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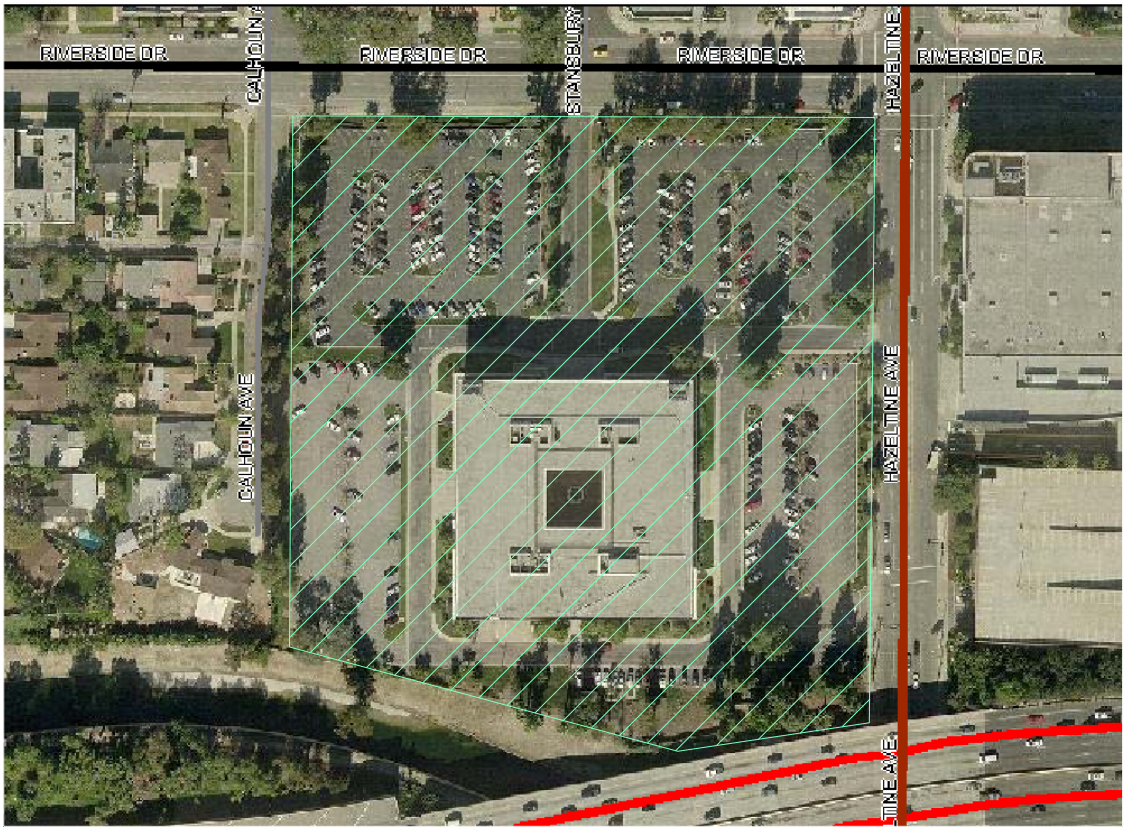
Traffic Impact Analysis

Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR

ICON SHERMAN OAKS
MIXED-USE PROJECT
14130 - 14154 W RIVERSIDE DRIVE

in the Sherman Oaks Community
of the City of Los Angeles



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February 2015
corrections 2-2016

TRAFFIC IMPACT ANALYSIS FOR
ICON SHERMAN OAKS
MIXED-USE PROJECT

Located at 14130 – 14154 W Riverside Drive
on the southwest corner of
Riverside Drive & Hazeltine Avenue

Sherman Oaks Community
of the City of Los Angeles

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February 2015

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EXECUTIVE SUMMARY

Purpose of Study

This report documents the results of a study evaluating the potential traffic impacts created by new development on the existing Sunkist site at 14130 and 14154 W Riverside Drive. The existing office use on the site will remain. New construction will include up to 298 residential condominium units, up to 39,241 square feet of commercial uses and a parking garage. The tenant(s) for the commercial area have not yet been identified. The Project has been evaluated as 32,000 of grocery store and 7,241 square feet of high turnover restaurant to provide leasing flexibility for the commercial tenant space. An on-site park will be provided with access the Los Angeles River Parkway for Project and community usage. An aerial view of the Project area is provided following this Executive Summary.

The Project proposes to retain the three existing site driveways. This includes two on Hazeltine Avenue and one on Riverside Drive. No new driveways are proposed with the Project but some modifications are proposed. The existing northerly driveway on Hazeltine Avenue is currently restricted to right turn in and out only. The Project proposes to modify the driveway and existing Hazeltine Avenue channelization to add left turn access into the site. The existing southerly driveway on Hazeltine Avenue is controlled by a traffic signal. The Project will enhance this driveway by converting the driveway from a two lane exit with a left and shared through/right turn lane to a three lane exit with a left, shared left/through lane and a right turn only lane. No Project driveways exist or are proposed on Calhoun Avenue. A total of 1,345 parking spaces are proposed with the Project. This will meet and exceed code required parking for the Project.

Trip Generation

It is estimated that the development Project would generate an increase of up to 4,412 daily trips with 267 trips during the AM Peak Hour and 400 trips during the PM Peak Hour.

Project's Potential Traffic Impacts

The focus of the traffic study is to evaluate the potential traffic impact created by the development of this Project. This study provides two baseline scenarios to evaluate the Project's traffic impacts: (1) existing traffic conditions plus the Project traffic volume (Existing+Project) and (2) future 2018 cumulative traffic conditions plus the Project traffic volume (Future With Project).

Using the criteria established by the City of Los Angeles, it has been determined that the added traffic volume generated by the development Project will significantly impact one of fourteen study intersections during the AM and PM Peak Hour and one of the fourteen study intersections during the AM Peak Hour Only with Existing + Project traffic evaluation. These significant impacts would occur at Hazeltine Avenue & Riverside Drive during the AM and PM Peak Hour and at Riverside Drive & Woodman Avenue during the AM Peak Hour. Traffic mitigation is proposed that will reduce the two Existing + Project traffic impacts to a level of insignificance.

Using the criteria established by the City of Los Angeles, it has been determined that the added traffic volume generated by the development Project will significantly impact two of the fourteen study intersections during the AM and PM Peak Hour with Future With Project traffic. The significantly impacted intersections would occur at Hazeltine Avenue & Riverside Drive and at Riverside Drive & Woodman Avenue. The PM Peak Hour impact at Hazeltine Avenue & Riverside Drive and the AM and PM Peak Hour impact at Riverside Drive & Woodman Avenue are reduced to a level of insignificance with proposed mitigation if approved by the appropriate agencies. The AM Peak Hour significant impact at Hazeltine Avenue and Riverside Boulevard is not reduced to a level of insignificance with proposed mitigation.

Safety improvements are also proposed as mitigation to enhance the driving conditions in the area. However, since these are not capacity increasing improvements, the intersection of Hazeltine Avenue & Riverside Drive would remain with significant and unavoidable traffic impacts during the AM Peak Hour. In addition, if the mitigation proposed at Riverside Boulevard & Woodman Avenue is not approved by the City of

Los Angeles or Los Angeles County Metro, this impact would remain significant and unavoidable during the AM and PM Peak Hour.

Mitigation for Existing + Project and Future With Project impacts are the same. Mitigation is proposed as follows:

MULTI-MODAL TRIP REDUCTION IMPROVEMENTS

Although roadway improvements will continue to be an important strategy for providing mobility, a complete transportation mitigation plan includes measures to reduce congestion through trip reduction measures while maintaining and providing transportation mobility.

Employer and site based Transportation Demand Management (TDM) programs are the most effective in reducing trips. TDM strategies can be implemented to meet site and commuter demographic characteristics. Information can be targeted to the employees and residents most likely to use the alternatives, they can be offered in a personalized manner that eases the transition to a different and possible unfamiliar travel mode. Furthermore, it is important that Sunkist Mixed-Use Project establish a corporate and residential culture that affirms employees and residents decisions to use a commuting alternative. A truly effective TDM program will implement incentives and disincentives that are clearly perceived by the individual making the decision to travel.

The Sunkist Mixed Use Project proposes to provide the following to encourage transit usage and other multi-modal commuter options:

Transit services are provided near the Project that provides access to local and regional facilities. Metro Route 155 along Riverside Drive provides connection to the Rapid Line 761 on Van Nuys Boulevard and Rapid Line 750 on Ventura Boulevard. Los Angeles Department of Transportation DASH service provides connection to the Orange Line and Rapid Line 750 on Ventura Boulevard. The Orange Line connects to the Metrolink services.

At a minimum, the Transportation Demand Management Plan (TDM) will include the following elements:

1. Establish an on-site Transportation Management Office (TMO) as part of the management office to assist residents and employees in finding alternate travel modes and strategies.
2. Provide a visible on-site kiosk with options for ridesharing, bus routes, bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
3. Provide car sharing service for residents and/or commercial employees that rideshare;
4. Encourage alternative work arrangements for employees and residents;
5. Transit Amenities:
    a. Improve the existing bus stop on east and west side of Hazeltine Avenue south of Riverside with a covered bench;
    b. Improve the existing bus stop on east and west side of Hazeltine Avenue south of Riverside with an electronic sign displaying the estimated arrival time for next bus;
    c. Provide access and transit pass reductions for residents and employees of the commercial venues;
6. Provide carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
7. Provide secure bicycle facilities and bicycle sharing service for residents and/or commercial employees use;
8. Provide improved site design that provide pedestrian oriented congregating areas and open passageways, on site pick up and drop off areas and access to the Los Angeles River Parkway.
9. Provide transit and ridesharing incentives such as points or coupons for merchandise or transit passes.

10. Provide guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency.

The Project amenities are anticipated to reduce the number of vehicles to and from the Project site. Although anticipated to be higher, a conservative 10% reduction in new Project vehicle trips has been estimated to account for trip reduction measures.

A more detailed TDM Plan has been provided in Appendix J.

PHYSICAL INTERSECTION IMPROVEMENTS

Hazeltine Avenue and Riverside Drive– Existing + Project Impact, AM & PM Peak Hour and Future With Project Impact, AM & PM Peak Hour

This significant impact is reduced with the multi-modal trip reduction measures. The improvement reduces the impact with the Existing + Project and Future With Project conditions but not to a level of insignificance. The Project proposes to dedicate and widen the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound right turn lane to southbound Hazeltine Avenue. This improvement reduces the impact to a level of insignificance for the Existing + Project conditions AM and PM Peak Hour and during the PM Peak Hour for the Future With Project conditions. However, this impact remains significant and unavoidable for the Future With Project impact scenario during the AM Peak Hour.

It is recommended that the Project install protective permissive left turn phasing in the northbound, eastbound and westbound direction at Hazeltine Avenue and Riverside Drive. The southbound protective permissive left turn phasing is currently in place. Traffic signals will be upgraded to accommodate this safety improvement.

Riverside Drive and Woodman Avenue– Existing + Project Impact, AM Peak Hour and Future With Project Impact, AM & PM Peak Hour

This significant impact is reduced with the multi-modal trip reduction measures but not to a level of insignificance. It is recommended that the Project move the existing bus stop on the south side of Woodman Avenue west of Riverside Drive to the east side of Riverside Drive to create an operational right turn lane for eastbound Riverside Drive to southbound Woodman Avenue. This improvement will mitigate the Existing + Project and Future With

Project significant impacts to a level of insignificance. However, if the movement of the bus stop is not approved by Los Angeles County Metro or Los Angeles City Department of Transportation, this impact will remain significant and unavoidable.

It is further recommended that the Project install the safety improvement of left turn phasing for northbound Riverside Drive at Woodman Avenue.

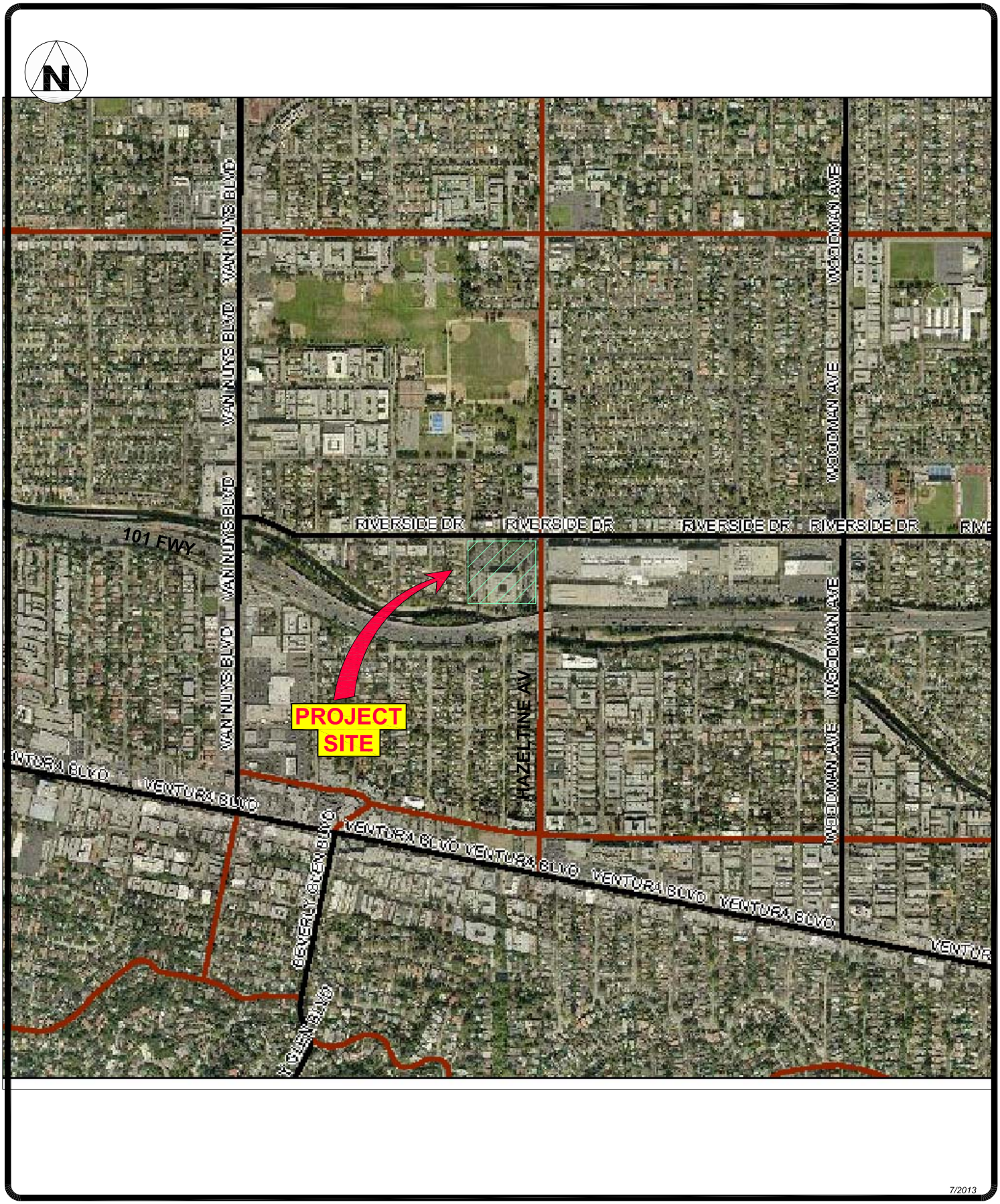
Parking - No parking impacts are anticipated with the Project as excess of code required parking will be provided.

Construction – Potential temporary construction significant traffic impacts have been identified to occur at Hazeltine Avenue & Riverside Drive and at Riverside Boulevard and Woodman Avenue during the AM Peak Hour in Existing + Project and Future With Project traffic Conditions during the heaviest construction periods. These temporary construction impact can be reduced through the following measures:

- The City of Los Angeles approvals for the Project will require a Truck Haul Route program for approval by LADOT.
- The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. These closures would be limited to between non-peak commuter hours of 9:00 AM and 3:00 PM.
- Existing access, with potential temporary closure of one or more driveways, for the site would be maintained for the existing office.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to on-site parking or if unavailable, to off-site locations and transported to the job site.

Neighborhood Street Evaluation – Six street segments were evaluated for potential significant traffic impacts with the addition of Project traffic the Existing and Future traffic volumes on a daily basis. Based on City of Los Angeles Department of Transportation impact criteria, no significant traffic impacts were identified along six study roadway segments by Project related traffic.

No access, bicycle, transit, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.



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PROJECT SETTING

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CHAPTER 1 INTRODUCTION

As part of the Project's environmental review, an evaluation of the potential traffic impact of the proposed development on the surrounding area is required. Therefore, the traffic impact analyses in this traffic study has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) to analyze the potential traffic impact of new development projects. The intersections were evaluated using the LADOT Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method.

Potential traffic impacts caused by a development project that exceed limits established by the City of Los Angeles as specified in Department of Transportation's Traffic Impact Study are determined to be significant impacts. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) Traffic counts at 12 study intersections were conducted during January 2015;

(b) Traffic in (a) + the net Project traffic (Existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary

(d) Existing + ambient growth to 2018 (added additional 2% per year);

(e) Traffic in (d) + related projects (future "without Project" scenario);

(f) Traffic in (e) with the proposed Project traffic (future "With Project" scenario);

(g) Traffic in (f) + the proposed traffic mitigation, if necessary.

A CMA analysis of the existing and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts.

Morning and evening peak hour conditions have been evaluated at fourteen (14) key intersections approved by LADOT. It should be noted that future traffic conditions include the potential construction of 13 other land development projects (related projects) in the general vicinity of the Project site plus ambient growth.

