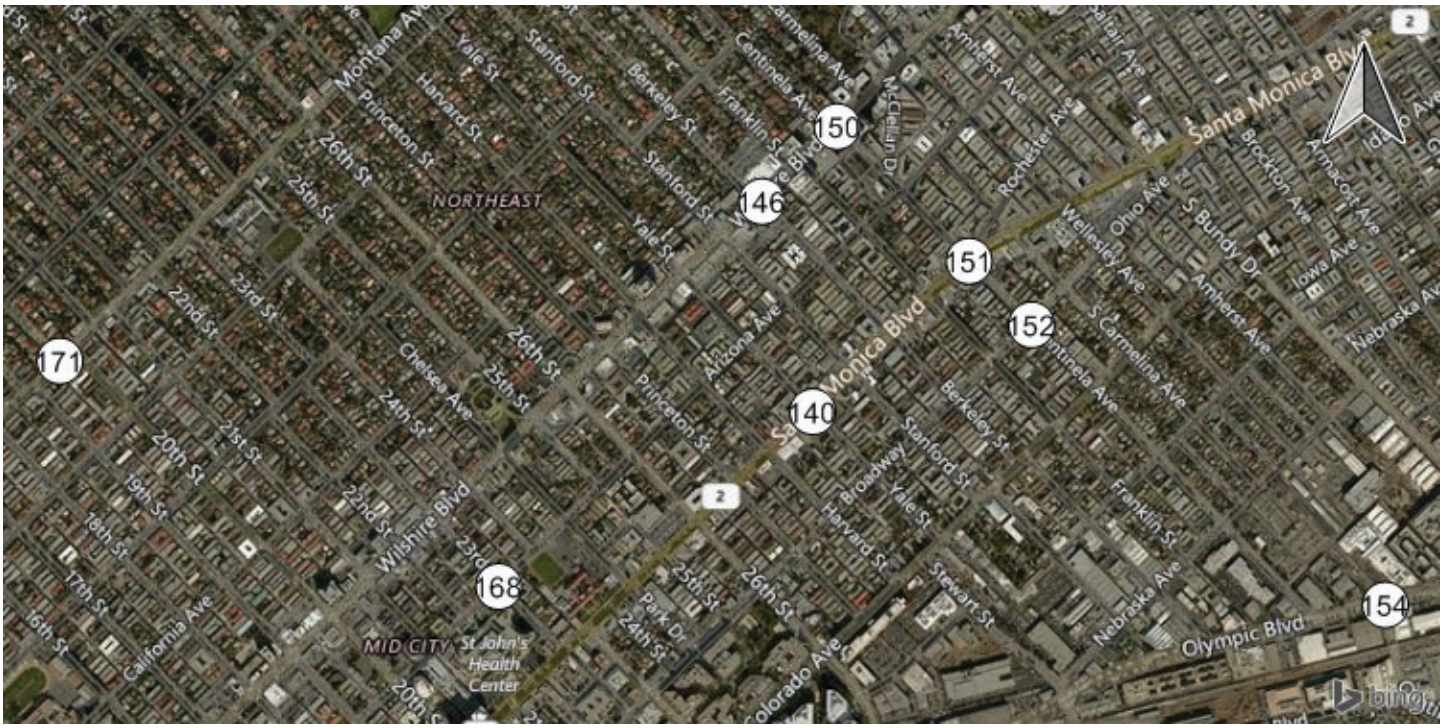
TWENTY-SIXTH STREET/O



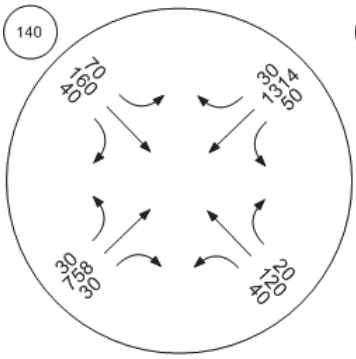
YALE STREET/WILSHIRE B



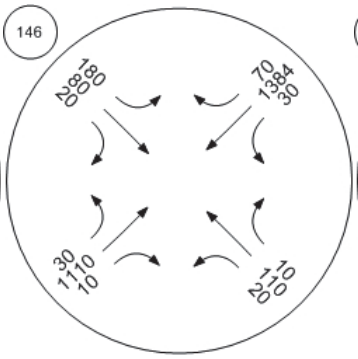
Traffic Volume - Base Volume



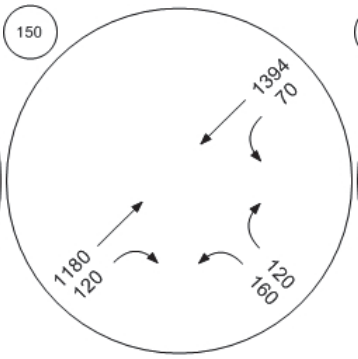
YALE STREET/SANTA MON



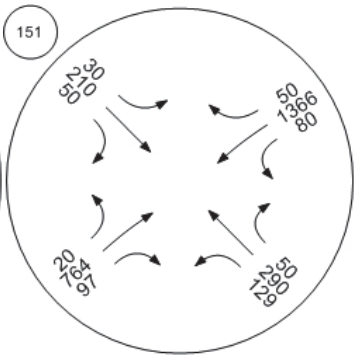
BERKELEY STREET/WILSH



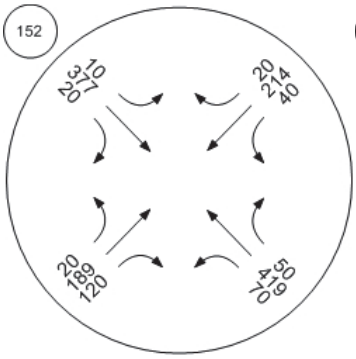
CENTINELA AVENUE (EAS



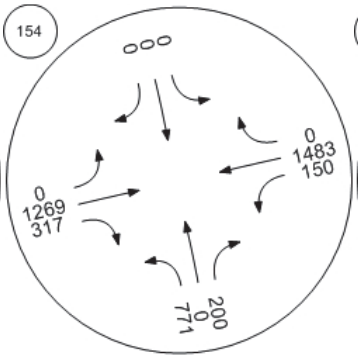
CENTINELA AVENUE/SANT



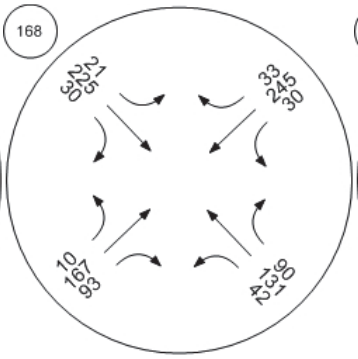
CENTINELA AVENUE/BROA



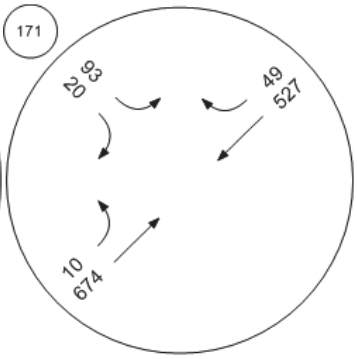
CENTINELA AVENUE (EAS



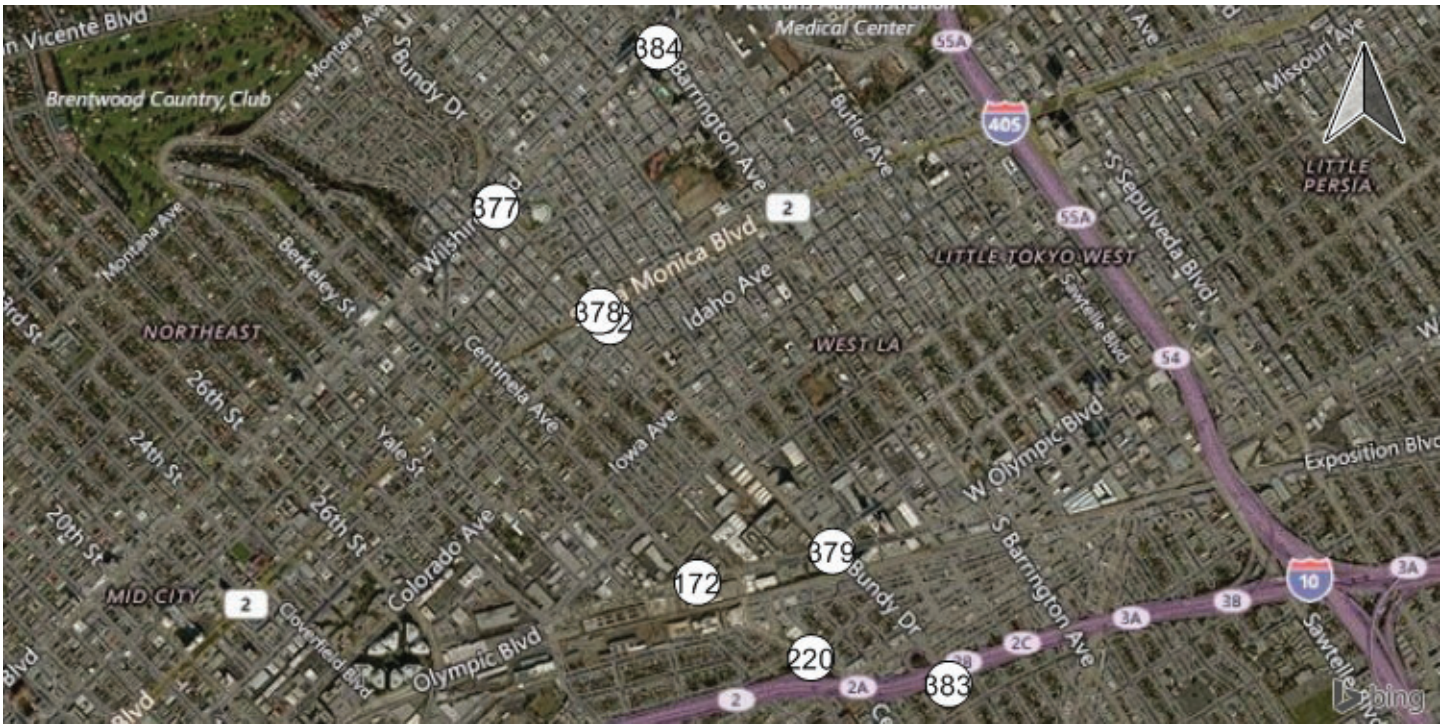
Arizona Ave / 23rd St.