The intersections analyzed in this study are:

1. Magnolia Boulevard and Van Nuys Boulevard;
2. Riverside Drive and Van Nuys Boulevard;
3. Northbound 101 Freeway Ramps and Van Nuys Boulevard;
4. Southbound 101 Freeway Ramps and Van Nuys Boulevard;
5. Hazeltine Avenue and Magnolia Boulevard;
6. Hazeltine Avenue and Riverside Drive;
7. Hazeltine Avenue and Project Driveway/Fashion Square Driveway;
8. Hazeltine Avenue and Ventura Boulevard;
9. Magnolia Boulevard and Woodman Avenue;
10. Riverside Drive and Woodman Avenue;
11. Northbound 101 Freeway Ramps and Woodman Avenue;
12. Southbound 101 Freeway Ramps and Woodman Avenue;
13. Hazeltine Avenue and Chandler Boulevard; and
14. Riverside Drive and Fulton Avenue.

In addition, intersection analysis was supplemented with 24-hour segment analysis at six locations:

1. Stansbury Avenue north of Riverside Drive;
2. Calhoun Avenue north of Riverside Drive;
3. Katherine Avenue north of Riverside Drive;
4. Tyrone Avenue north of Riverside Drive;
5. Valleyheart Drive east of Hazeltine Avenue; and
6. Milbank Street east of Hazeltine Avenue..

CHAPTER 2 PROJECT DESCRIPTION

The Project is would be developed on the existing Sunkist site at 14130 and 14154 W Riverside Drive. The existing 127,000 square foot office will remain. New construction will include up to 298 residential condominium units, up to 39,241 square feet of commercial space and a parking garage. The tenant(s) for the commercial have not yet been identified. In order to provide the greatest flexibility for potential tenants 32,000 square feet of the commercial component was evaluated as grocery store and 7,241 square feet as high turnover restaurant. An on-site park will be provided with access to the Los Angeles River Parkway for Project and community usage.

Four new structures will be constructed around the existing Sunkist building. Building A will include five above-grade levels. Two levels of subterranean parking will be provided in Building A. The commercial component(s) is proposed in Building A with residential units above. Building B will include five above-grade levels on the northwest corner of the site. Building B will comprise of residential leasing, amenities and residential units. Two levels of subterranean parking will be provided in Building B. Building C will be located west of the existing Sunkist Building and will include four above grade levels two levels of subterranean parking below. A total of 208 commercial and 574 residential parking spaces will be provided below Building A, B and C. A two level subterranean and four levels above ground parking structure are proposed east of the existing Sunkist Building. A total of 563 parking spaces are proposed in the new parking garage. The combined total parking is 1,345 spaces.

The site is located on the southwest corner of Hazeltine Avenue and Riverside Drive. The location of the Project is depicted on Figure 1.

Access to the parking is proposed with via the three existing driveway locations and an internal roadway system. The existing driveway on Riverside Drive located approximately mid site is to be retained. The two existing driveways on Hazeltine Avenue are proposed to be retained and enhanced. The northerly driveway is currently

restricted to right turns in and out. The Project proposes to modify the driveway and existing Hazeltine Avenue channelization to provide left turn access to the Project driveway. The southerly driveway is signalized. The exit lane for the project driveway is proposed to be modified to provide one left turn lane, one shared left turn lane, and one right turn lane to Hazeltine Avenue. Traffic signal modifications will be conducted to accommodate the added left turn movement.

Upon entering the site driveways, vehicles will be on an interior roadway system that will provide access to the garage entries. The buildings will be enhanced with surrounding landscaping and pedestrian walkways.

Figure 2 illustrates the Project site plan.

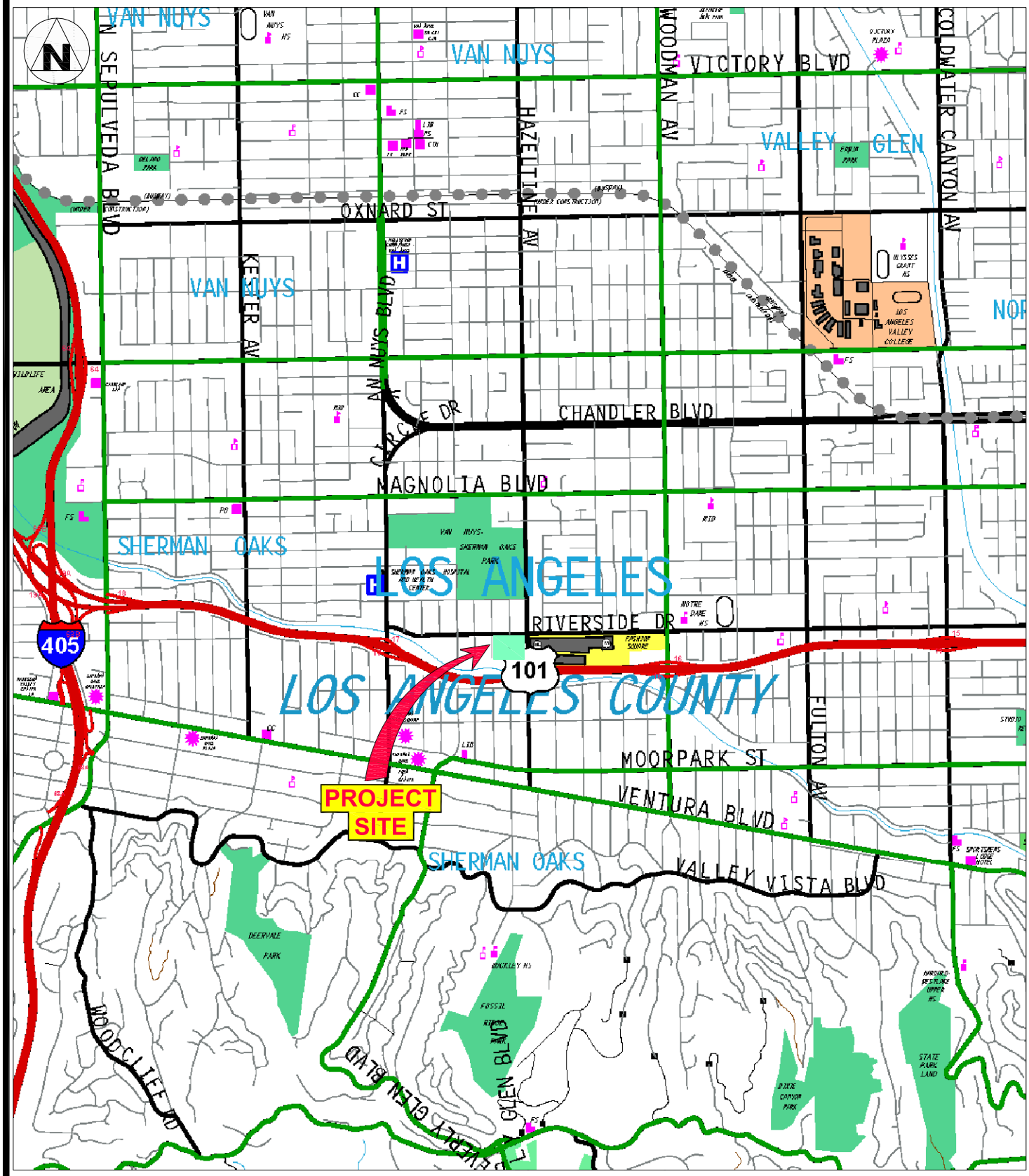
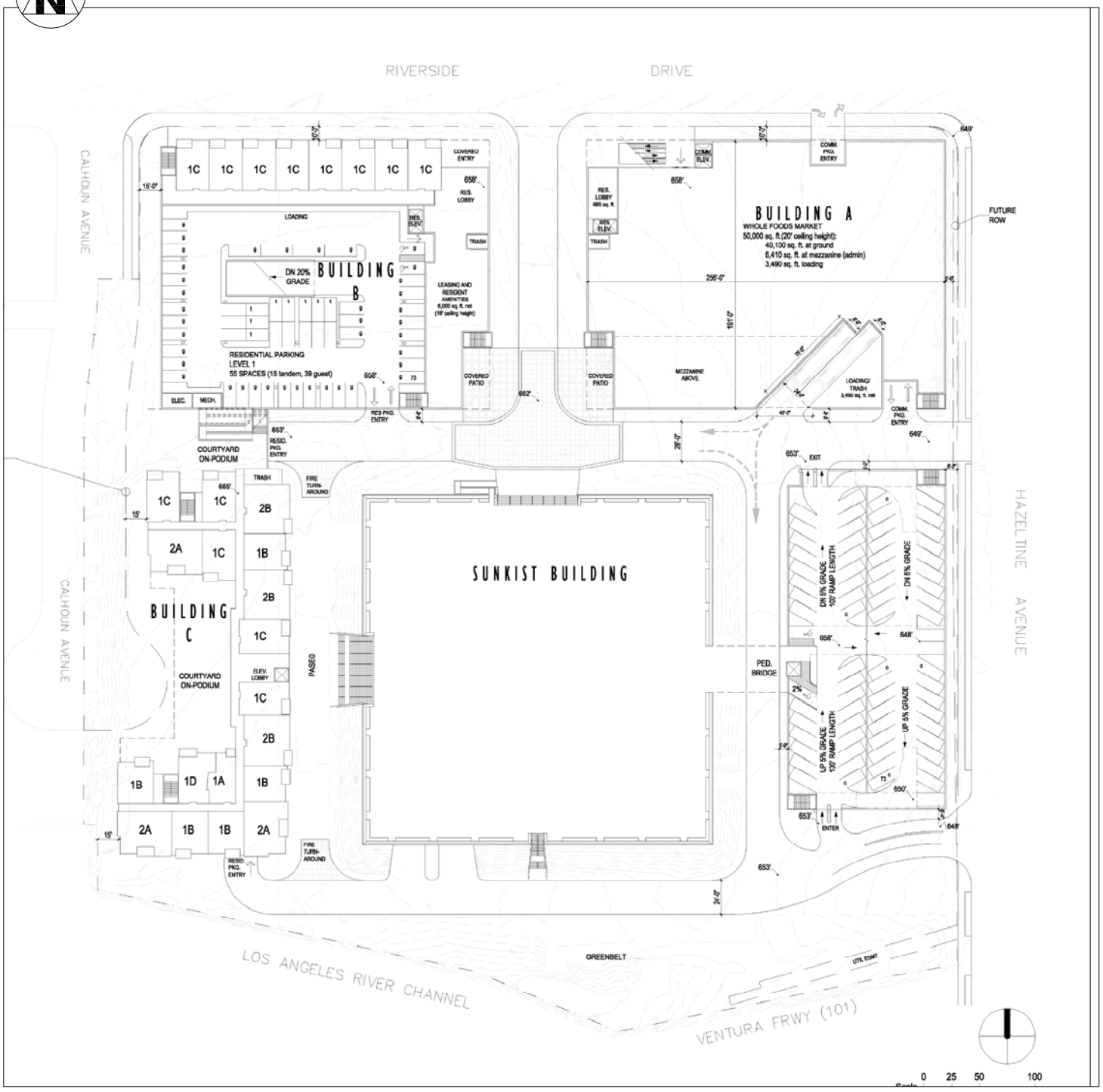


FIGURE 1

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PROJECT LOCATION

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KTGY ARCHITECTURE

FIGURE 2

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PROJECCT SITE PLAN

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CHAPTER 3 ENVIRONMENTAL SETTING

Land Use

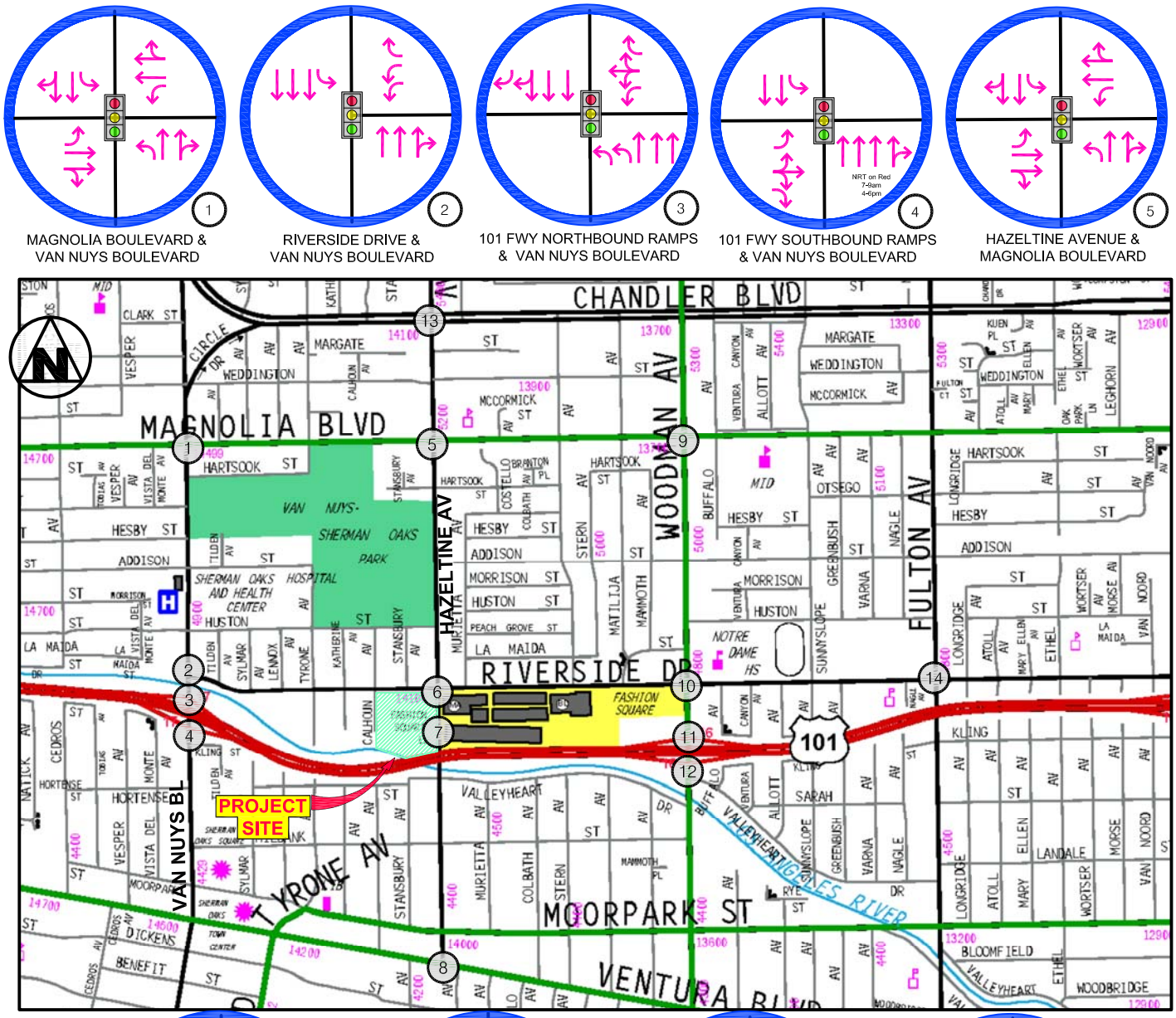
The Project is located in the Van Nuys – North Sherman Oaks Community Plan area. The current land use map for the study area is provided in Appendix A. The Van Nuys – North Sherman Oaks Community Plan includes areas for residential uses, commercial uses, industrial uses, open space and public facilities. The Community Plan includes 8,220 total net acres with 38.2% single family uses, 15.1% multiple family uses, 7.1% commercial uses, 7.4% industrial uses, 10.4% open space/public Facilities and 21.8% streets. The proposed Project is within an area dedicated to commercial uses.

The Project site is bordered by public right-of way. Calhoun Avenue provides the western boundary of the site, Riverside Drive provides the northern boundary, Hazeltine Avenue provides the eastern boundary and the Los Angeles River and Ventura Freeway provides the southern boundary. The land uses in the area are retail to the north, a shopping center to the east, residential property to the west and the Los Angeles River and freeway to the south.

In addition to collecting traffic volume data for this analysis, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis. A brief description of the effected roadway facilities is provided below with the street plans of the roadways, city street standards and the Van Nuys – Sherman Oaks Community Circulation Map provided in Appendix C.

Transportation Facilities

The Project is located in the southeast area of the San Fernando Valley and east of the San Diego Freeway (I-405), west of the Hollywood Freeway (SR-170) and north of the Ventura (US-101). These freeways link to numerous other freeways in the vicinity providing extensive regional access.



DF = De Facto operational right turn

FIGURE 3

INTERSECTION CHARACTERISTICS

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The San Diego Freeway (I-405) is a north-south oriented freeway located approximately two and one-half miles from the Project site. The freeway is accessible from the Ventura Freeway, Ventura Boulevard for southbound traffic and Sepulveda Boulevard for northbound traffic. Based on Caltrans 2012 published traffic volumes and increased by 2% per year to current 2014, the I-405 carries approximately 290,000 vehicles per day (VPD) and 21,400 vehicles per hour (VPH) during the peak hours near the interchange of the Ventura Freeway. The San Diego Freeway provides one carpool lane and four to five lanes in each direction in the Project vicinity.

The Hollywood Freeway (SR-170) is a north-south oriented freeway located approximately three and one-half miles east of the Project site. Freeway access is provided from the Ventura Freeway, Riverside Drive for southbound offramp, Tujunga Avenue north of Camarillo Street for northbound onramp, and Magnolia Boulevard for full access. The SR-170 carries approximately 207,500 VPD and 11,600 VPH during the peak hours near the US-101/134 Interchange. The freeway provides one carpool lane and four lanes in each direction in the Project vicinity.

The Ventura Freeway (US-101) is oriented in the east-west direction through the San Fernando Valley but is regionally a north-south freeway. The US-101 is located less than one-quarter mile south of the Project. However, freeway ramps are not provided along Hazeltine Avenue. The freeway is fully accessible from the Van Nuys Boulevard to the west and from Woodman Avenue to the east of the Project site. The US-101 carries approximately 299,000 VPD and 18,700 VPH during the peak hours at Woodman Avenue. The freeway provides five lanes in each direction in the Project vicinity.