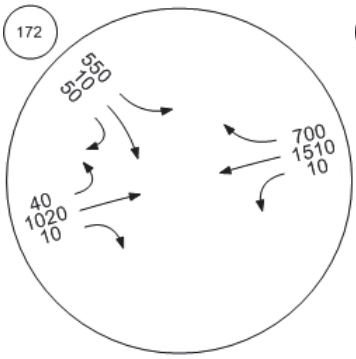
TWENTIETH STREET \(WE



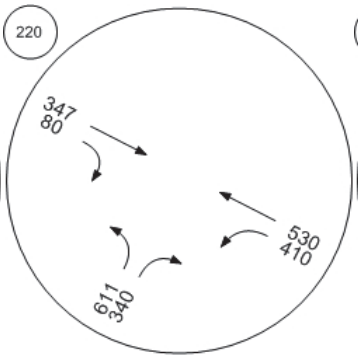
Traffic Volume - Base Volume



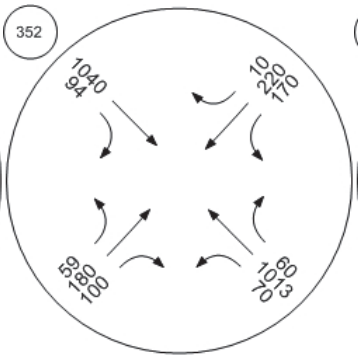
CENTINELA \(WEST\)/OLYM



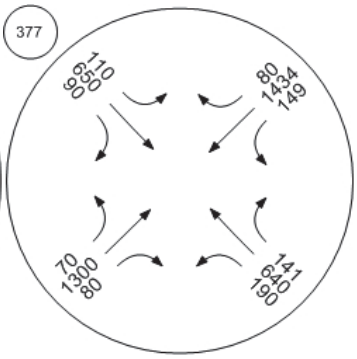
CENTINELA AVENUE/I-10



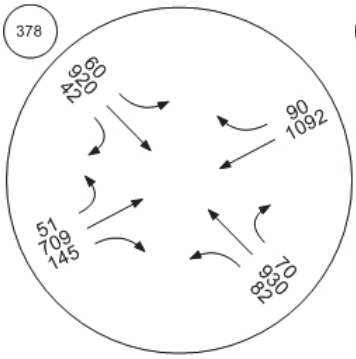
BUNDY DRIVE/OHIO AVEN



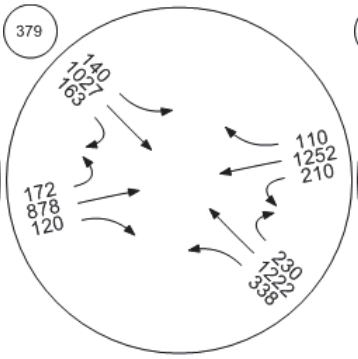
BUNDY DRIVE/WILSHIRE B



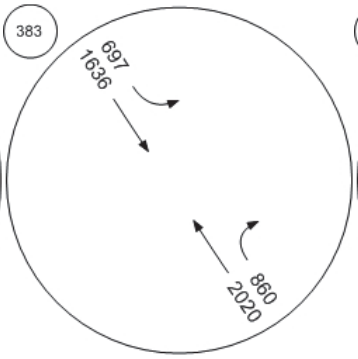
BUNDY DRIVE/SANTA MON



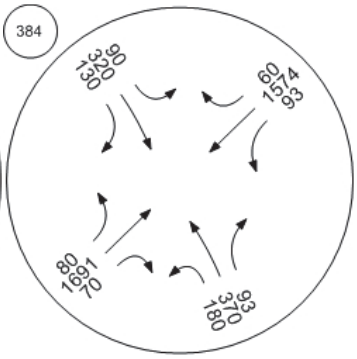
BUNDY DRIVE/OLYMPIC B



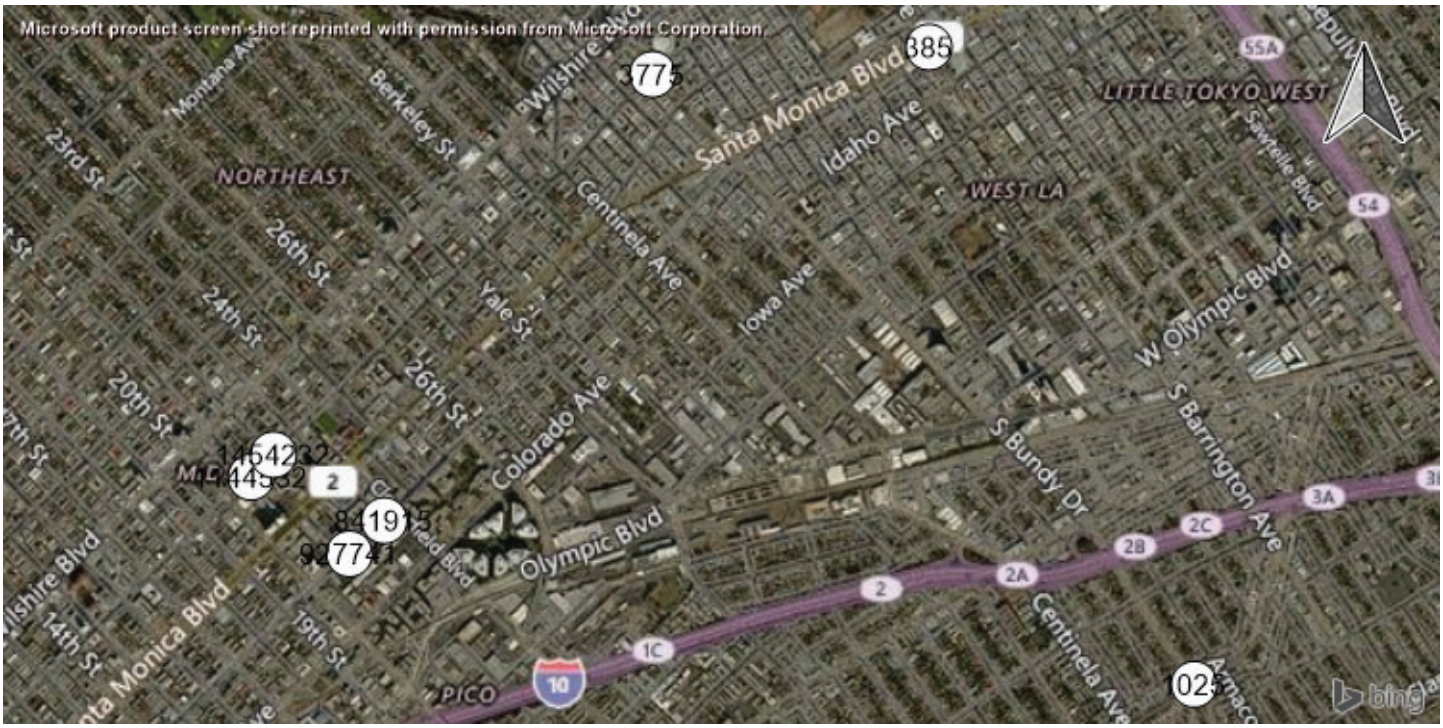
BUNDY DRIVE/I-10 EB ON



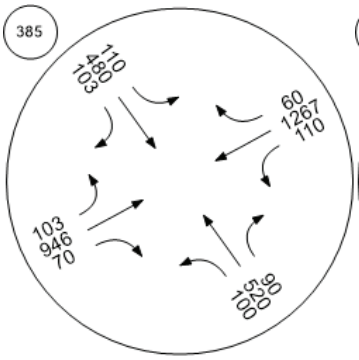
BARRINGTON AVENUE/WIL



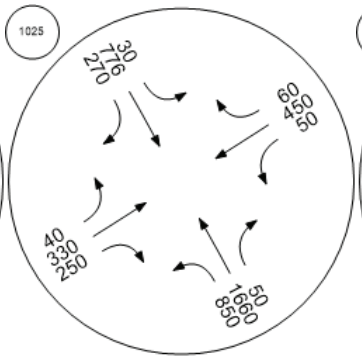
Traffic Volume - Base Volume



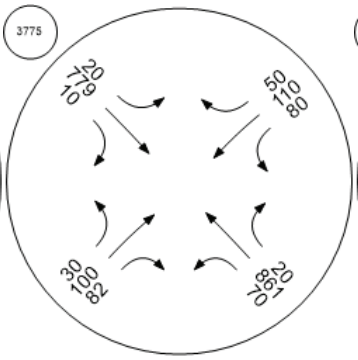
BARRINGTON AVENUE/SA



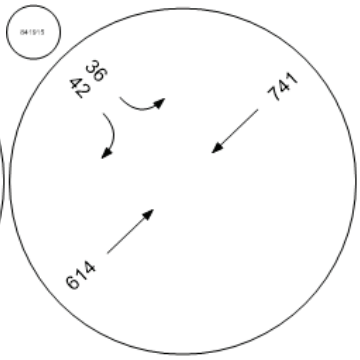
BUNDY DR/OCEAN PARK B



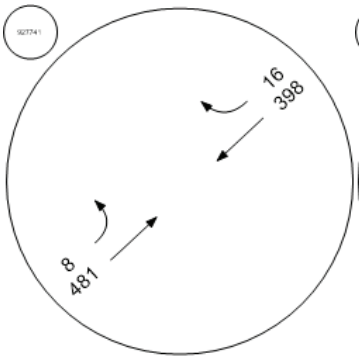
Bundy Drive & Texas Avenue



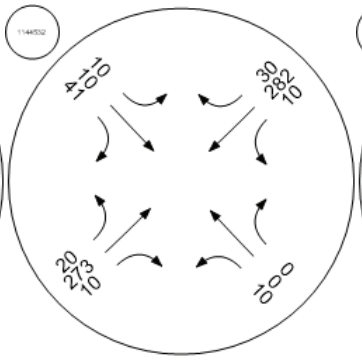
23rd & Broadway



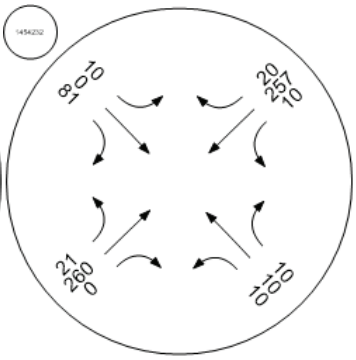
TWENTY-FIRST STREET/B



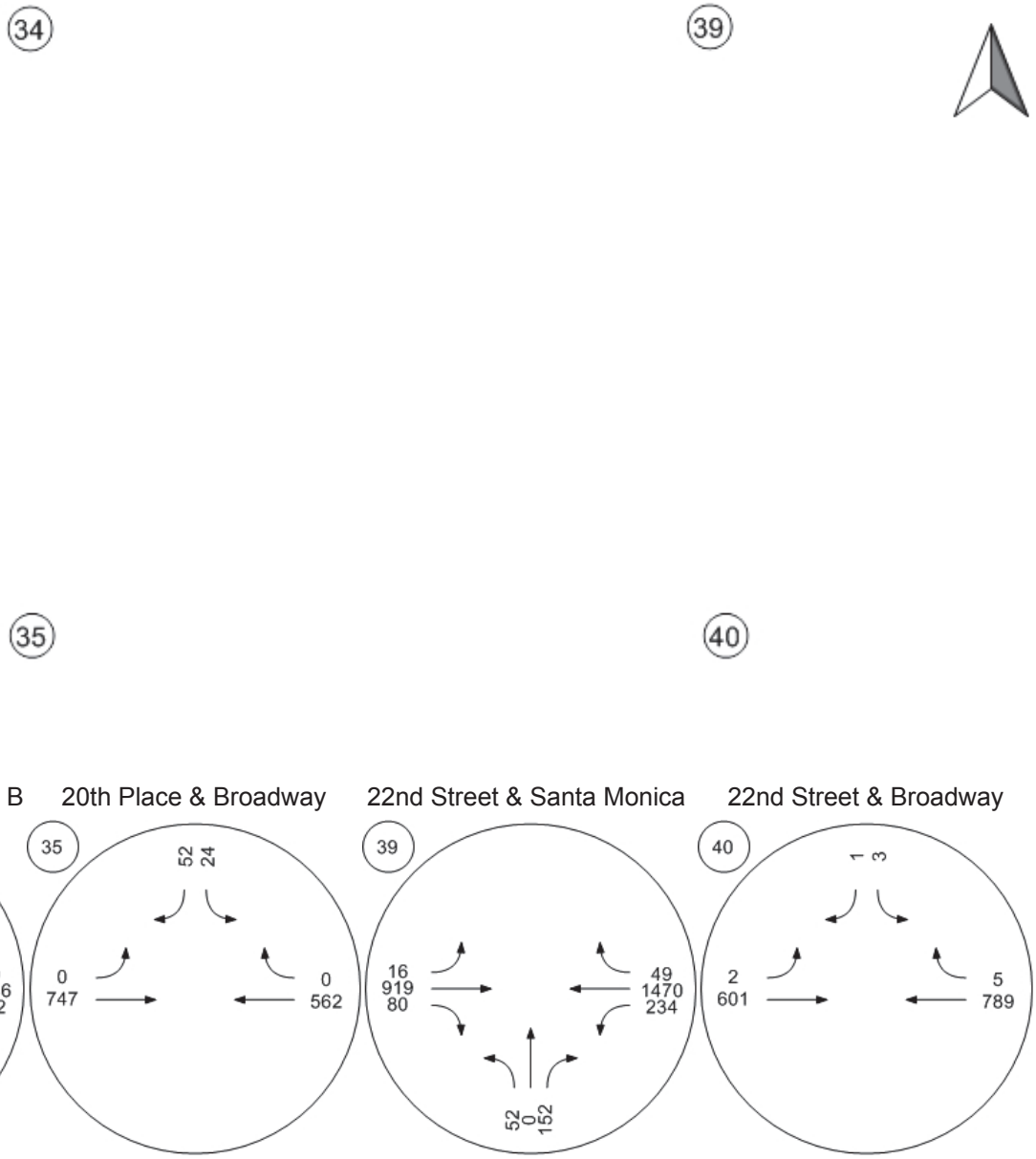
TWENTY-FIRST STREET/A



TWENTY-SECOND STREET

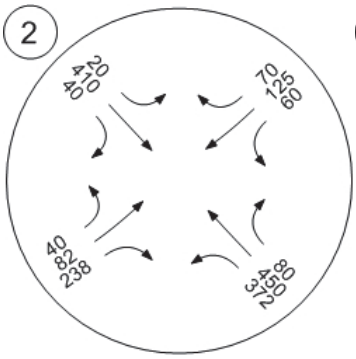


Traffic Volume - Base Volume

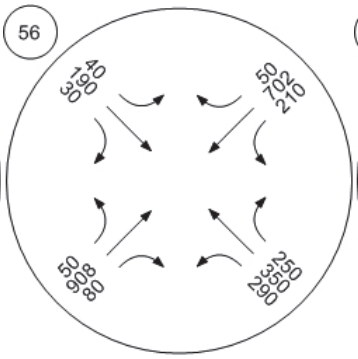


Traffic Volume - Base Volume

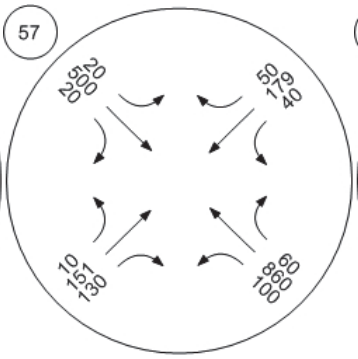
OCEAN AVENUE/CALIFOR



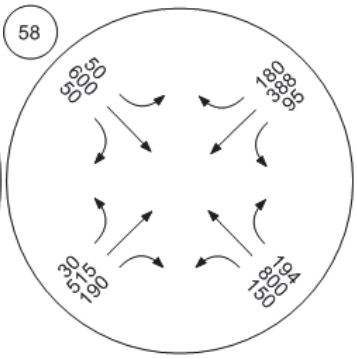
LINCOLN BOULEVARD/WIL



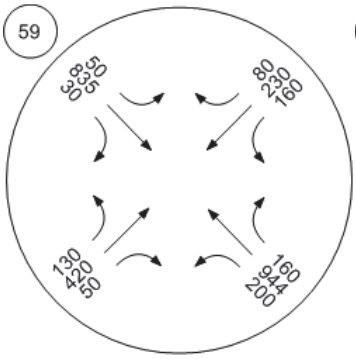
LINCOLN BOULEVARD/ARI



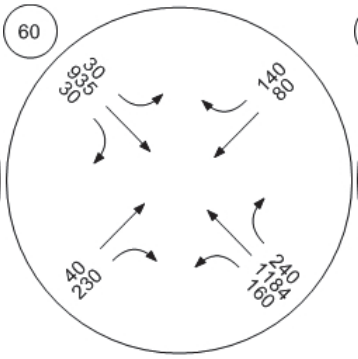
LINCOLN BOULEVARD/SAN



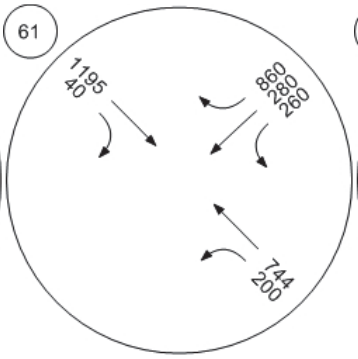
LINCOLN BOULEVARD/BR



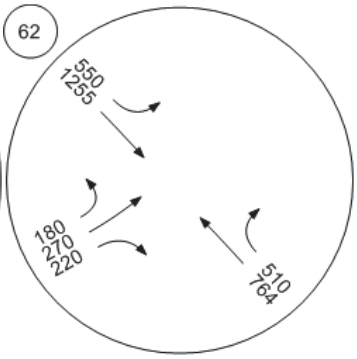
LINCOLN BOULEVARD/COL



LINCOLN BOULEVARD/OLY

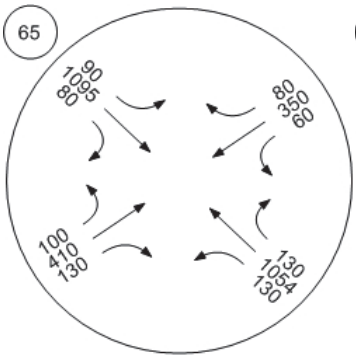


LINCOLN BOULEVARD/I-10

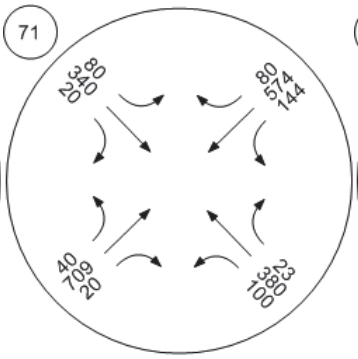


Traffic Volume - Base Volume

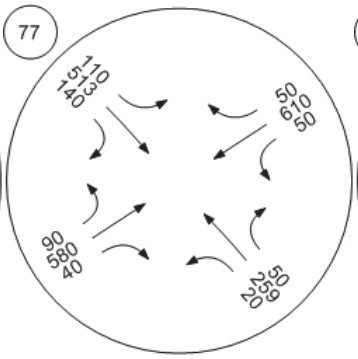
LINCOLN BOULEVARD/OC



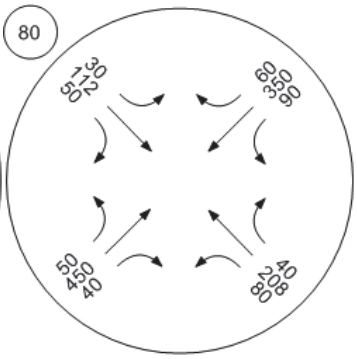
ELEVENTH STREET/SANTA



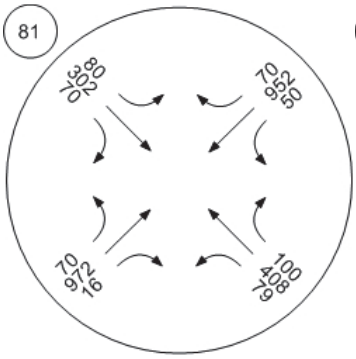
ELEVENTH STREET/PICO B



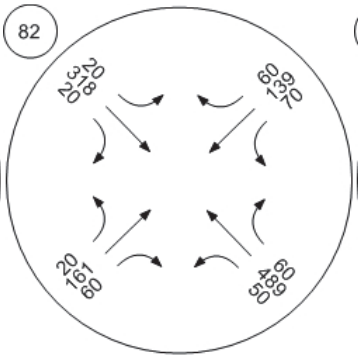
FOURTEENTH STREET/MO



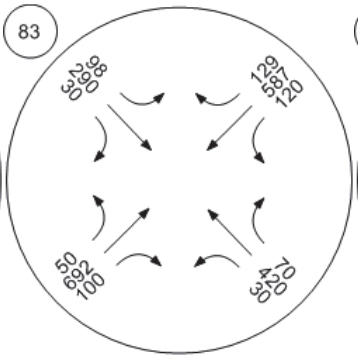
FOURTEENTH STREET/WIL



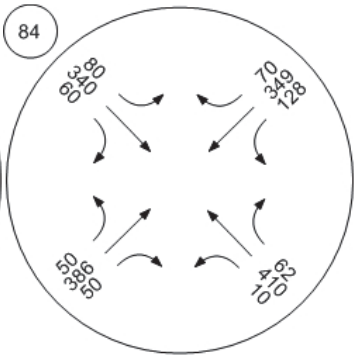
FOURTEENTH STREET/ARI



FOURTEENTH STREET/SA

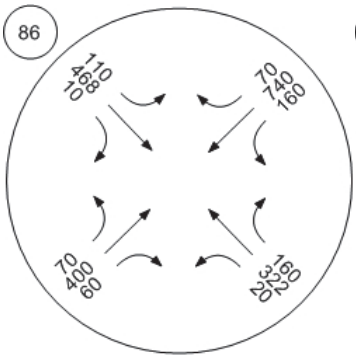


FOURTEENTH STREET/BR

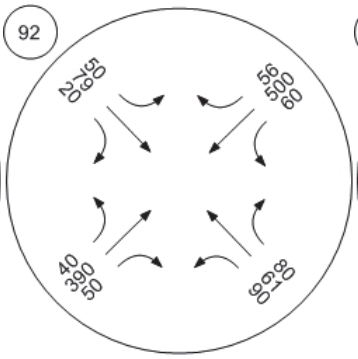


Traffic Volume - Base Volume

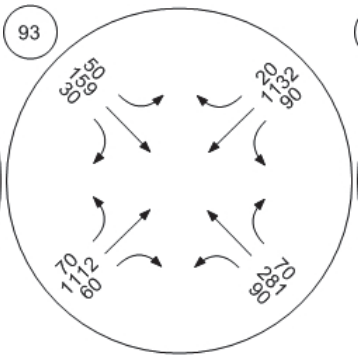
FOURTEENTH STREET/OL



SEVENTEENTH STREET/M



SEVENTEENTH STREET/WI



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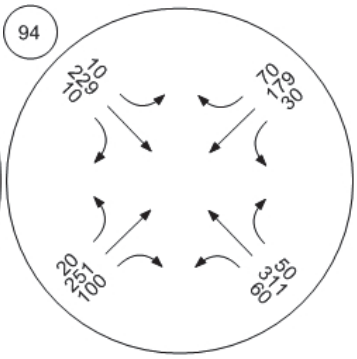

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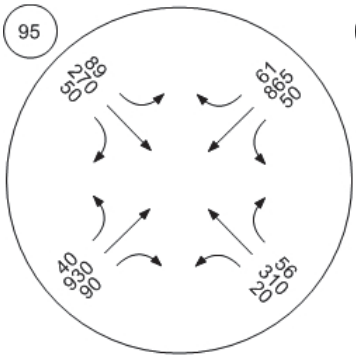