Calhoun Avenue is a north-south discontinuous roadway designated as a local street in the City of Los Angeles Transportation Element of the General Plan. Calhoun Avenue extends from Huston Street at the south end of the Van-Nuys - Sherman Oaks Park to south of Riverside Drive in the Project area. Parking is provided on Calhoun Avenue with one travel lane in each direction provided.

Chandler Boulevard is an east-west roadway designated as a Class II Major Highway in the Transportation Element of the General Plan. Chandler Boulevard provides two lanes

in each direction at Hazeltine Avenue. Chandler Boulevard extends from Van Nuys Boulevard through the City of Burbank to Victory Boulevard. Chandler Boulevard carries approximately 13,000 VPD at Hazeltine Avenue.

Fulton Avenue is an east-west roadway designated as a Secondary Highway in the Transportation Element of the General Plan. Two lanes southbound and one lane northbound are provided at Riverside Drive. Fulton Avenue extends from Valley Vista Boulevard to Raymer Street where the road discontinues due to rail tracks and then continues northerly from Saticoy Street to Willard Street as a local street. Fulton Avenue carries approximately 17,500 VPD at Chandler Boulevard.

Hazeltine Avenue is a north-south roadway designated as a Secondary Highway in the Transportation Element of the General Plan. Two lanes in each direction are provided in the immediate Project area. Hazeltine Avenue extends from Ventura Boulevard to north of Saticoy Street in the San Fernando Valley. Hazeltine Avenue carries approximately 29,000 VPD at Riverside Drive.

Magnolia Boulevard is an east-west roadway designated as a Secondary Highway in the Transportation Element of the General Plan. Two lanes in each direction are provided in the immediate Project area. Magnolia Boulevard extends from Amestoy Avenue to Haskell Street as a discontinuous street and then from west of Sepulveda Boulevard through the City of Burbank as a continuous roadway. Magnolia Boulevard carries approximately 25,000 VPD at Hazeltine Avenue.

Riverside Drive is an east-west roadway designated as a Class II Major Highway in the Transportation Element of the General Plan. Riverside Drive provides two lanes in each direction in the Project area. Riverside Drive extends from Van Nuys Boulevard through the City of Burbank and into the City of Glendale. Riverside Drive carries approximately 22,000 VPD at Hazeltine Avenue.

Van Nuys Boulevard is a north-south oriented roadway designated as a Class II Major Highway by the City of Los Angeles. Van Nuys Boulevard provides two to three lanes in each direction in the Project vicinity. Van Nuys Boulevard extends from Valley Vista

Boulevard to Foothill Boulevard across the San Fernando Valley. Van Nuys Boulevard carries approximately 50,000 VPD at Riverside Drive.

Ventura Boulevard is an east-west oriented roadway designated as a Class II Major Highway in the Transportation Element of the General Plan. Two lanes in each direction are provided in the Project vicinity. Ventura Boulevard generally operates parallel to the Ventura Freeway and is used as an alternate to the freeway during congested time periods. Ventura Boulevard carries approximately 44,000 VPD at Woodman Avenue.

Woodman Avenue is a north-south oriented roadway designated as a as a Class II Major Highway by the City of Los Angeles. Woodman provides two lanes in each direction in the Project vicinity. Woodman Avenue carries approximately 41,000 VPD at Riverside Drive.

The roadway designations and aerial plans of the Project study intersections are provided in Appendix C.

Transit Services

Multiple public transportation opportunities are provided in the Project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH). Regional Service is provided from the Metro Orange Line which is a bus service in exclusive right-of-way across the San Fernando Valley, Metro Rapid Service along Ventura Boulevard which stops at fewer locations along the route for faster routes than local lines and the Metro Red Line which is a rail service between downtown Los Angeles and North Hollywood.

Metro Transit local lines provide service along Magnolia Boulevard (approximately one half of a mile away) in the Project area which includes:

- Metro Route 183 which provides service between Sherman Oaks and Glendale.

Metro local lines provide service along Riverside Drive in the Project area which includes:

- Route 155 which provides service along Riverside Drive between Van Nuys Boulevard and the Hollywood Freeway where the route changes streets and travels to Universal City, Toulca Lake and Burbank

Metro local and rapid line service is provided along the Ventura Boulevard (approximately one half mile away) in the Project area which includes:

- Route 150/240 provides service between Canoga Park and Studio City.
- Route 158 which provides service to/from the Chatsworth Metro Station travels along Devonshire Street to Arleta Avenue to Branford Street to Woodman Avenue to Ventura Boulevard
- Rapid Line 750 provides service between Studio City, Sherman Oaks, Tarzana and Warner Center with a limited number of stops. The closest stop to the Project is at Ventura Boulevard and Woodman Avenue and at Ventura Boulevard and Van Nuys Boulevard

Metro local and rapid line service is provided along Van Nuys Boulevard (approximately one half mile away) in the Project area which includes:

- Route 237 provides service in the Project area between Balboa Boulevard and Ventura Boulevard and Van Nuys and Moorpark
- Route 233 provides service between Westwood and Lakeview Terrace
- Rapid Line 761 provides service between service between Westwood and Lakeview Terrace with a limited number of stops. The closes stop to the Project is at Huston Street (north of Riverside Drive) and Van Nuys Boulevard

LADOT DASH line service is provided along Hazeltine Avenue in the Project area which includes:

- DASH Van Nuys/Studio City with a stop at the adjacent Project intersection of Riverside Drive and Hazeltine Avenue. This DASH service is a circuitous route between the Van Nuys Civic Center, the Orange Line station, Los Angeles Valley College, Studio City, CBC Studios, the Project area and Van Nuys Sherman Oaks Park. An approximately 30 minute headway is maintained on the service line between 7am and 5:30 pm weekdays and between 9am and 5:30 pm weekends. A bus stop is provided at Hazeltine Avenue and Riverside Drive. DASH Van Nuys/Studio City has a stop along the Panorama City/Van Nuys DASH Line that provides a circuitous route through Van Nuys and Panorama City including the Civic Center and AMTRAK/Metrolink Station northwest of Van Nuys Boulevard and Saticoy Street

Metro local and rapid line service is provided along Woodman Avenue (approximately one half mile away) in the Project area which includes:

- Route 158 which provides service to/from the Chatsworth Metro Station travels along Devonshire Street to Arleta Avenue to Branford Street to Woodman Avenue to Ventura Boulevard.

The Metro Rail, local lines, and DASH services provide connections throughout the San Fernando Valley to and from other services and the greater Los Angeles area.

Transfer opportunities are available to/from the Project area from the local and regional lines. The transit and metro lines are illustrated in Appendix D.

CHAPTER 4 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed apartments, grocery store and restaurants has been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the use and the size associated with the proposed Project generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Project Traffic Generation Rates

ITE		Daily	AM Peak Hour			PM Peak Hour		
Code	Description	Traffic	In	Out	Total	In	Out	Total
220	Apartments	6.65	20%	80%	0.51	65%	35%	0.62
710	Office	11.03	88%	12%	1.56	17%	83%	1.49
850	Grocery Store	102.24	62%	38%	3.40	51%	49%	9.48
932	High Turnover Restaurant	127.15	55%	45%	10.81	60%	40%	9.85

Trips are based on per unit for apartment and per 1,000 square feet for grocery store, restaurant and office

The proposed Project's commercial tenants have not yet been finalized. In order to provide flexibility with the leasing of the tenant space, the traffic study evaluates potential high vehicle trip generators. It is anticipated that some or all of the commercial space will be used for grocery store and high turnover restaurant. Any unused portion will be used for retail and/or restaurant components. The trip generation for a high turnover restaurant is higher than grocery, retail, and quality restaurant. The balance of space, potentially not used by the grocery store, was evaluated as high turnover restaurant.

The existing office building was approximately 85% occupied at the time that the traffic counts were conducted. Office uses will remain in the existing structure. The ITE Trip

Generation for offices reflects traffic data collected at numerous sites with varied occupancy rates. The land use description in the Manual indicates that the average occupancy rate was 88 percent. In order to present a conservative estimate, trip generation for 50% of the office was conducted using ITE rates and added to the existing vehicle trips at the study intersections.

The ITE rates are estimated without regard for the nature of the Project's vicinity in terms interaction between land uses for a mixed-use project. It is anticipated that some of the existing office employees and residents of the apartment will make use of the grocery store and restaurants on the site. A conservative 10% internal trip reduction for the grocery store and restaurant was incorporated into the analysis to account for this activity.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established pass-by credits for several land uses. The pass-by reductions incorporated into the analysis include 20% for the high turnover restaurant and 40% for the grocery store. These reductions are not taken at the adjacent intersections of Hazeltine Avenue and Riverside Drive or Hazeltine Avenue and Fashion Square/Project Driveway because the patrons may need to make turning movements at these intersections to access the site's parking.

The Project residents, employees and patrons of the commercial components will likely make use of the transit amenities in the area. In order to present a conservative analysis, no transit credits were incorporated into the trip generation of the Project.

It is estimated that the Project will conservatively generate a total of 4,412 daily trips with 267 trips during the AM peak hour and 400 trips during the PM peak hour. Table 2 displays the estimated Project trip generation.

Table 2
Estimated Project Traffic Generation

ITE	PROJECT TRIPS			Daily	AM Peak Hour			PM Peak Hour		
Code	Description	Size		Traffic	In	Out	Total	In	Out	Total
	Proposed Project									
	Residential									
220	Apartments	298	units	1,982	30	122	152	120	65	185
	Commercial									
932	Restaurant	7,241	sf	921	43	35	78	43	28	71
	Internal	10%		-92	-4	-4	-8	-4	-3	-7
	Pass-By	20%		-166	-8	-6	-14	-8	-5	-13
	Subtotal Restaurant			663	31	25	56	31	20	51
850	Grocery Store	32,000	sf	3,272	67	42	109	155	148	303
	Internal	10%		-327	-7	-4	-11	-15	-15	-30
	Pass-By	40%		-1,178	-24	-15	-39	-56	-53	-109
	Subtotal Grocery			1,767	36	23	59	84	80	164
	Subtotal All Commercial	39,241	sf	2,430	67	48	115	115	100	215
	NET NEW TRIPS TOTAL			**4,412**	**97**	**170**	**267**	**235**	**165**	**400**

Office Trip Generation (127,000sf/2 = 63,500 sf)
Added to the Existing Counts

ITE	PROJECT TRIPS			Daily	AM Peak Hour			PM Peak Hour		
Code	Description	Size		Traffic	In	Out	Total	In	Out	Total
710	**Existing Office**	65,000	sf	717	89	12	101	16	80	97

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the spatial distribution destination points which would generate Project trip origins and destinations. The estimated Project directional trip distribution is also based on the study area roadway network, freeway locations, traffic flow patterns in and out of this area of the City of Los Angeles and consistency with previously approved traffic studies for this area of Los Angeles.

Figure 4 illustrates the estimated Project traffic distribution percentages. Figure 5a shows the estimated Project traffic percentages detailed at each of the selected study intersections for the residential component of the Project. Figure 5b shows the estimated Project traffic percentages for the commercial component of the Project. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 for the development. This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

The Project proposes modifying the northerly Hazeltine Avenue driveway to allow left turns into the Project. This would be implemented by removing the existing bollards and restriping for a left turn lane.

Parking for the existing office is throughout the site on a surface lot. These vehicle trips may shift to the signalized Project driveway entry/exit at Hazeltine Avenue and the Project Driveway/Shopping Center Driveway because the new parking structure for the existing office is proposed to be located immediately north this driveway.

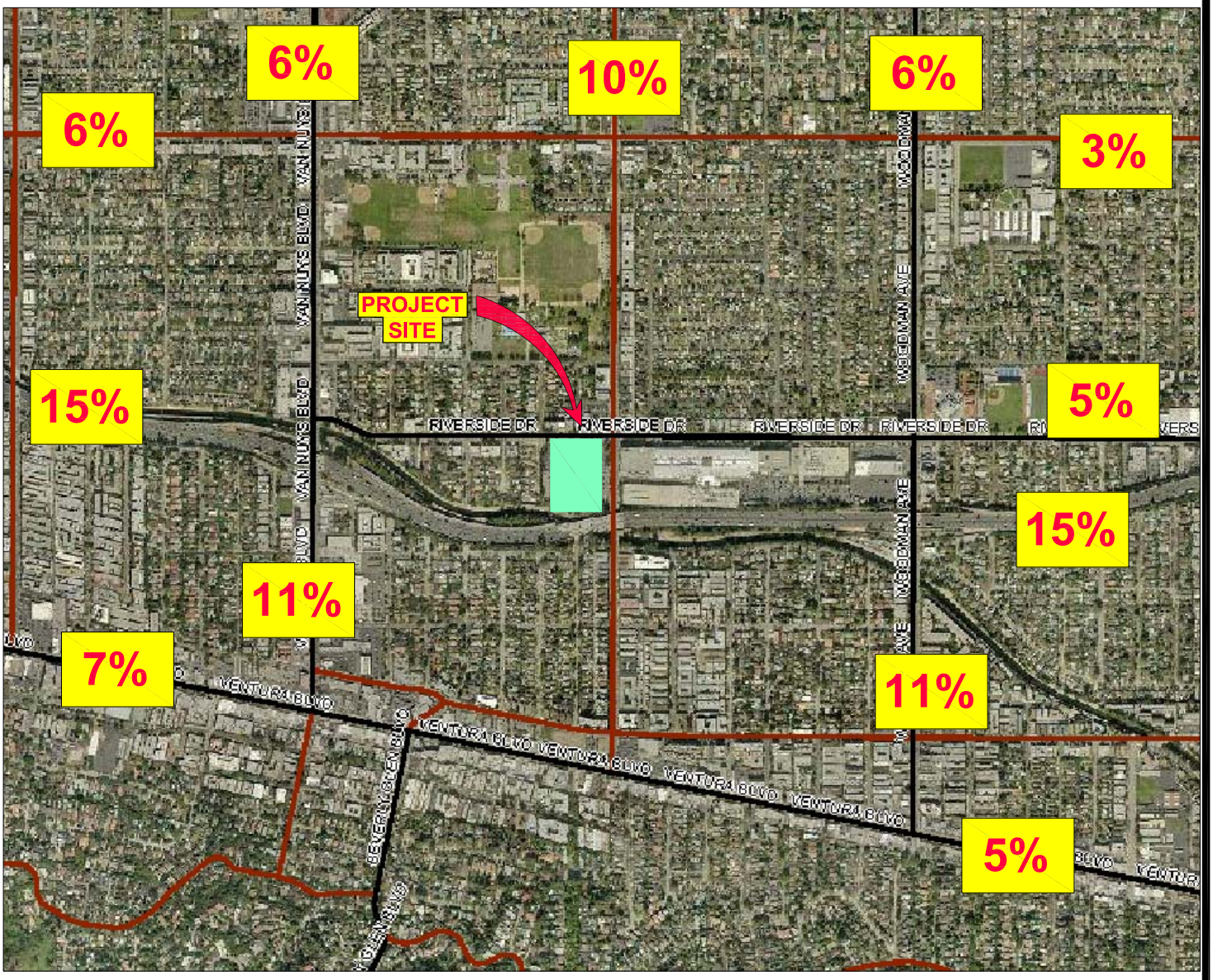
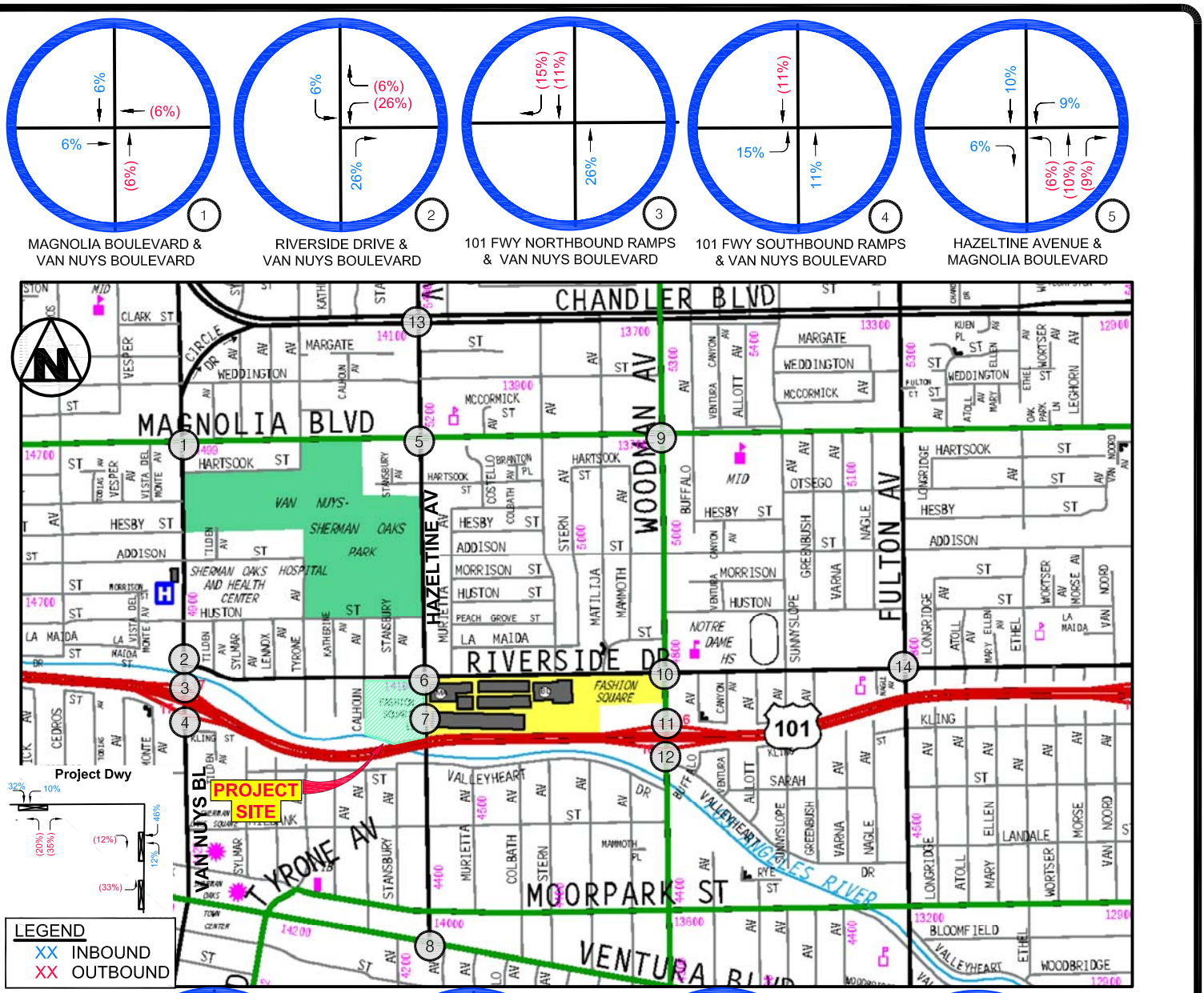