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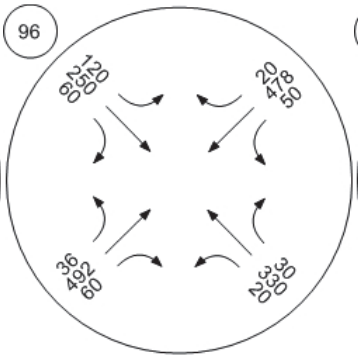

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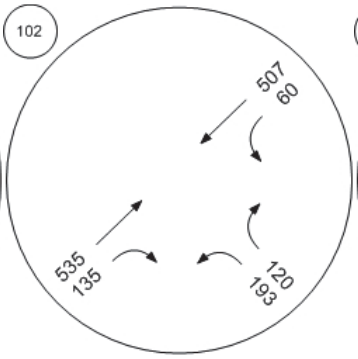

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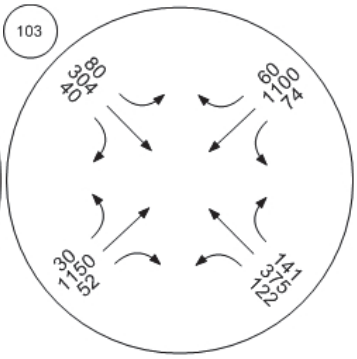

Traffic Volume - Base Volume

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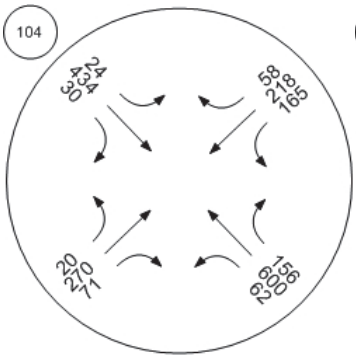

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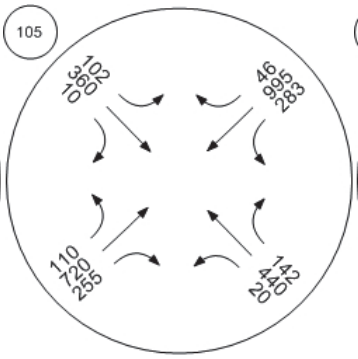

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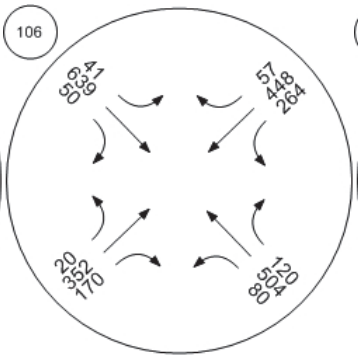

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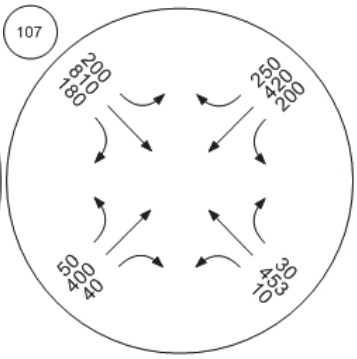

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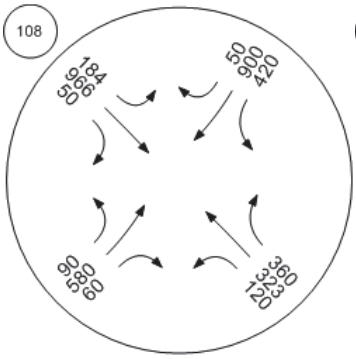

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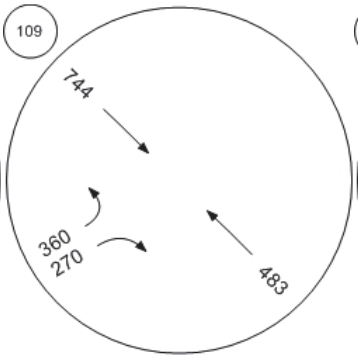

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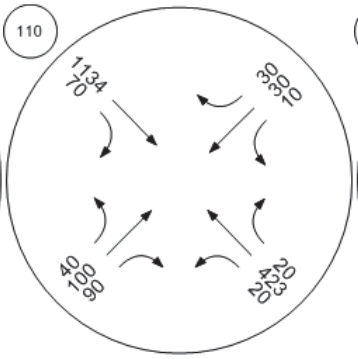

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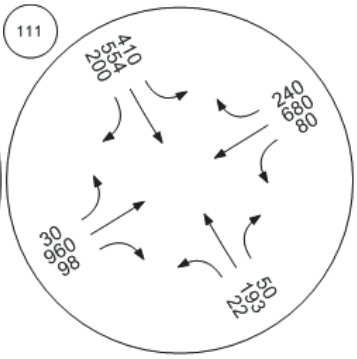
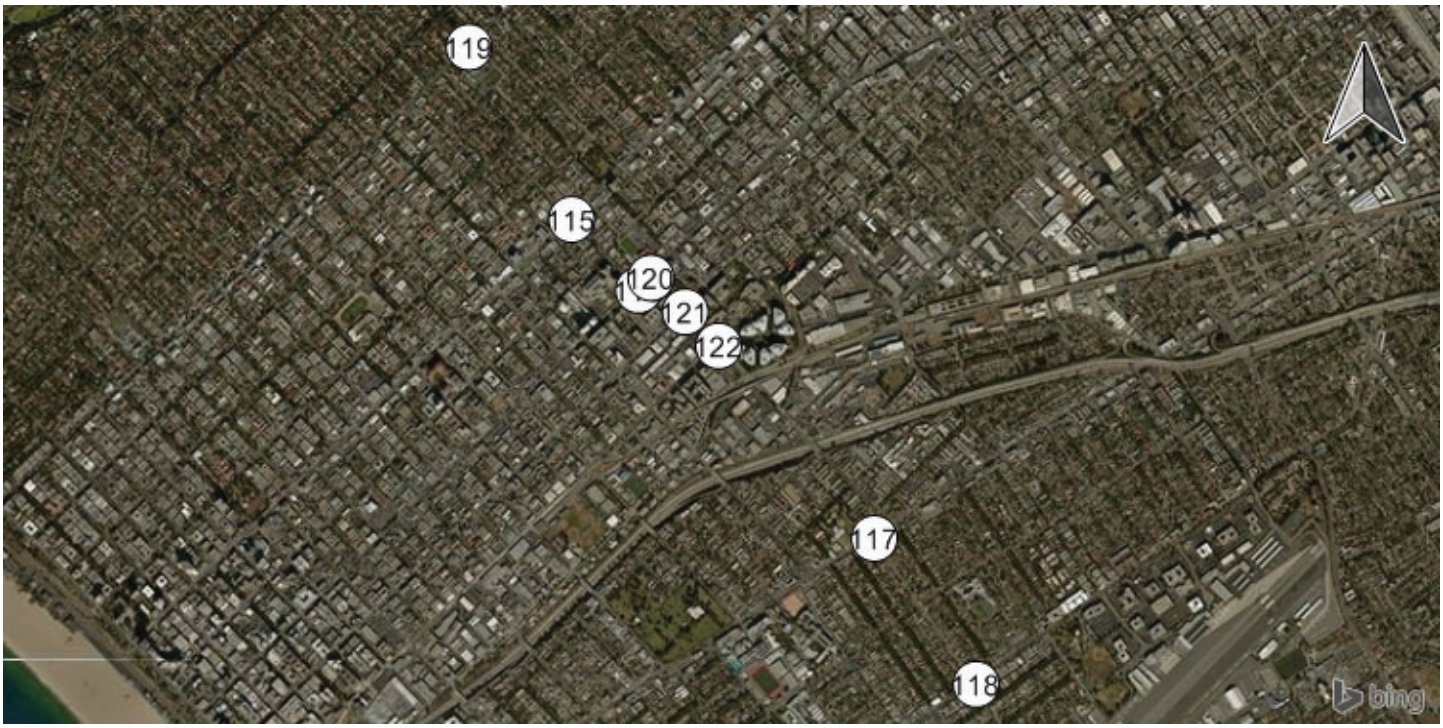
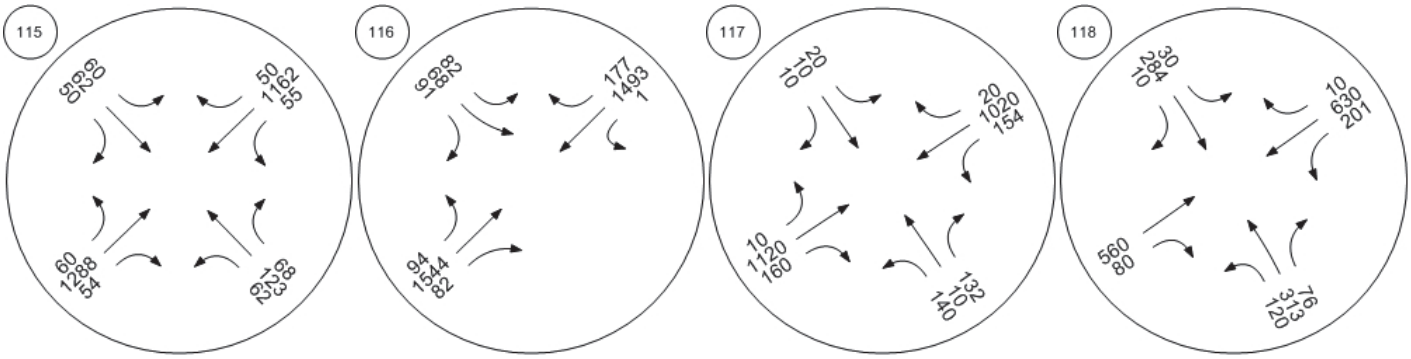


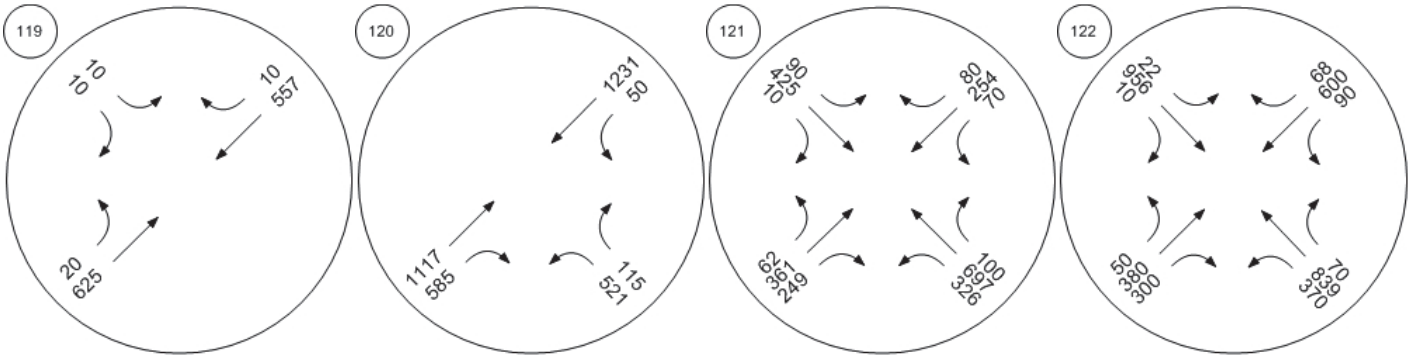
Traffic Volume - Base Volume



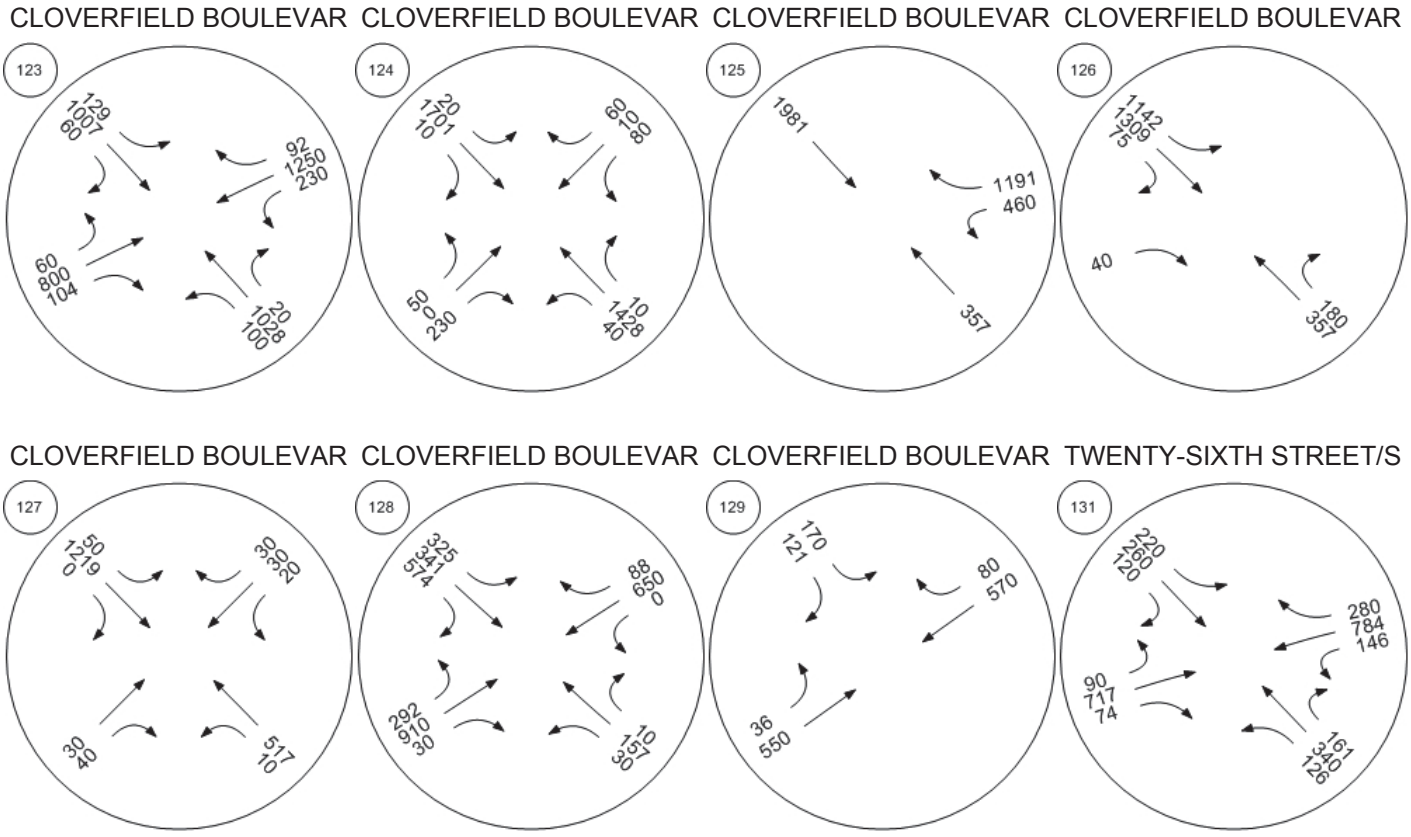
TWENTY-THIRD STREET/W TWENTY-THIRD/SANTA MO TWENTY-THIRD STREET/PI TWENTY-THIRD STREET/O



TWENTY-FOURTH STREET CLOVERFIELD BOULEVAR CLOVERFIELD BOULEVAR CLOVERFIELD BOULEVAR



Traffic Volume - Base Volume



Traffic Volume - Base Volume

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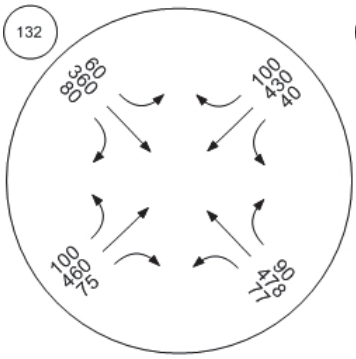

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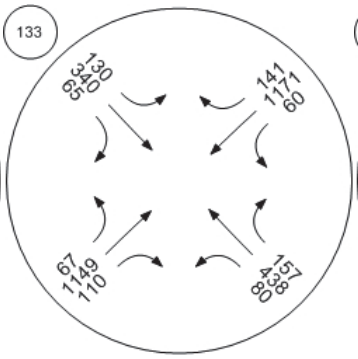

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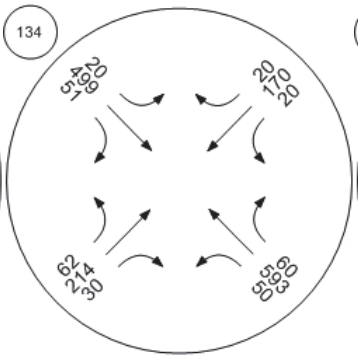

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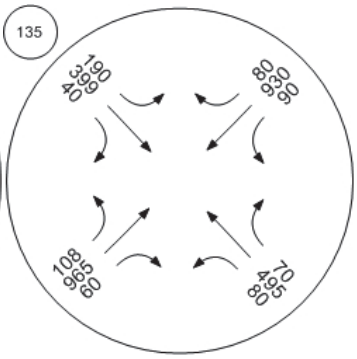

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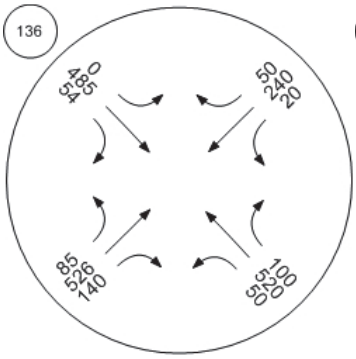

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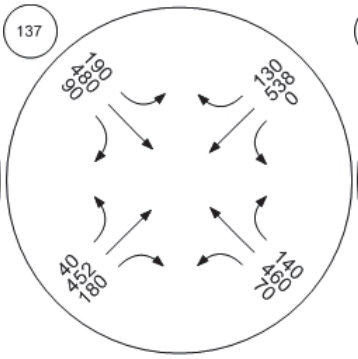

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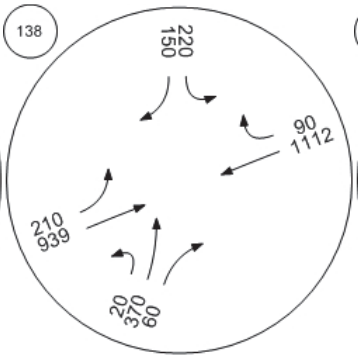
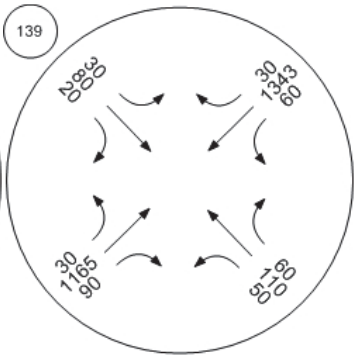
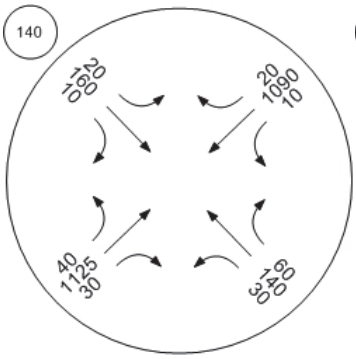


YALE STREET/WILSHIRE B



Traffic Volume - Base Volume

YALE STREET/SANTA MON



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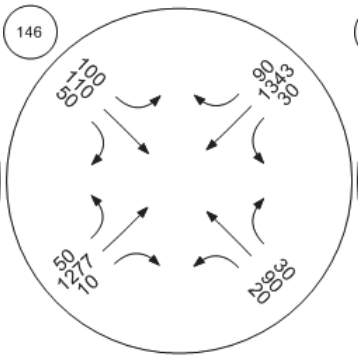
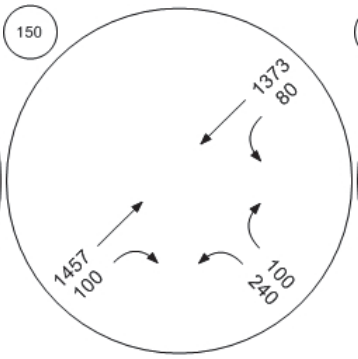
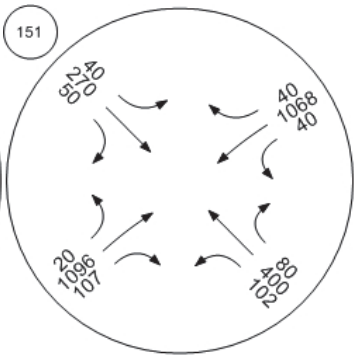


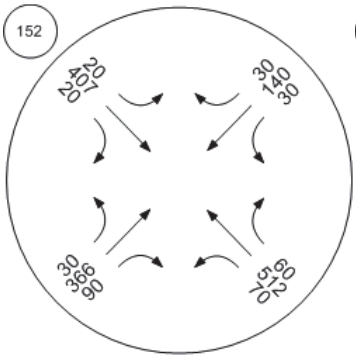
CENTINELA AVENUE (EAS



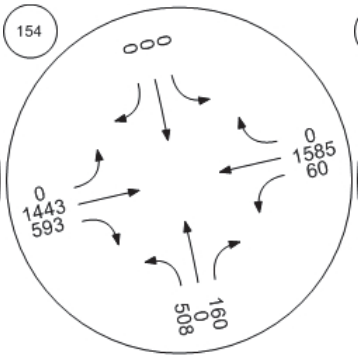
CENTINELA AVENUE/SANT



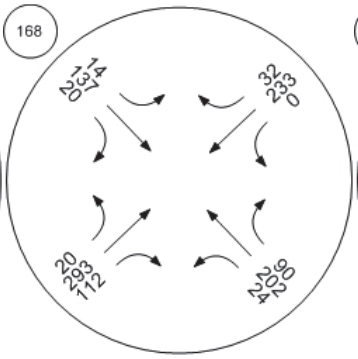
CENTINELA AVENUE/BROA



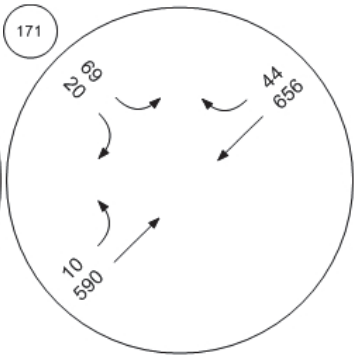
CENTINELA AVENUE (EAS



Arizona Ave / 23rd St.