FIGURE 4

4/2014

OVERALL PROJECT DISTRIBUTION PERCENTAGE

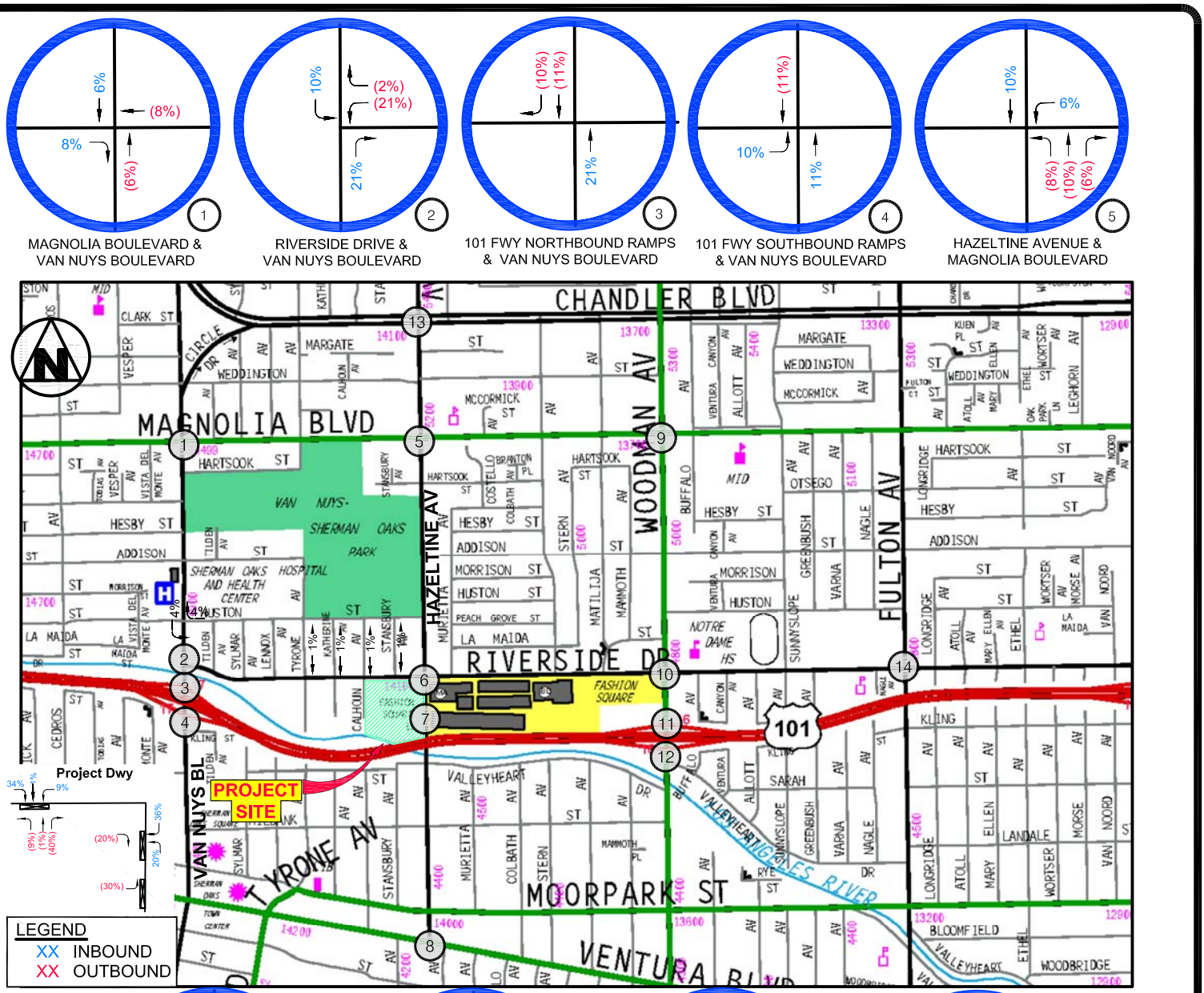
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PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE 5 a

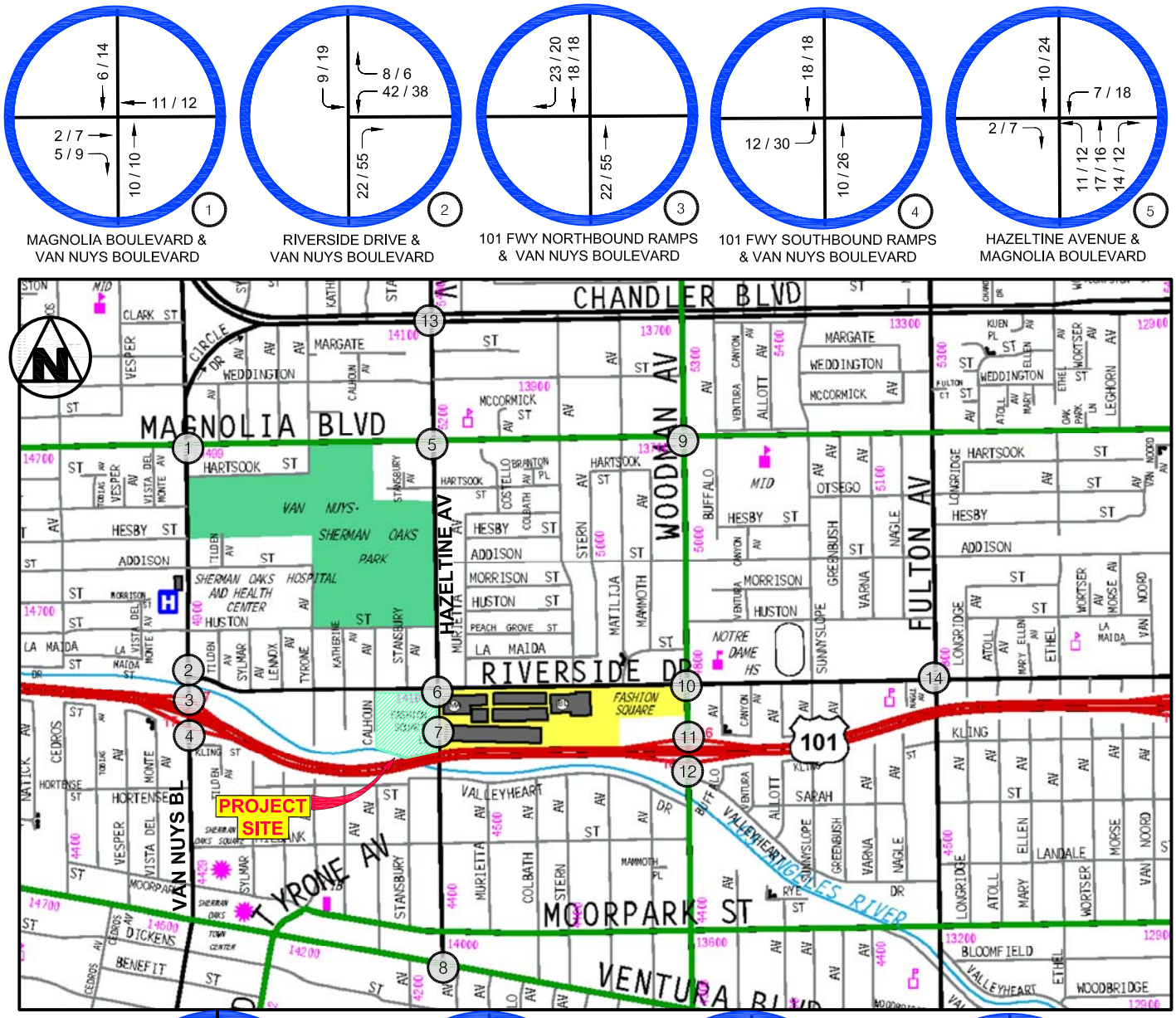
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PROJECT DISTRIBUTION
COMMERCIAL

FIGURE 5 b

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PROJECT ONLY TRAFFIC VOLUMES **FIGURE 6**
COMBINED RESIDENTIAL AND COMMERCIAL
AM PEAK HOUR/PM PEAK HOUR

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Parking, Access & Circulation

The Project developer proposes to retain the three existing driveways for the site. There is one driveway on Riverside Drive, approximately mid site, and two driveways on Hazeltine Avenue. The southerly Hazeltine Avenue driveway is currently, and will remain, controlled by a traffic signal. Project exit lane modifications will constructed as part of the Project by converting the left and shared through/right lane into a left, shared left/through lane and a right turn lane. Any associated signal modifications to allow the dual left exit will be implemented by the Project. The Sherman Oaks Fashion Square driveway is the fourth leg of the signalized intersection. The northerly Hazeltine Avenue driveway is currently restricted to right turns in and out. The Project proposes to modify this driveway to left turn access for northbound Hazeltine, but retain the right turn out configuration. This change will necessitate the removal of bollards on Hazeltine Avenue and the installation of a left turn lane or two way left turn lane for northbound Hazeltine Avenue to the Project driveway.

Access Analysis Process for Intersection/Access Queues

To determine whether or not adequate storage lengths are provided at Project driveways, analysis was conducted at Riverside Drive and the Project Driveway/Stansbury Avenue, Hazeltine Avenue and the Project northerly driveway and Hazeltine Avenue and the Project southerly driveway/Mall driveway and at Hazeltine Avenue and Riverside Drive using the Highway Capacity Manual methodology using Synchro 8 software. AM and PM peak hour conditions were evaluated for future with project conditions.

Traffic analysis was conducted using Syncho 8 software developed by Trafficware. The roadway lane configurations and segment lengths, peak hour traffic volumes, control type (two-way stop or traffic signal), and signal timing if applicable are input into the software to determine the operational delay and queues at the intersection.

Roadway and Project Driveway conditions determined are displayed in Table 3. Queue worksheets and Project trip distribution at the driveways are provided in Appendix I.

The results in Table 3a (Vehicle Storage Lengths) presents the amount of space (in feet) for the storage of vehicles at the Project driveways. Table 3b (95th % Queue Lengths with the Project) indicates that the length of the queues experienced at the driveways. A comparison of the length available and the amount of space needed indicates that the turn lanes will not exceed their storage capacity.

Table 3a
Vehicle Storage Lengths (ft)

Intersection	Vehicle Storage Lengths (ft)				
	WBL	NBL	EBR	EBT	EBL
Driveway 1/Stansbury Avenue & Riverside Drive	40	--	--	--	160
Hazeltine Avenue & Riverside Drive	122	155	--	--	155
Hazeltine Avenue & Driveway 2	--	60	--	--	--
Hazeltine Avenue & Driveway 3/Westfield Driveway	--	200	--	--	--

WBL = Westbound left , NB = Northbound
EBR = Eastbound Right, EBT = Eastbound Through, EBL = Eastbound Left

TABLE 3b
95TH % QUEUE LENGTHS
FUTURE WITH PROJECT CONDITIONS

Intersection	Peak Hour	95th% Queue Length (ft)				
		WBL	NB	EBR	EBT	EBL
Driveway 1/Stanbury Avenue & Riverside Drive [a]	AM	0	50	--	--	--
	PM	3	70	--	--	--
Hazeltine Avenue & Riverside Drive [b]	AM	--	146	37	176	37
	PM	--	111	25	128	110
Hazeltine Avenue & Driveway 2 [b]	AM	--	4	4	--	--
	PM	--	7	7	--	--
Hazeltine Avenue & Driveway 3/Westfield Driveway [b] [c]	AM	--	121	--	3	63
	PM	--	14	--	19	74

Notes:
[a] The NB queue length shown is for all of the northbound movements.
[b] The NB queue length shown is for the northbound left-turn movement.
[c] The EBT movement is a shared through/right-turn lane.

Parking

The Project will provide excess of code required parking for the Project. The applicable City of Los Angeles Municipal Code (Section 12.21.A4) would require one space per 500 square feet of office, one parking space per 250 square feet of retail, one space per 100 square feet of restaurant, one and one half space per one bedroom apartment unit, and two spaces per two bedroom apartment units. The Project will provide 1,345 parking spaces to exceed code requirements. Table 4 displays the parking requirements.

Table 4
Los Angeles Municipal Code 12.21.A4
Required Vehicle Parking

Building	Land Use	Supply		Requirement	Number of Required Spaces	Reduction for Provided Bicycle Parking	Total Parking Required
	Residential						
A	One Bedroom	80	units	1.5 per unit	120		
A	Two Bedroom	40	units	2.0 per unit	80		
	Subtotal A	120	units		200		
B	One Bedroom	80	units	1.5 per unit	120		
B	Two Bedroom	40	units	2.0 per unit	80		
	Subtotal B	120	units		200		
C	One Bedroom	48	units	1.5 per unit	72		
C	Two Bedroom	10	units	2.0 per unit	20		
	Subtotal C	58	units		92		
	TOTAL RESIDENTIAL	**298**	**units**		**492**	**(49)**	**443**
	Commercial						
A	Grocery Store	32,000	sf	1 per 250 sf	128		
A	High Turnover Restaurant	7,241	sf	1 per 100 sf	72		
	Subtotal A				200	(10)	190
Sunkist	Existing Office Leasable	126,674	sf	1 per 500 sf	253	0	253
	Total Commercial				**453**	**(10)**	**443**
	TOTAL RESIDENTIAL & COMMERCIAL				**945**	**(59)**	**886**

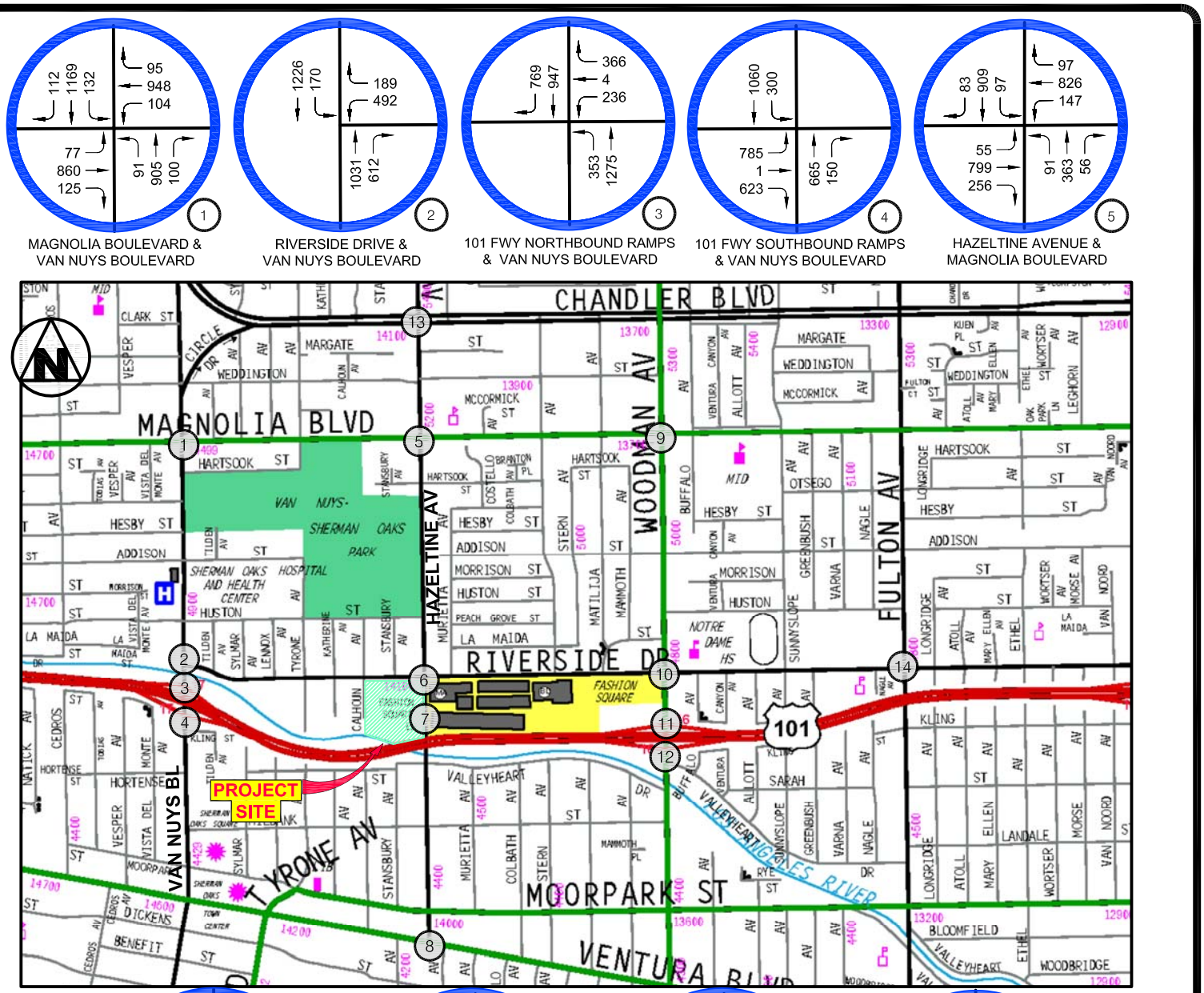
No parking impacts are anticipated with this Project.

Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems, an independent traffic data collection company. Traffic counts were conducted on Tuesday, December 9th for the roadway segments and on Wednesday, January 14, 2015 at fourteen study intersections. These were typical weekdays when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the morning peak and evening peak hours. The highest single hour during each of the peak periods was used in this analysis. Data collection worksheets for the peak hour counts are contained in Appendix E. The existing traffic counts include the project generated by the existing office building on the site. The office building was estimated to be approximately 85% occupied at the time of the counts. However, in order to prepare a conservative estimate of potential traffic impacts, the existing 2015 counts were supplemented by adding the trip generation for an additional 50% occupancy using ITE office trip generation rates. Existing traffic counts with the added office trips are provided on the following pages in Figure 7 and 8 for the AM and PM peak hours respective.

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition.

The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersections congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.



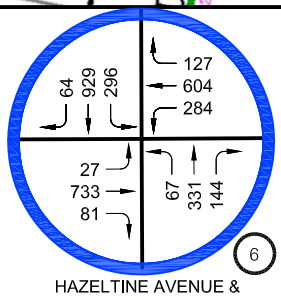
MAGNOLIA BOULEVARD & VAN NUYS BOULEVARD

RIVERSIDE DRIVE & VAN NUYS BOULEVARD

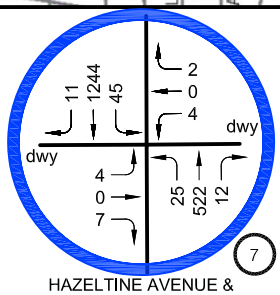
101 FWY NORTHBOUND RAMPS & VAN NUYS BOULEVARD

101 FWY SOUTHBOUND RAMPS & VAN NUYS BOULEVARD

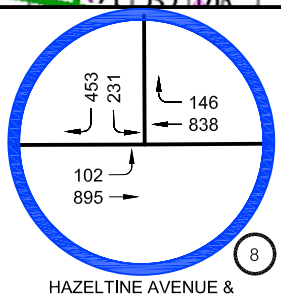
HAZELTINE AVENUE & MAGNOLIA BOULEVARD



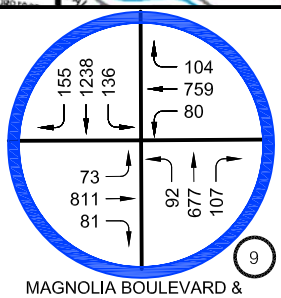
HAZELTINE AVENUE & RIVERSIDE DRIVE



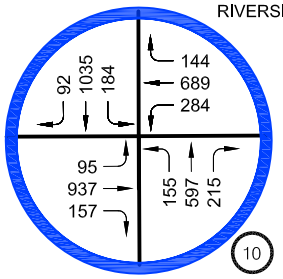
HAZELTINE AVENUE & FASHION SQ/PROJECT DWYS



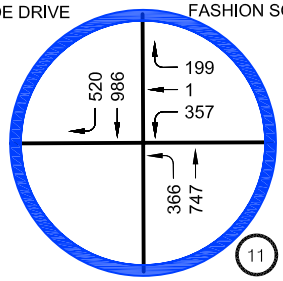
HAZELTINE AVENUE & VENTURA BOULEVARD



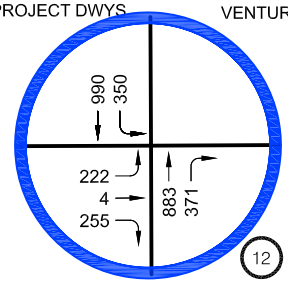
MAGNOLIA BOULEVARD & WOODMAN AVENUE



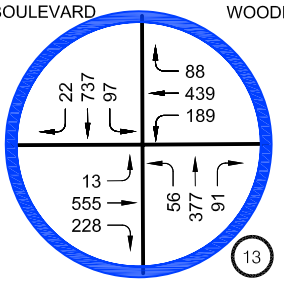
RIVERSIDE DRIVE & WOODMAN AVENUE



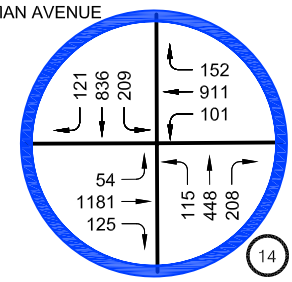
101 FWY NORTHBOUND RAMPS & WOODMAN AVENUE



101 FWY SOUTHBOUND RAMPS & WOODMAN AVENUE



HAZELTINE AVENUE & CHANDLER BOULEVARD



RIVERSIDE DRIVE & FULTON AVENUE

2/2015

EXISTING (2015) TRAFFIC VOLUMES
AM PEAK HOUR

FIGURE 7

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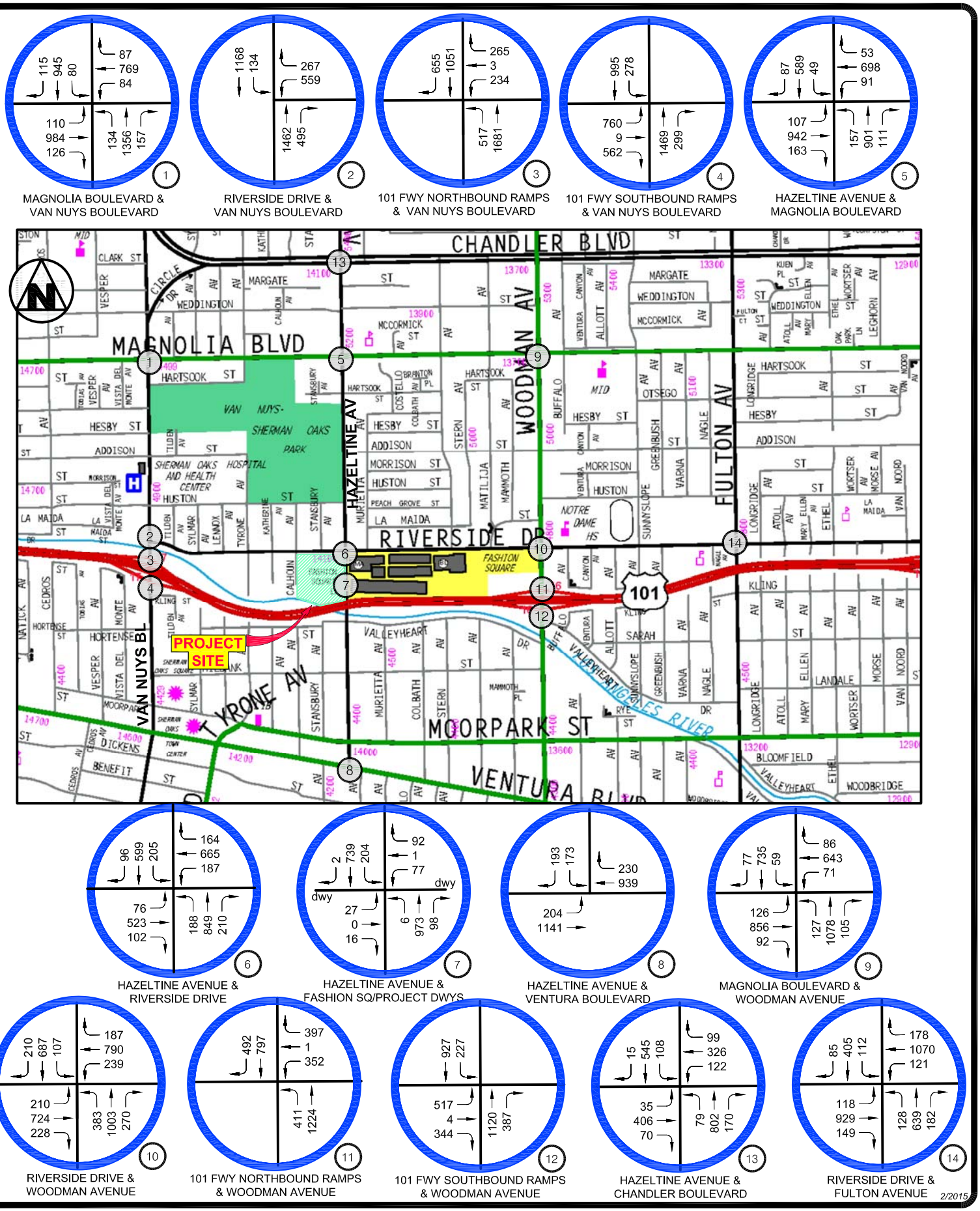


FIGURE 8

EXISTING (2015) TRAFFIC VOLUMES
PM PEAK HOUR

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The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 5 on the following page.

Reductions for traffic signal improvements in the area are included in the analysis. The area currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. The City has supplemented the signal systems in the Project area of Sherman Oaks with an upgrade to the ATSAC system, which includes advance loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. The existing and future traffic conditions analysis without and with the Project include ATSAC and ATCS signal system improvements.

Table 5
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values are summarized in Table 6. Supporting capacity worksheets are contained in Appendix I of this report.

Table 6
Level of Service for Existing Conditions

No.	Intersection	Peak Hour	Existing (2015) CMA	LOS
1	Magnolia Boulevard &	AM	0.787	C
	Van Nuys Boulevard	PM	0.884	D
2	Riverside Drive &	AM	0.538	A
	Van Nuys Boulevard	PM	0.629	B
3	NB 101 Freeway Ramps &	AM	0.479	A
	Van Nuys Boulevard	PM	0.516	A
4	SB 101 Freeway Ramps &	AM	0.602	B
	Van Nuys Boulevard	PM	0.712	C
5	Hazeltine Avenue &	AM	0.741	C
	Magnolia Boulevard	PM	0.699	B
6	Hazeltine Avenue &	AM	0.737	C
	Riverside Drive	PM	0.653	B
7	Hazeltine Avenue &	AM	0.366	A
	Project/Fashion Sq. Dwys	PM	0.493	A
8	Hazeltine Avenue &	AM	0.563	A
	Ventura Boulevard	PM	0.520	A
9	Magnolia Boulevard &	AM	0.777	C
	Woodman Avenue	PM	0.697	B
10	Riverside Drive &	AM	0.943	E
	Woodman Avenue	PM	0.863	D
11	NB 101 Freeway Ramps &	AM	0.652	D*
	Woodman Avenue	PM	0.709	D*
12	SB 101 Freeway Ramps &	AM	0.518	D*
	Woodman Avenue	PM	0.533	D*
13	Chandler Boulevard &	AM	0.755	C
	Hazeltine Avenue	PM	0.543	A
14	Fulton Avenue &	AM	0.799	C
	Riverside Drive	PM	0.836	D

* Field observation indicates intersection operating at a higher LOS than indicated in calculations.

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential Project impacts to the existing conditions. According to the standards adopted by LADOT and described in their August 2014 Traffic Study Policies and Procedures, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the Table 7 below.

Table 7
Significant Impact Criteria
City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.

The potential impact for existing plus Project has conducted by adding the Project traffic to the existing traffic. The existing and existing + Project traffic conditions were compared to determine if the thresholds of significance in Table 7 were exceeded. As noted in Table 8, two significant impacts occur. The significant impacts occur at Hazeltine Avenue and Riverside Drive during the AM and PM Peak Hour and at Riverside Drive and Woodman Avenue during the AM peak hour. Traffic mitigation is proposed to reduce these significant impacts to a level of insignificance. The mitigation is described in the Mitigation Section of this report on page 63.

.

Table 8
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Existing +Project CMA	Existing +Project LOS		Impact	Significant Impact
1	Magnolia Boulevard &	AM	0.787	C	0.793	C	+	0.006	NO
	Van Nuys Boulevard	PM	0.884	D	0.893	D	+	0.009	NO
2	Riverside Drive &	AM	0.538	A	0.559	A	+	0.021	NO
	Van Nuys Boulevard	PM	0.629	B	0.668	B	+	0.039	NO
3	NB 101 Freeway Ramps &	AM	0.479	A	0.486	A	+	0.007	NO
	Van Nuys Boulevard	PM	0.516	A	0.523	A	+	0.007	NO
4	SB 101 Freeway Ramps &	AM	0.602	B	0.612	B	+	0.010	NO
	Van Nuys Boulevard	PM	0.712	C	0.723	C	+	0.011	NO
5	Hazeltine Avenue &	AM	0.741	C	0.757	C	+	0.016	NO
	Magnolia Boulevard	PM	0.699	B	0.723	C	+	0.024	NO
6	Hazeltine Avenue &	AM	0.737	C	0.802	D	+	0.065	**YES**
	Riverside Drive	PM	0.653	B	0.717	C	+	0.064	**YES**
7	Hazeltine Avenue &	AM	0.366	A	0.491	A	+	0.125	NO
	Project/Fashion Sq. Dwys	PM	0.493	A	0.628	B	+	0.135	NO
8	Hazeltine Avenue &	AM	0.563	A	0.576	A	+	0.013	NO
	Ventura Boulevard	PM	0.520	A	0.546	A	+	0.026	NO
9	Magnolia Boulevard &	AM	0.777	C	0.781	C	+	0.004	NO
	Woodman Avenue	PM	0.697	B	0.702	C	+	0.005	NO
10	Riverside Drive &	AM	0.943	E	0.969	E	+	0.026	**YES**
	Woodman Avenue	PM	0.863	D	0.879	D	+	0.016	NO
11	NB 101 Freeway Ramps &	AM	0.652	D*	0.654	D*	+	0.002	NO
	Woodman Avenue	PM	0.709	D*	0.715	D*	+	0.006	NO
12	SB 101 Freeway Ramps &	AM	0.518	D*	0.533	D*	+	0.015	NO
	Woodman Avenue	PM	0.533	D*	0.545	D*	+	0.012	NO
13	Chandler Boulevard &	AM	0.755	C	0.762	C	+	0.007	NO
	Hazeltine Avenue	PM	0.543	A	0.553	B	+	0.010	NO
14	Fulton Avenue &	AM	0.799	C	0.802	D	+	0.003	NO
	Riverside Drive	PM	0.836	D	0.840	D	+	0.004	NO

* Field observation indicates intersection operating at a higher LOS than indicated in calculations.

Analysis of Future Traffic Conditions

Future traffic volume Projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed Project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing 2015 traffic conditions;

(b) Traffic in (a) + ambient growth (2 % per year increase)

(c) Traffic in (b) + related projects (without Project scenario);

(d) Traffic in (c) with the proposed Project traffic (with Project scenario);

(e) Traffic in (d) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related project information was obtained from the City of Los Angeles Department of Transportation and City of Los Angeles Department of City Planning. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on the other proposed related projects. The locations of the related projects are shown in Figure 9 and described in Table 9. The number of trips added to the area by the related projects alone is displayed in Figure 10.

To evaluate future traffic conditions with the related project, estimates of the peak hour trips generated were developed. The potential net increase in traffic from the related project is shown in Appendix F.

The traffic impact of traffic volume increases has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from the other related development projects. Future cumulative “without project” peak hour traffic volume estimates are shown in Figure 11 for the AM Peak Hour and Figure 12 for the PM Peak Hour.

Table 9
Related Projects Descriptions

No	Location			Description
1	5800 Fulton Av			LA Valley College Expansion
2	14121 Ventura Bl	88	units	Apartment
		6,000	sf	Retail
		3,500	sf	Fast Food without Drive Through
		(7,000)	sf	Demolish
3	15365 Magnolia Bl	225	student	Emek Hebrew Academy Expansion
4	4805 N Sepulveda Bl	325	units	Apartment
	(Il Villaggio)	52,000	sf	Retail
5	15222 Ventura Bl	50	units	Condominium
	(complete-not occupied at time of counts)	4,590	sf	Retail
6	14006 Riverside Dr	220,000	sf	Fashion Square Expansion
7	3900 Stansbury Av	80	student	Buckley School Expansion
8	15729 Ventura Bl	259	student	Valley Beth Shalom Expansion
9	5700 N Sepulveda Bl	97	units	Condominium
		34,775	sf	Retail
10	14049 Ventura Bl	27,389	sf	Supermarket Expansion
11	14708 Ventura Bl	6,880	sf	Restaurant
12	15315 Dickens St	10,000	sf	Coffee Shop
13	13401 Riverside Drive*			Chase Knolls
		141	units	Apartments

* trip generation based on current ITE rates (approved study fewer trips)

Note that Related Project number 6 (Fashion Square Expansion) is likely to be modified. However, the project description was not available at the time of this study. The prior project has been included in order to reflect additional traffic that may be created by this new project.