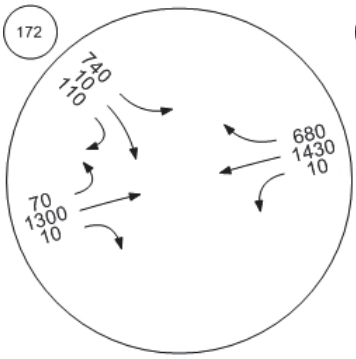


TWENTIETH STREET \(WE

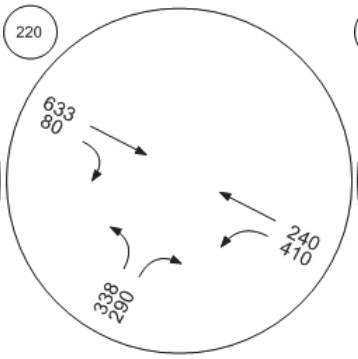


Traffic Volume - Base Volume

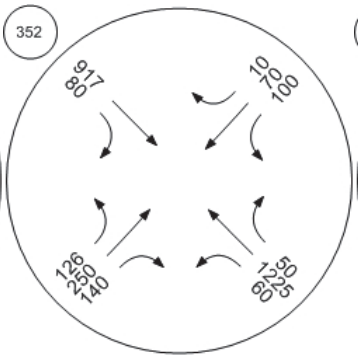
CENTINELA \(WEST\)/OLYM



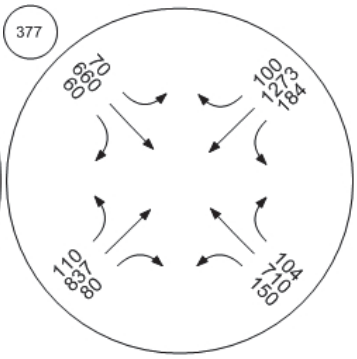
CENTINELA AVENUE/I-10



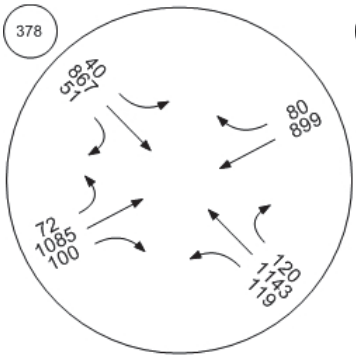
BUNDY DRIVE/OHIO AVEN



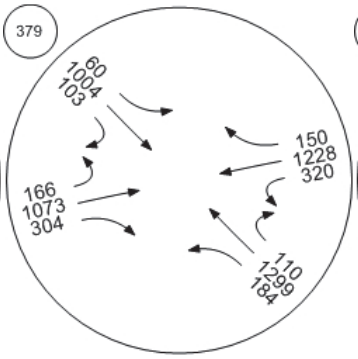
BUNDY DRIVE/WILSHIRE B



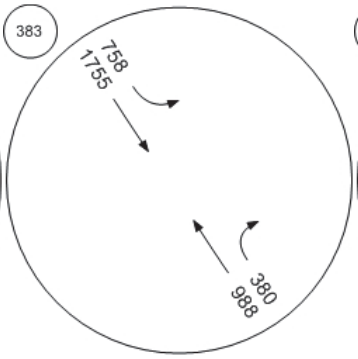
BUNDY DRIVE/SANTA MON



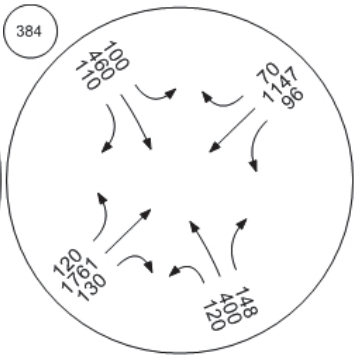
BUNDY DRIVE/OLYMPIC B



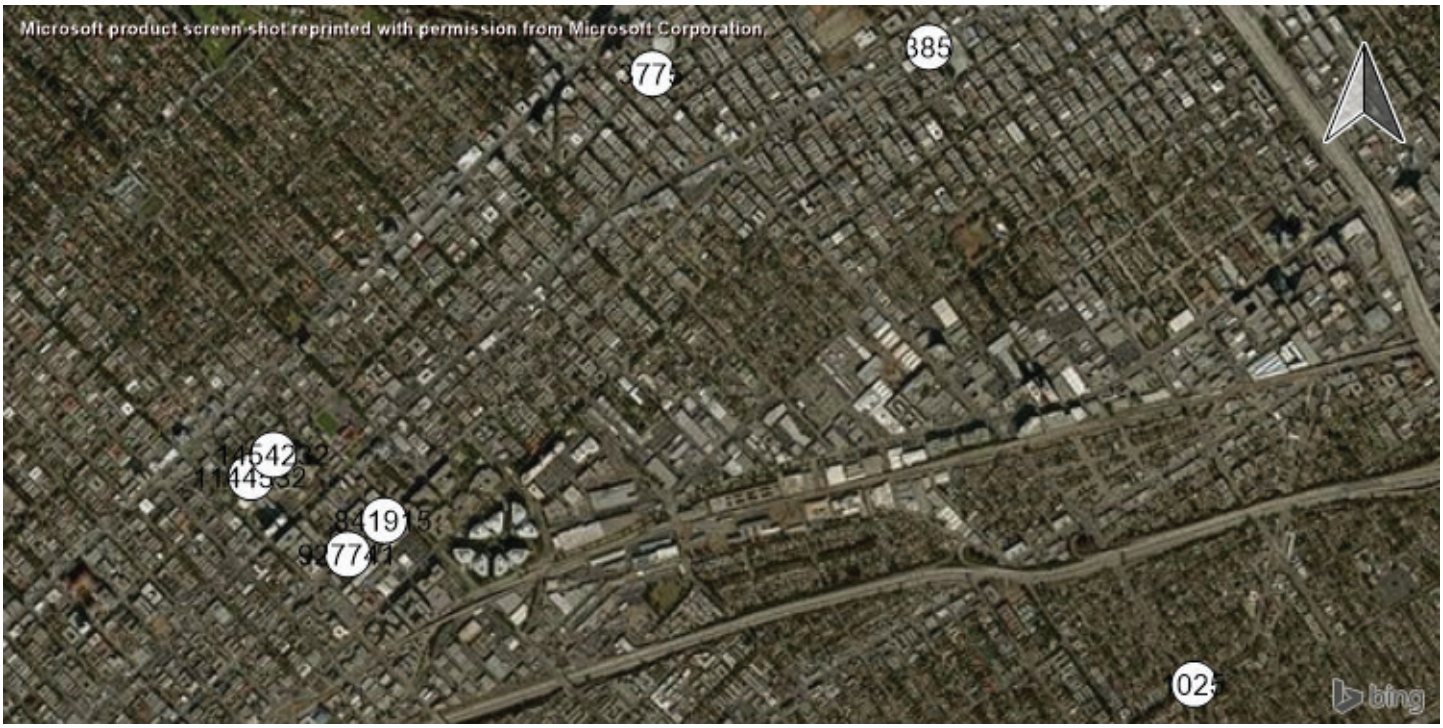
BUNDY DRIVE/I-10 EB ON

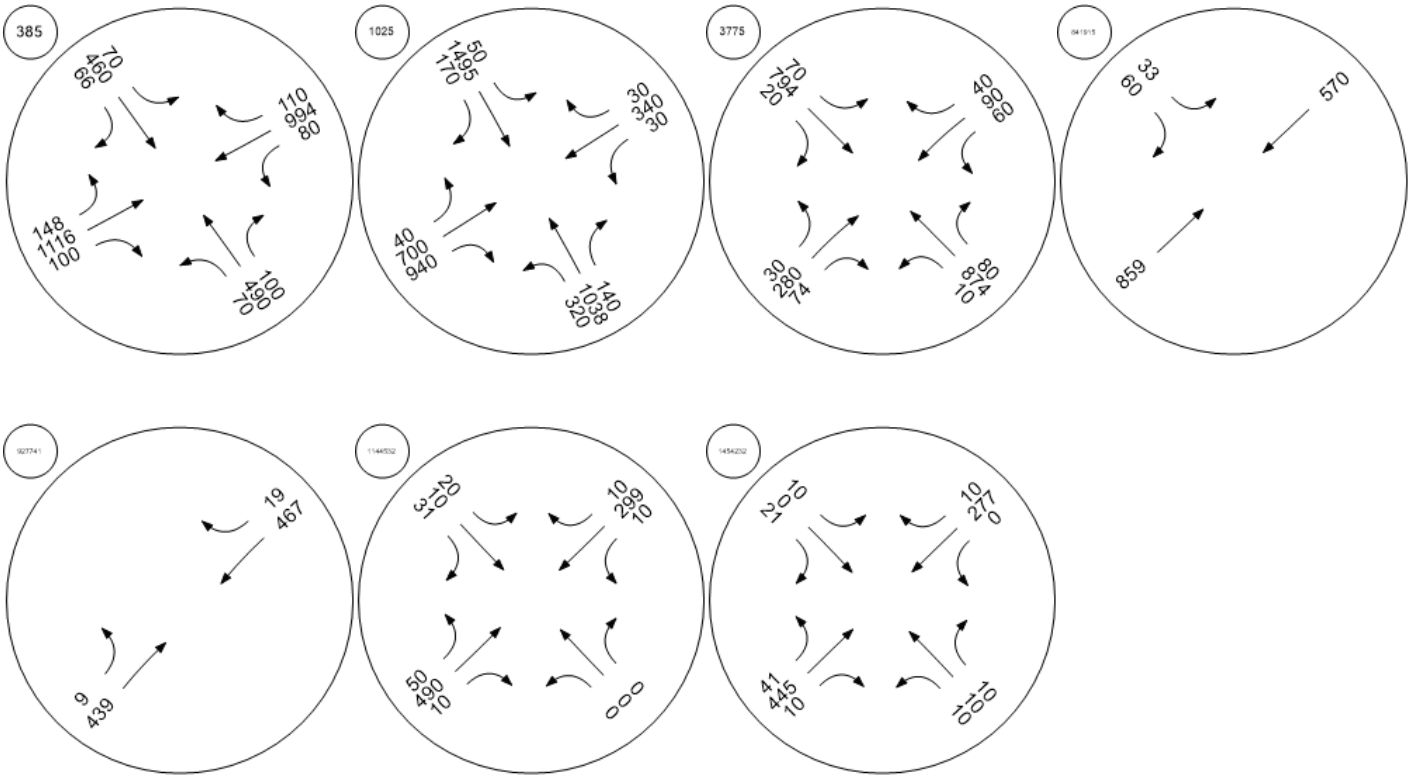


BARRINGTON AVENUE/WIL

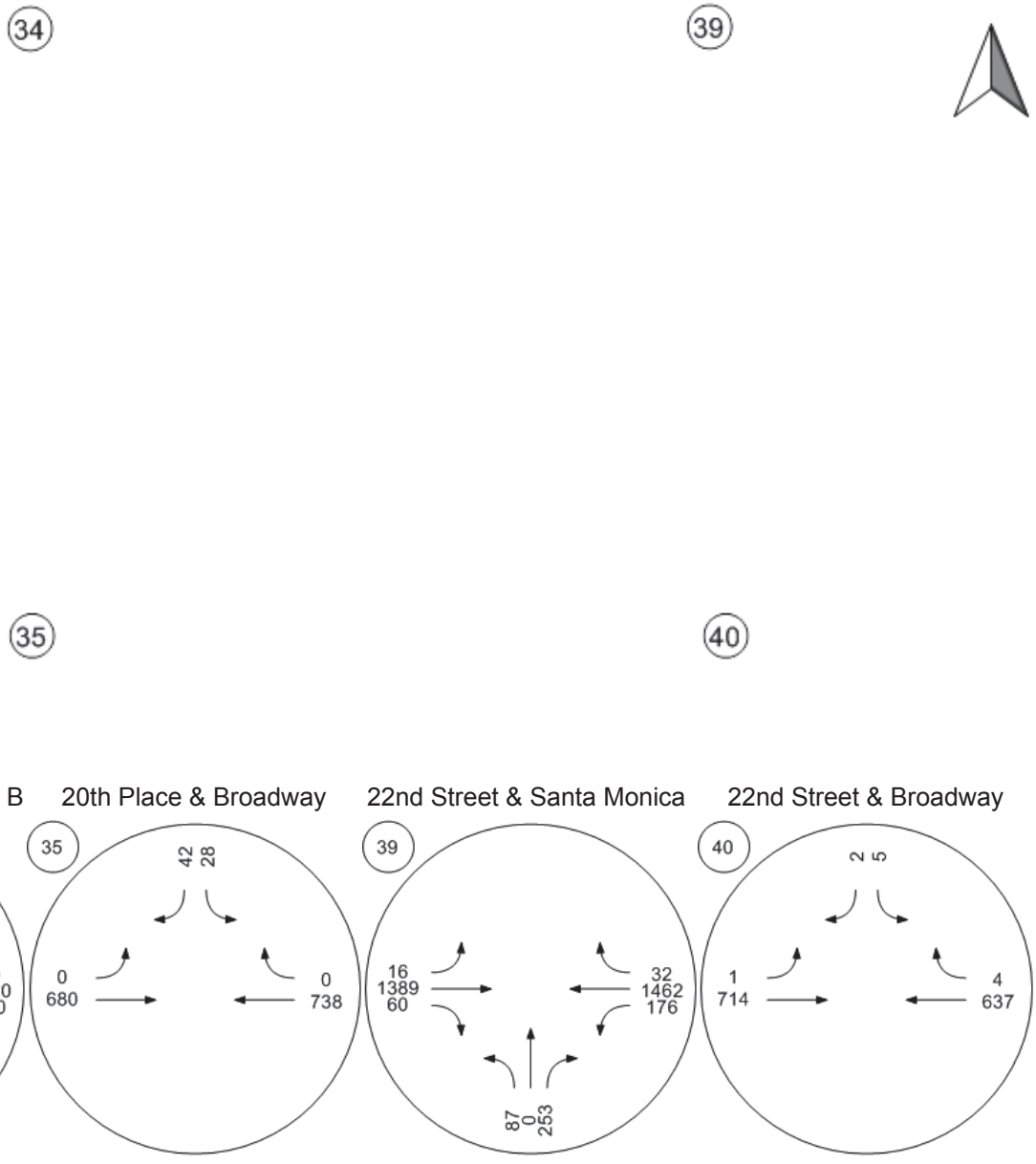


Traffic Volume - Base Volume





Traffic Volume - Base Volume



APPENDIX C:
STUDY INTERSECTION LEVEL OF SERVICE WORKSHEETS

(BOUND SEPARATELY)

EXISTING CONDITIONS

APPROVAL YEAR (2019) NO PROJECT CONDITIONS

APPROVAL YEAR (2019) PLUS PROJECT CONDITIONS

INTERIM YEAR (2031) NO PROJECT CONDITIONS

INTERIM YEAR (2031) PLUS PROJECT CONDITIONS

FUTURE (2042) NO PROJECT CONDITIONS

FUTURE (2042) PLUS PROJECT CONDITIONS

APPENDIX D1:
APPROVAL YEAR (2019) CUMULATIVE PROJECTS

APPENDIX D1
LIST OF RELATED PROJECTS FOR APPROVAL YEAR (2019)

NO.	STATUS	PROJECT	SIZE	DEMO	PARCEL	PARCEL ADDRESS
1	Under construction	Mixed-Use DA	60.50	11.67	4291014005	1318 2ND ST
2	Under construction	Residential	4.00	4.00	4292027004	1012 2ND ST
3	Final	Residential	3.00	1.00	4289015034	2316 3RD ST
4	Final	5-Unit Condominium	5.00	0.00	4292015059	947 4TH ST
5	Under construction	Retail/Office (Michael's Building)	55.70	26.19	4291018018	1427 4TH ST
6	Final	3-Unit condo	3.00	2.00	4289011021	1919 4TH ST
7	Final	Residential	3.00	8.00	4292015002	908 5TH ST
8	Under construction	Residential	2.00	0.00	4292015011	954 5TH ST
9	Under construction	5-Unit Condominium	5.00	0.00	4282008070	1211 9TH ST
10	Final	Mixed-Use DA	59.60	0.00	4291008021	1317 7TH ST
11	Final	Residential	2.00	0.00	4283021007	1827 9TH ST
12	Under construction	5-Unit Condominium	6.00	1.00	4282030004	1518 11TH ST
13	Final	8-Unit Condominium	8.00	4.00	4283027008	1837 12TH ST
14	Under construction	Condominium	19.00	0.00	4282021021	1433 14TH ST
15	Final	Media Production	7.41	0.00	4282034016	1523 14TH ST
16	Final	5-Unit Condominium	5.00	2.00	4281002017	943 16TH ST
17	Under construction	3-Unit Condo	3.00	2.00	4276010009	1136 18TH ST
18	Under construction	Residential	6.00	1.00	4275010018	1433 18TH ST
19	Final	Senior Housing (affordable) FAME	18.00	3.00	4274027024	1753 18TH ST
20	Under construction	Mixed artist studio and Office	4.90	0.00	4276028026	1347 19TH ST