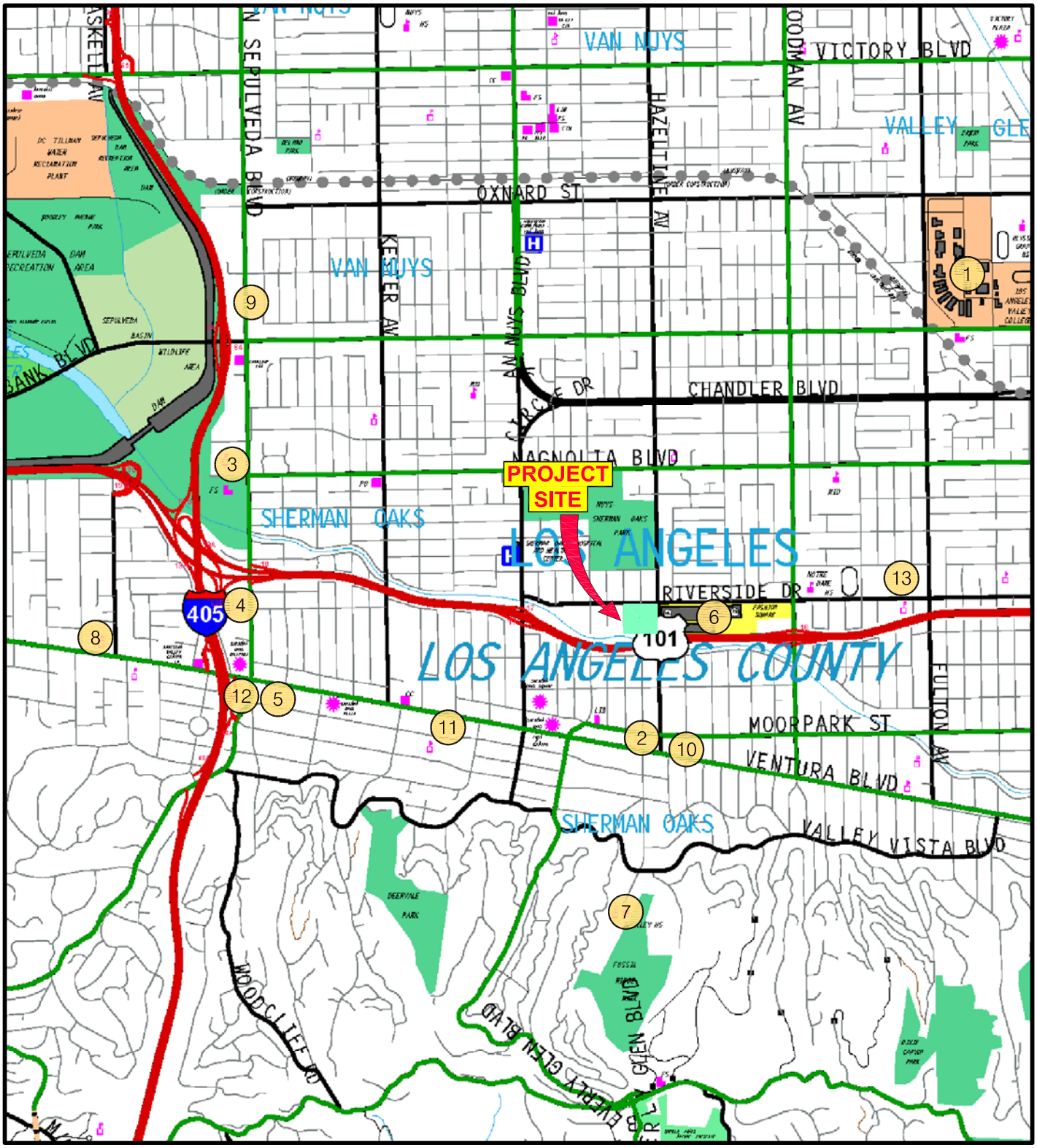
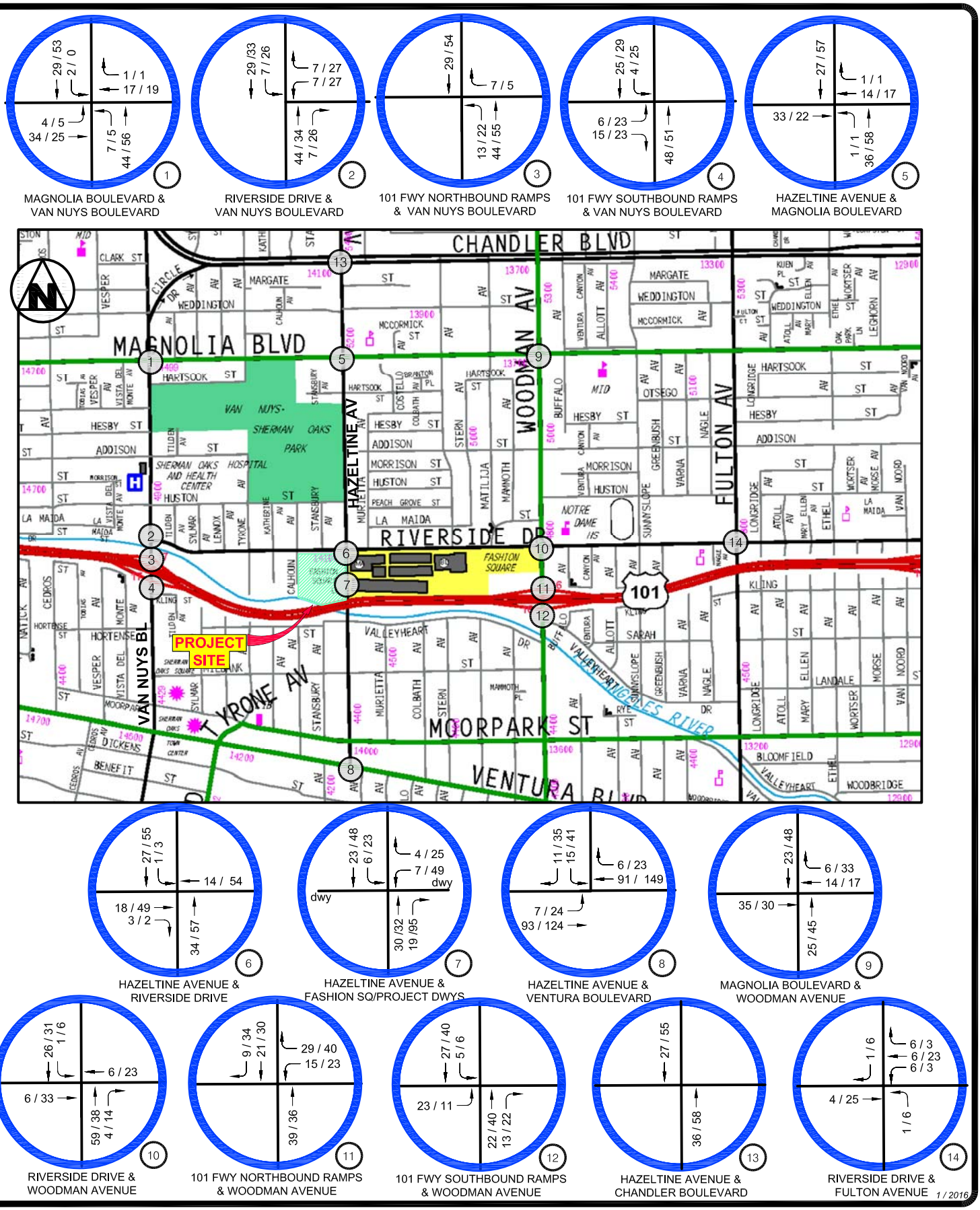


FIGURE 9

1/2016

RELATED PROJECT LOCATIONS

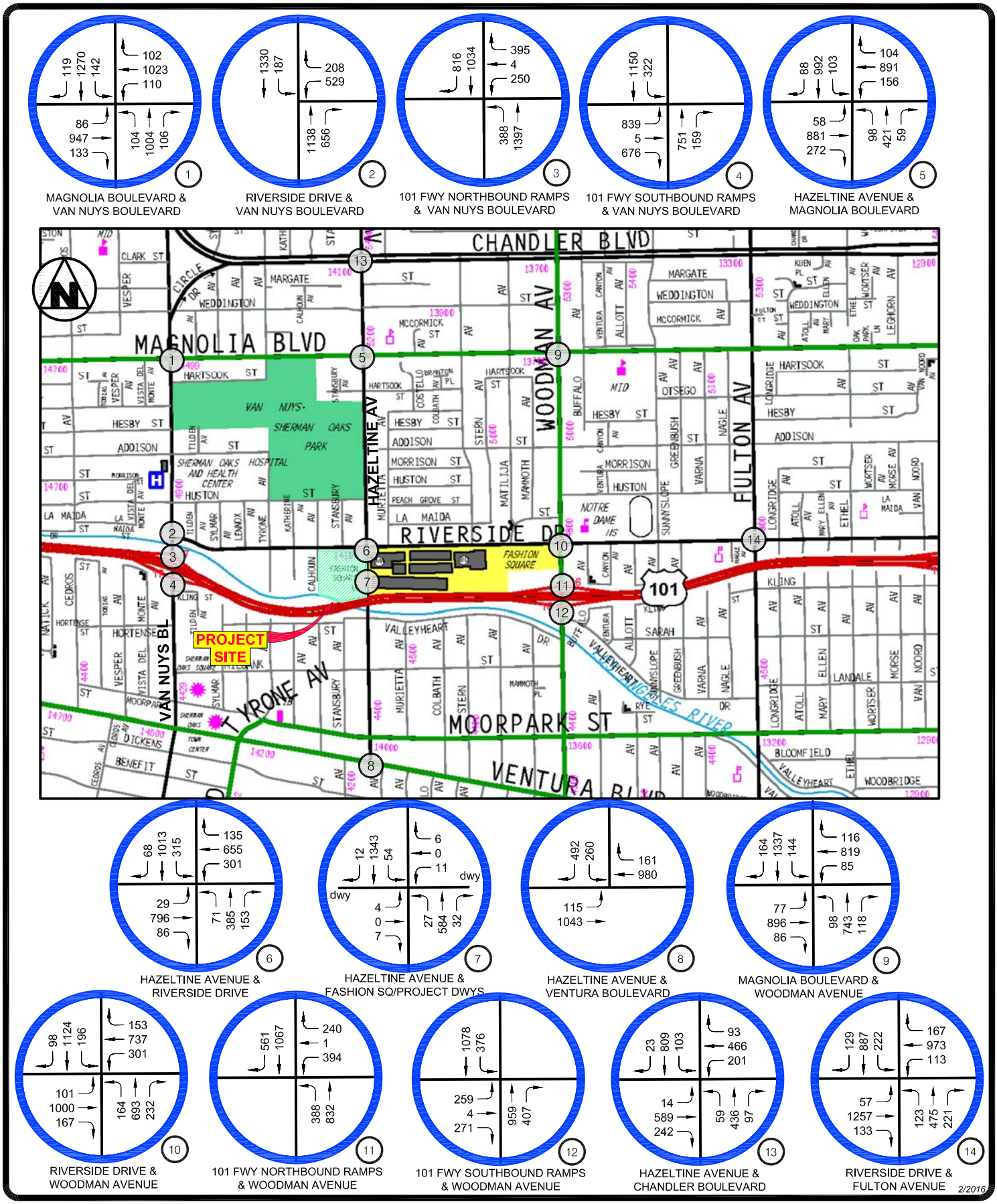
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RELATED PROJECTS ONLY
TRAFFIC VOLUMES
AM PEAK HOUR/PM PEAK HOUR

FIGURE 10

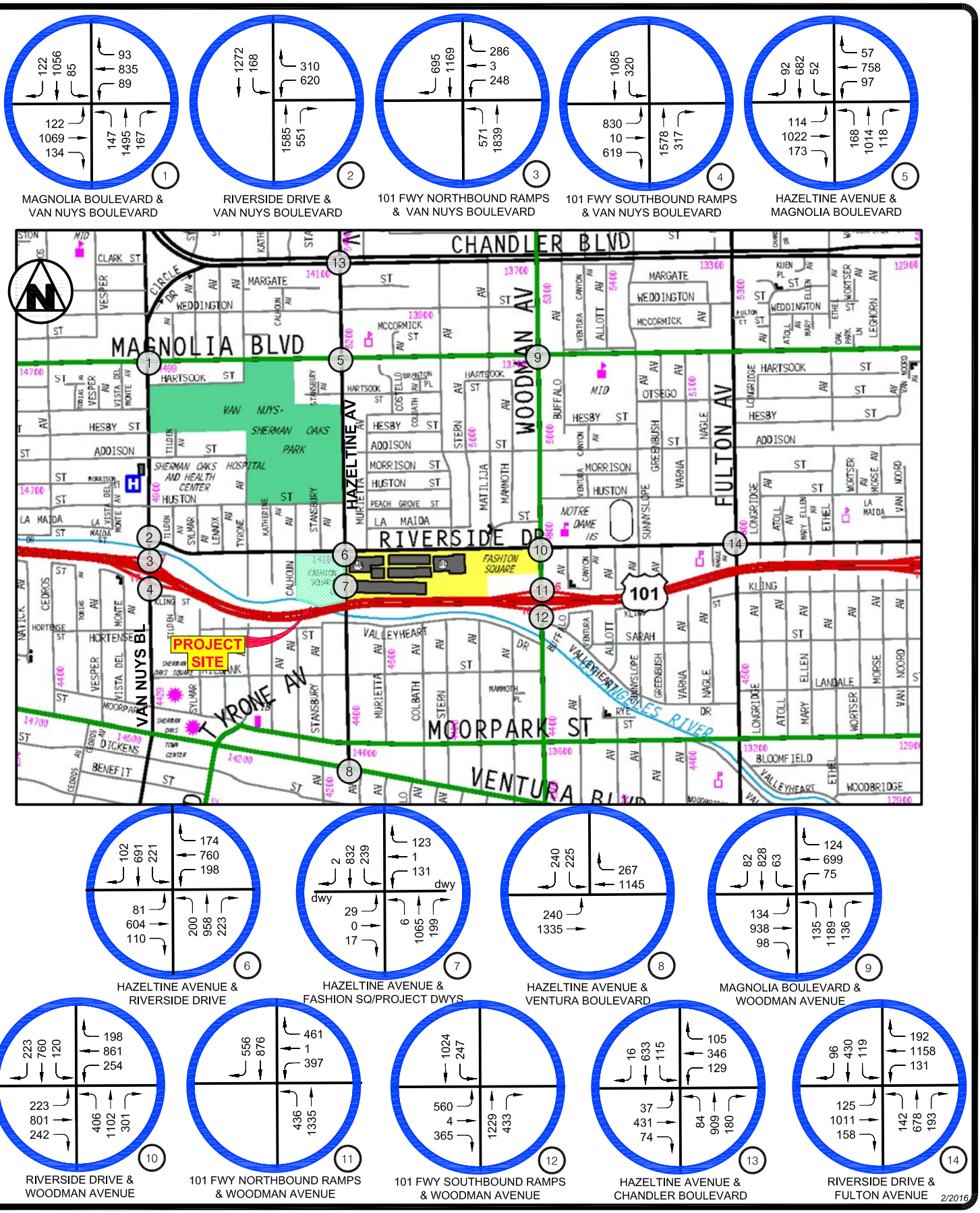
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FUTURE (2018) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

FIGURE 11

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FUTURE (2018) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

FIGURE 12

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The traffic conditions created by the ambient traffic growth plus the other related development projects are shown below in Table 10. Comparing the changes in the traffic conditions between the different scenarios provides the necessary information to determine if the Project's projected traffic increases has the potential to create a significant impact on any of the study intersections.

Traffic conditions after completion of the Project have been calculated by adding the Project volume to the future without traffic volume. The traffic impact of the added Project traffic at the study intersections is shown in the Table 11 by the comparison of the future without Project and Future With Project traffic conditions at the study intersection. The significant impact criteria provided in Table 7 were applied to the future traffic conditions. As shown in Table 10, the addition of Project related traffic creates two significant traffic impacts at the study intersections. Traffic mitigation is proposed to reduce these significant traffic impacts. Details on traffic mitigation are provided in the Mitigation Section of this report on page 63.

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "with Project" peak hour traffic volumes are shown in Figure 13 for the AM Peak Hour and Figure 14 for the PM Peak Hour.

Table 10
Future (2018) Traffic Conditions
Without Project

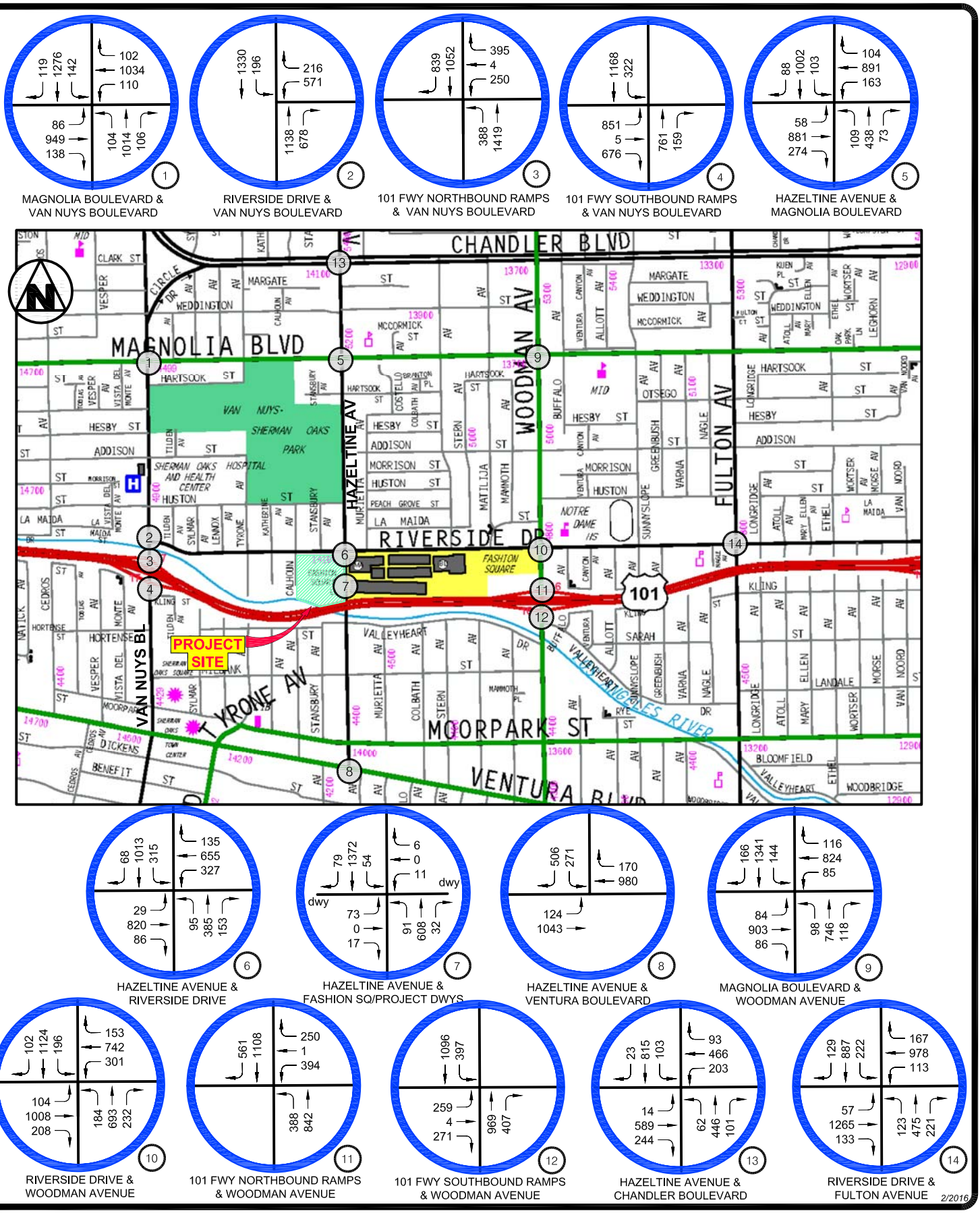
No.	Intersection	Peak Hour	Existing (2015) CMA	Existing (2015) LOS	Future (2018) Without Project CMA	Future (2018) Without Project LOS		Growth
1	Magnolia Boulevard &	AM	0.787	C	0.866	D	+	0.079
	Van Nuys Boulevard	PM	0.884	D	0.971	E	+	0.087
2	Riverside Drive &	AM	0.538	A	0.598	A	+	0.060
	Van Nuys Boulevard	PM	0.629	B	0.714	C	+	0.085
3	NB 101 Freeway Ramps &	AM	0.479	A	0.526	A	+	0.047
	Van Nuys Boulevard	PM	0.516	A	0.573	A	+	0.057
4	SB 101 Freeway Ramps &	AM	0.602	B	0.659	B	+	0.057
	Van Nuys Boulevard	PM	0.712	C	0.798	C	+	0.086
5	Hazeltine Avenue &	AM	0.741	C	0.814	D	+	0.073
	Magnolia Boulevard	PM	0.699	B	0.775	C	+	0.076
6	Hazeltine Avenue &	AM	0.737	C	0.804	D	+	0.067
	Riverside Drive	PM	0.653	B	0.737	C	+	0.084
7	Hazeltine Avenue &	AM	0.366	A	0.407	A	+	0.041
	Project/Fashion Sq. Dwys	PM	0.493	A	0.624	B	+	0.131
8	Hazeltine Avenue &	AM	0.563	A	0.646	B	+	0.083
	Ventura Boulevard	PM	0.520	A	0.651	B	+	0.131
9	Magnolia Boulevard &	AM	0.777	C	0.850	D	+	0.073
	Woodman Avenue	PM	0.697	B	0.779	C	+	0.082
10	Riverside Drive &	AM	0.943	E	1.018	F	+	0.075
	Woodman Avenue	PM	0.863	D	0.952	E	+	0.089
11	NB 101 Freeway Ramps &	AM	0.652	D*	0.715	D*	+	0.063
	Woodman Avenue	PM	0.709	D*	0.797	D*	+	0.088
12	SB 101 Freeway Ramps &	AM	0.518	D*	0.574	D*	+	0.056
	Woodman Avenue	PM	0.533	D*	0.595	D*	+	0.062
13	Chandler Boulevard &	AM	0.755	C	0.825	D	+	0.070
	Hazeltine Avenue	PM	0.543	A	0.619	B	+	0.076
14	Fulton Avenue &	AM	0.799	C	0.859	D	+	0.060
	Riverside Drive	PM	0.836	D	0.901	E	+	0.065

* LOS calculated as A, B or C. However, observed to be operating at LOS D in the field
* Field observation indicates intersection operating at a higher LOS than indicated in calculations.

Table 11
Future (2018) Traffic Conditions
With Project

No.	Intersection	Peak Hour	Future (2018) Without Project CMA	LOS	Future (2018) With Project CMA	LOS		IMPACT	Significant Impact
1	Magnolia Boulevard &	AM	0.866	D	0.871	D	+	0.005	NO
	Van Nuys Boulevard	PM	0.971	E	0.980	E	+	0.009	NO
2	Riverside Drive &	AM	0.598	A	0.619	B	+	0.021	NO
	Van Nuys Boulevard	PM	0.714	C	0.753	C	+	0.039	NO
3	NB 101 Freeway Ramps &	AM	0.526	A	0.533	A	+	0.007	NO
	Van Nuys Boulevard	PM	0.573	A	0.580	A	+	0.007	NO
4	SB 101 Freeway Ramps &	AM	0.659	B	0.668	B	+	0.009	NO
	Van Nuys Boulevard	PM	0.798	C	0.809	D	+	0.011	NO
5	Hazeltine Avenue &	AM	0.814	D	0.830	D	+	0.016	NO
	Magnolia Boulevard	PM	0.775	C	0.799	C	+	0.024	NO
6	Hazeltine Avenue &	AM	0.804	D	0.869	D	+	0.065	**YES**
	Riverside Drive	PM	0.737	C	0.801	D	+	0.064	**YES**
7	Hazeltine Avenue &	AM	0.407	A	0.507	A	+	0.100	NO
	Project/Fashion Sq. Dwys	PM	0.624	B	0.673	B	+	0.049	NO
8	Hazeltine Avenue &	AM	0.646	B	0.659	B	+	0.013	NO
	Ventura Boulevard	PM	0.651	B	0.676	B	+	0.025	NO
9	Magnolia Boulevard &	AM	0.850	D	0.855	D	+	0.005	NO
	Woodman Avenue	PM	0.779	C	0.784	C	+	0.005	NO
10	Riverside Drive &	AM	1.018	F	1.043	F	+	0.025	**YES**
	Woodman Avenue	PM	0.952	E	0.968	E	+	0.016	**YES**
11	NB 101 Freeway Ramps &	AM	0.715	D*	0.717	D*	+	0.002	NO
	Woodman Avenue	PM	0.797	D*	0.803	D*	+	0.006	NO
12	SB 101 Freeway Ramps &	AM	0.574	D*	0.589	D*	+	0.015	NO
	Woodman Avenue	PM	0.595	D*	0.607	D*	+	0.012	NO
13	Chandler Boulevard &	AM	0.825	D	0.832	D	+	0.007	NO
	Hazeltine Avenue	PM	0.619	B	0.633	B	+	0.014	NO
14	Fulton Avenue &	AM	0.859	D	0.862	D	+	0.003	NO
	Riverside Drive	PM	0.901	E	0.905	E	+	0.004	NO

* LOS calculated as A, B or C. However, observed to be operating at LOS D in the field
* Field observation indicates intersection operating at a higher LOS than indicated in calculations.



HAZELTINE AVENUE &
RIVERSIDE DRIVE

HAZELTINE AVENUE &
FASHION SQ/PROJECT DWYS

HAZELTINE AVENUE &
VENTURA BOULEVARD

MAGNOLIA BOULEVARD &
WOODMAN AVENUE

RIVERSIDE DRIVE &
WOODMAN AVENUE

101 FWY NORTHBOUND RAMPS
& WOODMAN AVENUE

101 FWY SOUTHBOUND RAMPS
& WOODMAN AVENUE

HAZELTINE AVENUE &
CHANDLER BOULEVARD

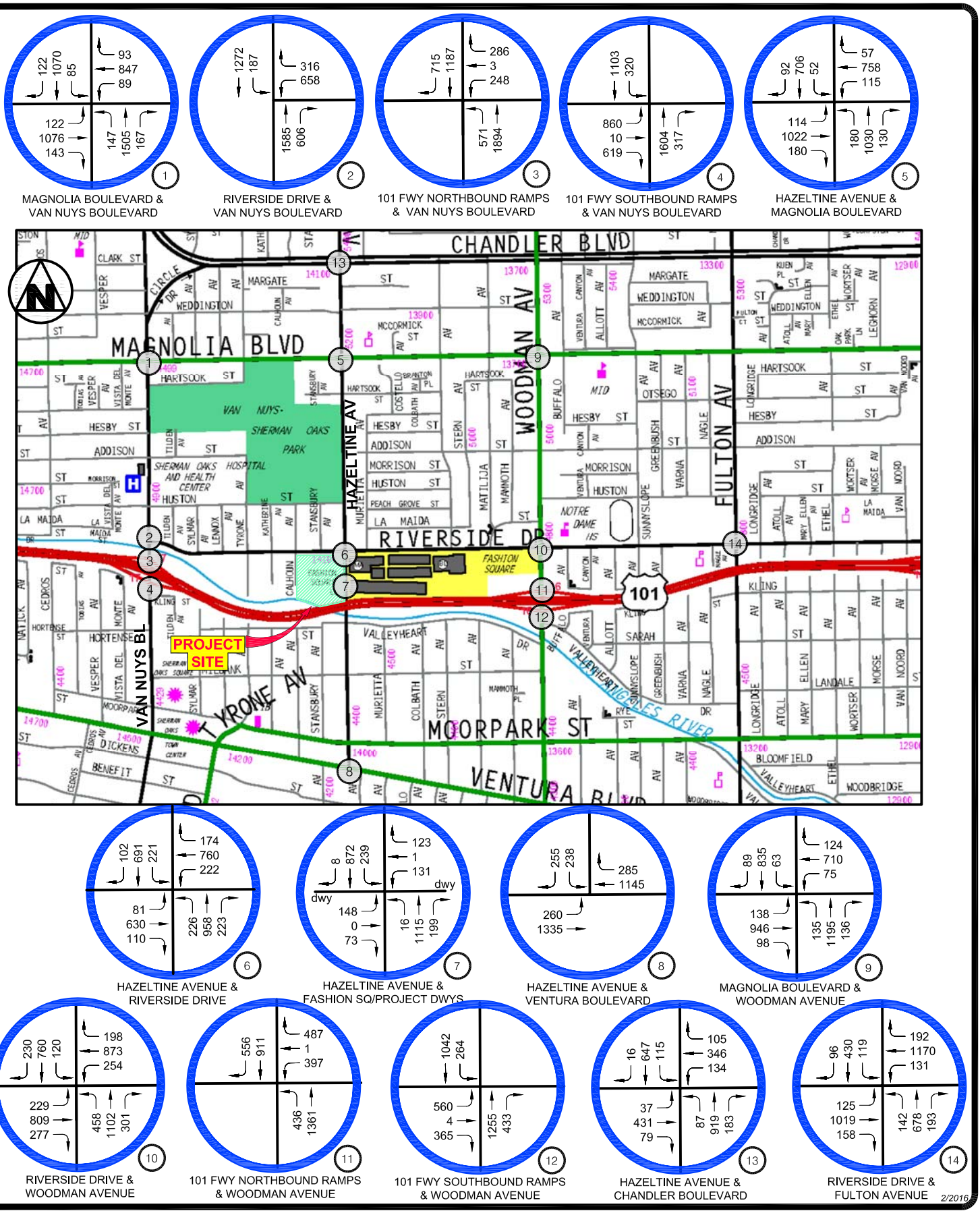
RIVERSIDE DRIVE &
FULTON AVENUE

2/2016

FUTURE (2018) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

FIGURE 13

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FUTURE (2018) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

FIGURE 14

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Neighborhood Traffic Analysis

A street segment analysis has been conducted at locations potentially impacted by the Proposed Project. The segment analysis was conducted for the street segments of Stansbury Avenue north of Riverside Drive, Cahoun Avenue north of Riverside Drive, Katherine Avenue north of Riverside Drive and Tyrone Avenue north of Riverside Drive, Valleyheart Drive east of Hazeltine Avenue, Milbank Street east of Hazeltine Avenue. The Stansbury Avenue, Cahoun Avenue, Katherine Avenue, Valleyheart Drive and Milbank Street roadway segments are designated as Local streets by the City of Los Angeles. No analysis was conducted on Calhoun Avenue south of Riverside Drive because it is a non continuous roadway and there will be no Project driveway (with the exception of emergency access) off of Calhoun Avenue. Tyrone Avenue is designated as a Collector Street by the City of Los Angeles Transportation Element of the General Plan north of Huston Street and as a local street south of Huston Street.

Existing + Project and Future Project conditions along the street segments were evaluated similar to the intersection analysis. Future without Project traffic conditions were evaluated with 2% per year ambient growth added to the existing traffic volumes. Commercial Project traffic was added to the existing volumes for Existing + Project, and added to the Future without Project traffic conditions for the Future With Project traffic conditions. A comparison of the percent increase in traffic between the Existing and Existing + Project, and between the Future without Project and Future With Project conditions was conducted. LADOT defines a significant traffic impact for a residential street if the following threshold is met or exceeded:

Table 12
Future Average Daily Traffic (ADT)

Volume	Project-Related Increase in ADT
Less than 1,000	120 trips or more
1,000 to 2,000 VPD	12% or more of final ADT
2,000 to 3,000 VPD	10% or more of final ADT
3,000 or more VPD	8% or more of final ADT

VPD – Vehicles Per Day

Traffic Volumes for Existing, Existing + Project, Future without Project, and Future With Project conditions were recorded as follows in Table 13. According to LADOT guidelines, commercial traffic is evaluated in a residential street segment analysis. A total of 3,733 daily commercial trips without pass-by reductions are estimated with the proposed Project. As demonstrated in Table 13, the Project will not exceed the significant impact criteria along the street segments.

Traffic counts for the segment analysis were conducted on December 9, 2015.

Table 13
Street Segment Analysis

Location:	**Stansbury Ave N/O Riverside Dr**										
	Existing	Existing + Project				Future Without		Future With Project			
	Dec-14	2015				2018		2018			
	Volume	Project	Project					Project	Project		
Volumes:		%	Trips	TOTAL	Significant	Ambient	Total	%	Trips	TOTAL	Significant
Northbound	430	1%	22	452		26	456	1%	22	478	
Southbound	168	1%	22	190		10	178	1%	22	200	
Total	598		44	642	NO	36	634		44	678	NO
Location:	**Calhoun Ave N/O Riverside Dr**										
	Existing	Existing + Project				Future Without		Future With Project			
	Dec-14	2015				2018		2018			
	Volume	Project	Project					Project	Project		
Volumes:		%	Trips	TOTAL	Significant	Ambient	Total	%	Trips	TOTAL	Significant
Northbound	159	1%	22	181		10	169	1%	22	191	
Southbound	179	1%	22	201		11	190	1%	22	212	
Total	338		44	382	NO	20	358		44	402	NO
Location:	**Katherine Ave N/O Riverside Dr**										
	Existing	Existing + Project				Future Without		Future With Project			
	Dec-14	2015				2018		2018			
	Volume	Project	Project					Project	Project		
Volumes:		%	Trips	TOTAL	Significant	Ambient	Total	%	Trips	TOTAL	Significant
Northbound	125	1%	22	147		8	133	1%	22	155	
Southbound	99	1%	22	121		6	105	1%	22	127	
Total	224		44	268	NO	13	237		44	282	NO

Table 13 continued
Street Segment Analysis

Location:	**Tyrone Ave N/O Riverside Dr**											
	Existing	Existing + Project				Future Without		Future With Project				
	Dec-14	2015				2018		2018				
	Volume	Project	Project		%			Project	Project		%	
Volumes:		%	Trips	TOTAL	Impact	Ambient	Total	%	Trips	TOTAL	Impact	Significant
Northbound	492	1%	22	514	4.3%	30	522	1%	22	544	4.1%	
Southbound	599	1%	22	621	3.6%	36	635	1%	22	657	3.4%	
Total	1,091		44	1,135	3.9%	65	1,156		44	1,201	3.7%	NO
Location:	**Valleyheart E/O Hazeltine Av**											
	Existing	Existing + Project				Future Without		Future With Project				
	Dec-14	2015				2018		2018				
	Volume	Project	Project		%			Project	Project		%	
Volumes:		%	Trips	TOTAL	Impact	Ambient	Total	%	Trips	TOTAL	Impact	Significant
Northbound	596	1%	22	618	3.6%	36	632	1%	22	654	3.4%	
Southbound	625	1%	22	647	3.4%	38	663	1%	0	663	0.0%	
Total	1,221		44	1,265	3.5%	73	1,294		22	1,316	1.7%	NO
Location:	**Milbank E/O Hazeltine Av**											
	Existing	Existing + Project				Future Without		Future With Project				
	Dec-14	2015				2018		2018				
	Volume	Project	Project		%			Project	Project		%	
Volumes:		%	Trips	TOTAL	Impact	Ambient	Total	%	Trips	TOTAL	Impact	Significant
Eastbound	1,283	1%	22	1,305	1.7%	77	1,360	1%	22	1,382	1.6%	
Westbound	1,076	1%	22	1,098	2.0%	65	1,141	1%	0	1,141	0.0%	
Total	2,359		44	2,403	1.8%	142	2,501		22	2,523	0.9%	NO

Tyrone Avenue is designated as a local street north of Riverside Drive and a collector street north of Huston Street. The roadway definition for a collector street is listed as carrying up to 10,000 vehicles per day in the Transportation Element of the General Plan. Collector streets are designed to collect the local traffic volumes and channelize them to the secondary and major highways. Tyrone Avenue currently carries approximately 1,270 vehicles per day (with the 20% increase) with a future projection of approximately 1,370 vehicles per day without the project and 1,408 vehicles per day with the project. This volume is within the capacity range for the street designation of a Collector street. Stansbury Avenue, Calhoun Avenue, Katherine Avenue and Tyrone Avenue a north of Riverside Drive and Valley Heart Drive and Milbank Street east of Hazeltine Avenue are designated as Local Streets. The Transportation Element of the General Plan does not specify design capacity for the local streets. It could be presumed that local streets would carry less traffic than 10,000 vehicles per day allocated to the collector streets. A range of 3,000 to 5,000 vehicles per day would be reasonable. These roadways are currently and anticipated in the future under these traffic volumes.