21	Under construction	Residential	2.00	0.00	4274020001	1959 20TH ST
22	Final	Industrial	1.00	0.00	4275024010	1645 21ST ST
23	Final	Residential	3.00	2.00	4276019012	1236 25TH ST
24	Approved	8-Unit Condominium	8.00	2.00	4270004011	2323 28TH ST
25	Approved	Mixed-Use	60.10	1.50	4291018013	401 BROADWAY
26	Final	Mixed-Use	134.00	35.29	4291019026	525 BROADWAY
27	Final	Affordable Housing (Step Up on Fifth)	34.00	0.00	4290010004	520 COLORADO AVE
28	Under construction	Lionsgate/Post Production DA	180.00	38.00	4268002001	2834 COLORADO AVE
29	Under construction	Village Trailer Park - mixed-use DA	391.14	108.00	4268002009	2930 COLORADO AVE
30	Final	SM Place Movie Theater	1239.00	0.00	4291026023	315 COLORADO AVE
31	Final	6-Unit Condominium	6.00	0.00	4266001055	1171 FRANKLIN ST
32	Under construction	5-Unit Condominium	7.00	0.00	4283018003	1750 10TH ST
33	Final	Mixed-Use	49.00	0.00	4291008023	702 ARIZONA AVE
34	Approved	Apartments	5.00	0.00	4267028017	1541 FRANKLIN ST
35	Final	Residential/retail building	1.00	0.00	4289015025	207 HOLLISTER AVE
36	Final	4-Unit Townhomes	4.00	4.00	4293011003	612 LINCOLN BLVD
37	Under construction	1626 Lincoln Boulevard Affordable Housing	64.00	0.00	4290001020	1626 LINCOLN BLVD
38	Approved	2-story commercial	2.64	1.40	4287032016	3204 LINCOLN BLVD
39	Final	Retail/Office	2.90	0.00	4289015024	2321 MAIN ST
40	Under construction	Residential	2.00	1.00	4272023023	2438 OCEAN PARK BLVD
41	Final	3-Unit Condo	3.00	1.00	4266016044	1127 PRINCETON ST
42	Under construction	Mixed-Use DA (Mini)	33.75	0.00	4282021020	1402 SANTA MONICA BLVD
43	Final	Pico Branch Library	7.50	0.00	4274024900	2200 VIRGINIA AVE
44	Under construction	Mixed-Use Condos/Commercial	55.00	0.00	4276017001	2300 WILSHIRE BLVD
45	Under construction	Mixed-Use Hotel	167.00	50.24	4291007019	710 WILSHIRE BLVD
46	Final	6-Unit Condominium	6.00	5.00	4267011011	1319 YALE ST
47	Final	Santa Monica UCLA Hospital	330.00	0.00	4282002901	1233 15TH ST
48	Under construction	New Courtyard by Marriot DA	78.75	22.10	4291025011	1554 5TH ST
49	Under construction	New Hampton Inn and Suites DA	78.75	22.08	4291024030	501 COLORADO AVE
50	Under construction	2919 Lincoln/802 Ashland	10.00	0.00	4285027031	2919 LINCOLN BLVD
51	Under construction	Mixed-Use DA	32.20	3.95	4267017002	3008 SANTA MONICA BLVD
52	Under construction	SM Post Office Adaptive Reuse	46.82	0.00	4291004017	1248 5TH ST
53	Under construction	Creative Office (Old Papermate Site)	203.50	196.00	4268001051	1681 26TH ST

APPENDIX D2:
INTERIM YEAR (2031) FUTURE YEAR (2042) CUMULATIVE PROJECTS

APPENDIX D2
LIST OF RELATED PROJECTS FOR INTERIM YEAR (2031) AND FUTURE YEAR (2042)

NO.	STATUS	PROJECT	SIZE	DEMO	PARCEL	PARCEL ADDRESS
CITY OF SANTA MONICA RELATED PROJECTS						
1	Under construction	Mixed-Use DA	60.50	11.67	4291014005	1318 2ND ST
2	Under construction	Residential	4.00	4.00	4292027004	1012 2ND ST
3	Final	Residential	3.00	1.00	4289015034	2316 3RD ST
4	Final	5-Unit Condominium	5.00	0.00	4292015059	947 4TH ST
5	Under construction	Retail/Office (Michael's Building)	55.70	26.19	4291018018	1427 4TH ST
6	Final	3-Unit condo	3.00	2.00	4289011021	1919 4TH ST
7	Final	Residential	3.00	8.00	4292015002	908 5TH ST
8	Under construction	Residential	2.00	0.00	4292015011	954 5TH ST
9	Under construction	5-Unit Condominium	5.00	0.00	4282008070	1211 9TH ST
10	Final	Mixed-Use DA	59.60	0.00	4291008021	1317 7TH ST
11	Approved	Senior Housing (affordable)	26.00	0.00	4291023002	1514 7TH ST
12	Final	Residential	2.00	0.00	4283021007	1827 9TH ST
13	Approved	8-Unit Condominium	8.00	6.00	4282025010	1444 11TH ST
14	Under construction	5-Unit Condominium	6.00	1.00	4282030004	1518 11TH ST
15	Approved	5-Unit Condominium	5.00	3.00	4282031020	1533 11TH ST
16	Final	8-Unit Condominium	8.00	4.00	4283027008	1837 12TH ST
17	Under construction	Condominium	19.00	0.00	4282021021	1433 14TH ST
18	Approved	6-Unit Condominium	6.00	1.00	4282022007	1434 14TH ST
19	Final	Media Production	7.41	0.00	4282034016	1523 14TH ST
20	Final	5-Unit Condominium	5.00	2.00	4281002017	943 16TH ST
21	Approved	11-Unit Condominium	11.00	1.00	4283032011	1803 16TH ST
22	Approved	Residential (5 condos/1 low income)	6.00	2.00	4274013004	1807 17TH ST
23	Approved	6 Unit Condominium	6.00	0.00	4274015020	1949 17TH ST
24	Under construction	3-Unit Condo	3.00	2.00	4276010009	1136 18TH ST
25	Under construction	Residential	6.00	1.00	4275010018	1433 18TH ST
26	Final	Senior Housing (affordable) FAME	18.00	3.00	4274027024	1753 18TH ST
27	Under construction	Mixed artist studio and Office	4.90	0.00	4276028026	1347 19TH ST
28	Under construction	Residential	2.00	0.00	4274020001	1959 20TH ST
29	Final	Industrial	1.00	0.00	4275024010	1645 21ST ST
30	Final	Residential	3.00	2.00	4276019012	1236 25TH ST
31	Approved	8-Unit Condominium	8.00	2.00	4270004011	2323 28TH ST
32	Approved	Mixed-Use	60.10	1.50	4291018013	401 BROADWAY
33	Final	Mixed-Use	134.00	35.29	4291019026	525 BROADWAY
34	Pending	Mixed-Use 15 units residential	15.00	3.59	4275005023	2225 BROADWAY
35	Pending	34-Unit Residential	34.00	7.00	4275005017	1450 CLOVERFIELD
36	Final	Affordable Housing (Step Up on Fifth)	34.00	0.00	4290010004	520 COLORADO AVE
37	Under construction	Lionsgate/Post Production DA	180.00	38.00	4268002001	2834 COLORADO AVE
38	Under construction	Village Trailer Park - mixed-use DA	391.14	108.00	4268002009	2930 COLORADO AVE
39	Final	SM Place Movie Theater	1239.00	0.00	4291026023	315 COLORADO AVE
40	Final	6-Unit Condominium	6.00	0.00	4266001055	1171 FRANKLIN ST
41	Under construction	5-Unit Condominium	7.00	0.00	4283018003	1750 10TH ST
42	Final	Mixed-Use	49.00	0.00	4291008023	702 ARIZONA AVE
43	Approved	Apartments	5.00	0.00	4267028017	1541 FRANKLIN ST
44	Pending	Mixed-Use DA	60.00	7.50	4291009805	1313 6TH ST
45	Final	Residential/retail building	1.00	0.00	4289015025	207 HOLLISTER AVE
46	Final	4-Unit Townhomes	4.00	4.00	4293011003	612 LINCOLN BLVD
47	Under construction	1626 Lincoln Boulevard Affordable Housing	64.00	0.00	4290001020	1626 LINCOLN BLVD
48	Approved	2-story commercial	2.64	1.40	4287032016	3204 LINCOLN BLVD
49	Final	Retail/Office	2.90	0.00	4289015024	2321 MAIN ST
50	Under construction	Residential	2.00	1.00	4272023023	2438 OCEAN PARK BLVD
51	Pending	Creative Office Addition	15.00	0.00		2041 COLORADO AVE
52	Final	3-Unit Condo	3.00	1.00	4266016044	1127 PRINCETON ST
53	Under construction	Mixed-Use DA (Mini)	33.75	0.00	4282021020	1402 SANTA MONICA BLVD
54	Pending	Affordable Housing	60.00	8.00	4267011020	2901 SANTA MONICA BLVD
55	Final	Pico Branch Library	7.50	0.00	4274024900	2200 VIRGINIA AVE

APPENDIX D2
LIST OF RELATED PROJECTS FOR INTERIM YEAR (2031) AND FUTURE YEAR (2042)

56	Pending	423 Ocean Avenue	12.00	8.00		423 OCEAN AVE
57	Under construction	Mixed-Use Condos/Commercial	55.00	0.00	4276017001	2300 WILSHIRE BLVD
58	Under construction	Mixed-Use Hotel	167.00	50.24	4291007019	710 WILSHIRE BLVD
59	Final	6-Unit Condominium	6.00	5.00	4267011011	1319 YALE ST
60	Final	Santa Monica UCLA Hospital	330.00	0.00	4282002901	1233 15TH ST
61	Final	Civic Center Specific Plan	253.00	0.00	4290015907	1707 OCEAN AVE
62	Approved/Final	Civic Center Specific Plan	143.00	0.00	4290014905	1749 OCEAN AVE
63	Approved	City Services Building	45.00	0.00	4290012902	1685 MAIN ST
64	Under construction	New Courtyard by Marriot DA	78.75	22.10	4291025011	1554 5TH ST
65	Under construction	New Hampton Inn and Suites DA	78.75	22.08	4291024030	501 COLORADO AVE
66	Pending	4th/Arizona	426.00	28.25	4291011014	1301 4TH ST
67	Approved	Mixed-Use DA	71.50	10.88	4291019020	1423 5TH ST
68	Approved	Mixed-Use affordable housing	57.30	7.50	4291019018	1437 5TH ST
69	Pending	1235 5th Street DA	28.36	0.00	4291005014	1235 5TH ST
70	Approved	15-Unit Condominium (Turtle Villas)	13.00	0.00	4282005053	1211 12TH ST
71	Pending	21-Unit Condominium/2020 Virginia	21.00	15.00	4274026001	2002 21ST ST
72	Pending	Mixed-Use DA	28.63	4.77	4291006029	603 ARIZONA AVE
73	Approved	500 Broadway DA (Fred Segal) Site	327.20	35.08	4291024028	500 BROADWAY
74	Pending	Mixed-Use DA (Performance Bicycles)	71.04	8.29	4291019027	501 BROADWAY
75	Pending	Wyndam Hotel DA	174.73	67.35	4290015026	120 COLORADO AVE
76	Pending	Mixed-Use DA	80.60	5.05	4291024014	525 COLORADO AVE
77	Pending	Mixed-Use DA	62.59	19.14	4282034009	1431 COLORADO AVE
78	Pending	Mixed-Use DA (Fritto misto)	71.75	7.40	4291023010	609 COLORADO AVE
79	Pending	6-Unit Condominium	6.00	3.00	4281019007	1134 EUCLID ST
80	Pending	Mixed-Use DA	62.60	6.60	4291008025	1318 LINCOLN BLVD
81	Pending	Medical Office	5.34	0.00		1419 19TH ST
82	Pending	1550 Euclid Mixed-Use Retail/Office	34.28	2.48		1550 EUCLID ST
83	Approved	Mixed-Use DA (Denny's site)	113.68	4.28	4291022024	1560 LINCOLN BLVD
84	Approved	Mixed-Use DA (Norm's site)	100.69	4.24	4283001001	1601 LINCOLN BLVD
85	Pending	Mixed-Use DA (Wertz Bros site)	64.56	20.54	4283001002	1613 LINCOLN BLVD
86	Approved	Mixed-Use DA (Aarons brothers)	37.83	9.94	4283003012	1641 LINCOLN BLVD
87	Pending	Mixed-Use DA (Joann's Fabric site)	84.33	21.93	4283002006	1637 LINCOLN BLVD
88	Pending	Mixed-Use DA	80.68	21.18	4290002008	1650 LINCOLN BLVD
89	Pending	Mixed-Use DA	75.50	4.72	4290002006	1660 LINCOLN BLVD
90	Under construction	2919 Lincoln/802 Ashland	10.00	0.00	4285027031	2919 LINCOLN BLVD
91	Pending	Miramar Hotel Revitilization Plan DA	506.72	293.40	4292028001	1133 OCEAN AVE
92	Pending	Mixed-Use DA (bowling alley)	111.10	24.01	4289019019	234 PICO BLVD
93	Approved	Mixed-Use DA (rental housing)	32.00	0.00	4284017041	1122 PICO BLVD
94	Pending	Hotel/Mixed-Use DA (Ocean Avenue)	288.52	27.00	4291014025	101 SANTA MONICA BLVD
95	Pending	Mixed-Use	38.10	18.00	4275010024	1802 SANTA MONICA BLVD
96	Under construction	Mixed-Use DA	32.20	3.95	4267017002	3008 SANTA MONICA BLVD
97	Pending	Mixed-Use DA	112.00	7.77	4267003003	3032 WILSHIRE BLVD
98	Under construction	SM Post Office Adaptive Reuse	46.82	0.00	4291004017	1248 5TH ST
99	Under construction	Creative Office (Old Papermate Site)	203.50	196.00	4268001051	1681 26TH ST
100	Pending	Mixed-Use DRP	43.00	0.00		1665 APPIAN WAY
101	Pending	Mixed-Use DA	24.00	0.00		1323 5TH ST
102	Pending	Mixed-Use DA	51.00	0.00		1342 5TH ST
103	Pending	Mixed-Use DA	60.00	0.00	4291019018	1437 7TH ST
104	Pending	Affordable Housing	62.00	0.00	4291022013	1543 7TH ST
105	Pending	Mixed-Use DRP	93.00	0.00		2903 LINCOLN BLVD
106	Pending	Mixed-Use Building	4.00	0.00		3280 LINCOLN BLVD
107	Pending	Mixed-Use DRP	177.00	0.00		3030 NEBRASKA AVE
108	Pending	Mixed-Use DRP	172.00	0.00		3025 OLYMPIC BLVD
109	Pending	1828 Ocean Avenue	83.00	0.00	4290020045	1828 OCEAN AVENUE
110	Pending	1921 Ocean Front Walk	23.00	0.00	4289025005	1921 OCEAN FRONT WALK
111	Approved	Fire Station #1	25.00	0.00		1337 7TH ST
112	Pending	1242 20th Street Wellness Center	95.50	0.00	4276013033	1242 20TH ST

APPENDIX D2
LIST OF RELATED PROJECTS FOR INTERIM YEAR (2031) AND FUTURE YEAR (2042)

NO.	PROJECT	SIZE	UNIT	ADDRESS
CITY OF LOS ANGELES RELATED PROJECTS				
113	New West Charter School	875.00	STUDENTS	1905 ARMACOST AVE
114	Archer School for Girls	518.00	STUDENTS	11725 SUNSET BLVD
115	Martin Expo Town Center Mixed-Use	516.00	DU	12101 OLYMPIC BLVD
		67.00	KSF	
		200.00	KSF	
116	Brentwood School	960.00	STUDENTS	12001 SUNSET BLVD
117	Mixed-Use	89.00	DU	11421 OLYMPIC BLVD
		6.03	KSF	
118	Bakery with Retail and Restaurant	6.00	KSF	320 SUNSET AVE
119	Mixed-Use Apartment and Restaurant	52.00	DU	1900 SAWTELLE BLVD
		3.30	KSF	
120	Landmark Apartments Mixed-Use	376.00	DU	11750 WILSHIRE BLVD
		5.00	KSF	
121	Mixed-Use	175.00	DU	11800 SANTA MONICA BLVD
		45.00	KSF	
122	New 46-Unit Apartment	46.00	DU	625 BARRINGTON AVE
123	Trident Center	120.24	KSF	11355 OLYMPIC BLVD
124	Mixed-Use Apartment and Retail	128.00	DU	11460 GATEWAY BLVD
		5.15	KSF	
125	Medical Office	33.39	KSF	12300 WILSHIRE BLVD
126	Buerge East	187.00	DU	11750 SANTA MONICA BLVD
127	New 5-Story 50-Unit Apartment	50.00	DU	12431 ROCHESTER AVE
128	New Office Building	70.84	KSF	12414 EXPOSITION BLVD
129	WLA Vons Supermarket	53.23	KSF	11660 SANTA MONICA BLVD
130	Westside Family YMCA	65.00	KSF	1466 WESTGATE AVE
131	CLU from Office to Medical Office	120.87	KSF	11600 WILSHIRE BLVD