Bicycle Plan Improvements

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A copy of the 2010 and June 19, 2012 Bicycle Plan maps and map reference to bikeways in the Hollywood Community Plan dated October 1, 2012 are provided in Appendix G. A brief definition of these bicycle facilities is provided below:

Bicycle Path – A bicycle path is a surface that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

According to City of Los Angeles 2010 Bicycle Plan, Hazeltine Avenue is identified as part of the neighborhood bikeway network. Riverside Drive, Van Nuys Boulevard and Woodman Avenue are identified as part of the backbone bikeway network. The backbone bikeway network has been designed by the City of Los Angeles to enable access to major employment centers, trains stations and stops, and educational, retail, entertainment and other open space and recreational resources. In the Project area, the 2010 Bicycle Plan calls for a bicycle lane on Riverside Drive, Van Nuys Boulevard, Ventura Boulevard, and Woodman Avenue. The lanes exist in the Project area on

Riverside Drive. The Plan calls for a bicycle route along Hazeltine Avenue. A bicycle lane exists on Woodman Avenue with portions marked as a separate lane and portions as a designated shared lane with vehicles. The lanes and routes on Van Nuys Boulevard and Ventura Boulevard are not currently existing, funded or planned in the immediate Project area. However, if in the future, these bicycle improvements are implemented, the operating at the intersection of Hazeltine Avenue and Ventura Boulevard and along Van Nuys Boulevard at Riverside Drive, at NB 101 Freeway ramps and at the SB 101 Freeway ramps could degrade for vehicular traffic due to loss of vehicle travel lanes. Van Nuys Boulevard at Magnolia Boulevard currently has sufficient width to provide a bicycle lane without reducing the number of vehicle lanes. However, the bicycle lane would necessitate the loss of the currently existing parking lane.

Municipal code 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces per building floor area. Residential bicycle parking is required to provide one long term bicycle parking space per unit and one short term parking space per ten units. General retail and restaurant is required to provide one short term and one long term bicycle space per 2,000 square feet. Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather. In order to facilitate bicycle use, and demonstrated below in Table 14, the new Project will provide, at a minimum, 50 short term and 318 long term bicycle spaces.

Table 14
Los Angeles Municipal Code 12.21.A16(a)(2)
Required Bicycle Parking

Land Use	Supply		Requirement	Short Term Spaces	Long Term Spaces
Residential					
Condominium	298	units	1 long term per unit & 1 per short term per 10 units	30	298
				-	
Commercial					
Grocery	32,000	sf	1 per 2,000 sf long term and short term	16	16
Restaurant	7,241	sf	1 per 2,000 sf long term and short term	4	4
			Total Commercial	20	20
			COMBINED TOTAL	**50**	**318**

No additional driveways are proposed by the Project. Therefore, no additional cross or conflict points would be created by the proposed Project on existing or future bicycle facilities.

In order to encourage cycling within the community, the Project will provide an access to the Los Angeles River Parkway for the Project residents, visitors and the community. The cycling access area will be enhanced with a park setting. Cycling will be encouraged by the Project with the bicycle facilities, and through the proposed Transportation Demand Management Plan.

Transit Analysis

The proposed Project is forecast to generate a net gain of approximately 4,412 weekday daily trips with 267 trips during the AM Peak Hour and 400 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 15.

Table 15
Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	4,412	267	400
PERSON TRIPS (trips x 1.4)	6,177	374	560
TRANSIT TRIPS (person trips x 3.5%)	216	13	20

Observations indicate that transit ridership in the immediate Project area is operating below capacity with the exception of the Orange Line facilities during the Peak Hours. The Project's level of transit increase is not expected to adversely affect the current ridership of the transit services in the area. Project mitigation has been developed to encourage and enhance Transit services as indicated in the mitigation section of this report.

Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis.

The intersection of Ventura Boulevard and Woodman Avenue is the nearest CMP intersection. This CMP intersection is approximately one mile from the proposed Project site. It is anticipated that a conservative maximum of 5% of Project trips will go through the intersection during the peak periods which would equate to 20 trips during the PM Peak Hour. This is below the CMP significance threshold of 50 vehicles in a single hour.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. The Project is closest to the Ventura Freeway. It is anticipated that, conservatively, 15% of the Project volumes will be using any one segment of the freeway. The maximum number of freeway trips on any one freeway would then be 35 vehicles during the peak hours. This amount of traffic below the threshold of 100 vehicles needed for further evaluation by CMP. However, an analysis of the freeway LOS has been conducted to determine if the Project creates any changes to the operating conditions. As indicated in Table 16 on the following page, the LOS does not change with the addition of project related traffic to Existing and Future traffic conditions without the project. No CMP intersection or freeway impacts are anticipated.

Overland Traffic Consultants, Inc.

Table 16
CMP Freeway Impact Analysis Summary

From	To	Carpool #Lanes/ Direction	Mixed #Lanes/ Direction	Fwy Capac/ Direction	ADT	AM Peak Hour %K	AM Peak Hour Bi-directional	AM Peak Hour D	AM Peak Hour %D	AM Peak Hour Truck Factor	AM Peak Hour NB	AM Peak Hour SB	PM Peak Hour %K	PM Peak Hour Bi-directional	PM Peak Hour D	PM Peak Hour %D	PM Peak Hour NB	PM Peak Hour SB	V/C Calculation/LOS AM NB	AM SB	PM NB	PM SB
Ventura Freeway (101) at Woodman Avenue	Existing		5	10000	298,595	6.53%	18,741	N	50.88%	96.68%	9,185	9,849	6.50%	18,655	S	51.73%	8,952	10,114	0.918 D	0.985 E	0.895 D	1.011 F(0)
	Ambient growth 2017				28,700																	
	Future without Project 2017		5	10000	315,700	6.53%	20,615	N	50.88%	96.68%	10,103	10,835	6.50%	20,521	S	51.73%	9,846	11,127	1.010 F(0)	1.083 F(0)	0.985 E	1.113 F(0)
	Project Traffic				441						10	17					24	17				
	Future With Project 2017		5	10000	316,141	6.53%	20,644	N	50.88%	96.68%	10,113	10,852	6.50%	20,549	S	51.73%	9,870	11,144	1.011 F(0)	1.085 F(0)	0.987 E	1.114 F(0)
	Ambient growth 2030				113,652																	
	Future without Project 2030		5	10000	400,652	6.53%	26,163	N	50.88%	96.68%	12,821	13,751	6.50%	26,042	S	51.73%	12,495	14,120	1.282 F(1)	1.375 F(2)	1.250 F(1)	1.412 F(2)
	Project Traffic				441						10	17					24	17				
	Future With Project 2030		5	10000	401,093	6.53%	26,191	N	50.88%	96.68%	12,831	13,768	6.50%	26,071	S	51.73%	12,519	14,137	1.283 F(1)	1.377 F(2)	1.252 F(1)	1.414 F(2)
San Diego Freeway (405) north of Ventura Fwy	Existing	1	4	9800	289,231	7.71%	21,434	S	59.60%	95.41%	8,431	13,390	7.10%	19,738	N	53.82%	9,018	11,134	0.860 D	1.366 F(2)	0.920 D	1.136 F(0)
	Ambient growth 2017				27,800																	
	Future without Project 2017	1	4	9800	305,800	7.71%	23,577	S	59.60%	95.41%	9,275	14,728	7.10%	21,712	N	53.82%	9,920	12,247	0.946 E	1.503 F(2)	1.012 F(0)	1.250 F(1)
	Project Traffic				662						15	26					35	25				
	Future With Project 2017	1	4	9800	306,462	7.71%	23,628	S	59.60%	95.41%	9,290	14,754	7.10%	21,759	N	53.82%	9,955	12,272	0.948 E	1.506 F(3)	1.016 F(0)	1.252 F(1)
	Ambient growth 2030				110,326																	
	Future without Project 2030	1	4	9800	388,326	7.71%	29,940	S	59.60%	95.41%	11,778	18,702	7.10%	27,571	N	53.82%	12,596	15,553	1.202 F(1)	1.908 F(3)	1.285 F(1)	1.587 F(3)
	Project Traffic				662						15	26					35	25				
	Future With Project 2030	1	4	9800	388,988	7.71%	29,991	S	59.60%	95.41%	11,793	18,728	7.10%	27,618	N	53.82%	12,631	15,578	1.203 F(1)	1.911 F(3)	1.289 F(1)	1.590 F(3)
Hollywood Freeway (170) north of Ventura Fwy	Existing	1	4	9800	207,514	6.03%	11,578	N	52.96%	96.81%	5,417	6,334	6.05%	11,616	S	51.99%	5,541	6,330	0.553 B	0.646 C	0.565 B	0.646 C
	Ambient growth 2017				26,880																	
	Future without Project 2017	1	4	9800	218,880	6.03%	13,198	N	52.96%	96.81%	6,175	7,220	6.05%	13,242	S	51.99%	6,316	7,216	0.630 B	0.737 C	0.644 C	0.736 C
	Project Traffic				441						10	17					24	17				
	Future With Project 2017	1	4	9800	219,321	6.03%	13,225	N	52.96%	96.81%	6,185	7,237	6.05%	13,269	S	51.90%	6,340	7,233	0.631 B	0.739 C	0.647 C	0.738 C
	Ambient growth 2030				87,552																	
	Future without Project 2030	1	4	9800	279,552	6.03%	16,857	N	52.96%	96.81%	7,887	9,221	6.05%	16,913	S	51.99%	8,067	9,216	0.805 D	0.941 E	0.823 D	0.940 E
	Project Traffic				441						10	17					24	17				
	Future With Project 2030	1	4	9800	279,993	6.03%	16,884	N	52.96%	96.81%	7,897	9,238	6.05%	16,940	S	51.99%	8,091	9,233	0.806 D	0.943 E	0.826 D	0.942 E



Existing 2014 volumes based on 2012 volumes for Ventura and San Diego Freeway and 2010 volumes for Hollywood Freeway increased by 2% per year

%K & %D based on Caltrans published data for freeway's postmile. Hollywood Freeway based on Golden State Freeway nearest

Capac = Capacity = 2,000 vehicles per hour mixed flow, 1,800 vehicles per hour carpool
D/C = demand over capacity
K = Peak Hour %
D = Directional Split
FORMULA =
(ADT)(K)(D)/Truck Factor/Capacity

LOS	D/C RATIO
A	0.00 - 0.35
B	>0.35 - 0.64
C	>0.64 - 0.77
D	>0.77 - 0.93
E	>0.93 - 1.00

LOS	D/C RATIO
F(0)	>1.00 - 1.25
F(1)	>1.25 - 1.35
F(2)	>1.35 - 1.45
F(3)	>1.45

Construction Traffic Analysis

Traffic impacts from construction would likely occur as a result of an increase in truck traffic associated with excavation, delivery of construction materials, increase in automobile traffic associated with construction works and potential reductions in street capacity from temporary lane closures associated with construction activities for roadway and sidewalk improvements, utility changes, drainage facilities and sewer improvements.

The proposed Sunkist Mixed-Use Project is anticipated to incorporate seven stages of construction. These stages include site clearing for approximately one month, shoring for approximately 24 days, concurrent excavation of buildings A, B and C and garage for approximately one month, concurrent excavation of buildings A, B and C and construction of the garage for approximately one and one-half months, concurrent construction of buildings A, B, C and the garage for approximately 9 months, construction of the buildings A, B and C for approximately 9 months and paving, concrete work and landscaping for approximately one month. The maximum number of trucks and construction workers has been estimated for each phase of development. Based information provided by the applicant, the Project construction details have been developed with anticipated timing documented by the Air Quality Analyst of this Project. This schedule has been provided in Appendix H.

Construction workers a typically expected to arrive at a Project site before 7:00 AM and depart before or after the commuter peak hours of 4:00 to 6:00 PM. Thus a majority of the construction worker traffic does not occur on the local street system during the peak hours. It was estimated that up to 10% of the construction work traffic may arrive during the morning peak hour and depart during the evening peak hour.

Some truck traffic would arrive at the site and stay during much of a phase of construction and some would come and go. During excavation, truck traffic would be coming to and going from the site throughout the day with truck staging occurring on site. Cement trucks and material delivery trucks would do the same. However trucks such as grading equipment and cranes would stay. The types of trucks and the number of entries and exits to the site have been estimated.

Due to the additional space and time for turning movements and start up that trucks take, all Project truck trips were increased according to Highway Capacity Manual 2000

guidelines. This is referred to as a Passenger Car Equivalent (PCE). According to the Highway Capacity Manual 2000, Chapter 21 which addresses Multilane Highways Table 21-8 a PCE of 1.5 would be appropriate for level terrain, 2.5 for rolling terrain and 4.5 for mountainous terrain. Level terrain is a combination of horizontal and vertical alignments that allow trucks to operate essentially the same as a passenger vehicle. Rolling terrain is a combination of horizontal and vertical alignments which require heavy vehicles to reduce their speeds substantially below passenger vehicles. Mountainous terrain creates heavy vehicles to operate at crawl speeds for significant distances at frequent intervals. The Project area is essentially level terrain. However, in order to present a conservative analysis, the Project construction truck trips were multiplied by a factor of 2 for a conservative intersection analysis of potential traffic impacts. The PCE reference is provided in Attachment J.

As mentioned previously, seven phases of construction have been identified. Table 17 displays the amount of trips anticipated for each phase of construction with the PCE incorporated for the truck trips.

Table 17
Construction Trip Summary

CONSTRUCTION TRIPS			Daily	AM Peak Hour			PM Peak Hour		
PHASE	**Size**		**Trips**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
1 Site Clearing (Appx. 1 month)									
Construction Workers[1]	10	persons	20	2	0	2	0	2	2
Max Haul Trucks per day	8	trucks							
Max Haul Truck Trips per day	30	trips							
PCE Equivalent Trucks[2]	60	PCE	60	6	6	12	6	6	12
Phase 1 Subtotal			80	8	6	14	6	8	14
2 Shoring (Appx. 24 days)									
Construction Workers[1]	10	persons	20	2	0	2	0	2	2
Max Delivery Trucks per day	6	trucks							
Max Delivery Trips per day	10	trips							
PCE Equivalent Trucks[2]	20	PCE	20	2	2	4	2	2	4
Phase 2 Subtotal			40	4	2	6	2	4	6
3 Concurrent Excavation of Buildings A/B/C & Garage (Appx. 1 month)									
Construction Workers[1]	15	persons	30	3	0	3	0	3	3
Max Haul Trucks per day	8	trucks							
Max Haul Trips per day	242	trips							
PCE Equivalent Trucks[2]	484	PCE	484	48	48	96	48	48	96
Phase 3 Subtotal			514	51	48	99	48	51	99
4 Concurrent Excavation of BuildingsA/B/C & Constuction of Garage (Appx. 1 1/2 month)									
Excavation Workers[1]	10	persons	20	2	0	2	0	2	2
Max Haul Trucks per day	6	trucks							
Max Haul Trips per day	158	trips							
PCE Equivalent Trucks[2]	316	PCE	316	32	32	63	32	32	63
Construction Workers[1]	40	persons	80	8	0	8	0	8	8
Max Construction Trucks per day	16	trucks							
Max Construction Truck trips per day	40	trips							
PCE Equivalent Trucks[2]	80	trips	80	8	8	16	8	8	16
Phase 4 Subtotal			496	50	40	89	40	50	89
5 Concurrent Construction of BuildingsA/B/C & Garage (Appx. 9 months)									
Construction Workers[1]	75	persons	150	15	0	15	0	15	15
Max Concrete/Delivery Trucks per day	25	trucks							
Max Truck Trips per day	60	trips							
PCE Equivalent Trucks[2]	120	PCE	120	12	12	24	12	12	24
Phase 5 Subtotal			270	27	12	39	12	27	39

Table 17 (continued)
Construction Trip Summary

CONSTRUCTION TRIPS		Daily	AM Peak Hour			PM Peak Hour		
PHASE	**Size**	**Trips**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
6 Construction of Buildings A/B/C (Appx. 9 months)								
Construction Workers[1]	50 persons	100	10	0	10	0	10	10
Max Concrete/Delivery/Haul Trucks per day	16 trucks							
Max Truck Trips per day	20 trips							
PCE Equivalent Trucks[2]	40 PCE	40	4	4	8	4	4	8
Phase 6 Subtotal		140	14	4	18	4	14	18
7 Paving/Concrete/Landscape (Appx. 1 month)								
Construction Workers[1]	20 persons	40	4	0	4	0	4	4
Max Delivery/Haul Trucks per day	8 trucks							
Max Truck Trips per day	10 trips							
PCE Equivalent Trucks[2]	20 PCE	20	2	2	4	2	2	4
Phase 7 Subtotal		60	6	2	8	2	6	8

It is conservatively estmated that 20% of the truck trips will be during the peak hours with a 50% split in and out
1 It is estimated that 10% of the construction worker trips will be durng the peak hours (in for AM and out for PM)
2 PCE is Passenger Car Equivalents which are the truck trips conservatively multiplied by 2 to account for the larger amount of roadway space and slower movement of the trucks

Review of the vehicle trips created by each phase indicates Phase 3, Concurrent excavation of buildings A, B and C and garage for approximately one month creates the highest number of peak hour trips. A potential traffic impact analysis was conducted at the study intersections to determine if this highest trip generation phase 3 creates a significant intersection impact. Construction trucks will not be using the local residential streets. Subject to finalization and approval of the truck haul routes, it is anticipated that the truck trips would be balanced between Woodman Avenue and Van Nuys Boulevard to and from the 101-Freeway. It was estimated that 50% of the trucks and vehicles would utilize the Van Nuys freeway ramps when arriving from the north (southbound) and headed northbound on departure. It was estimated that 50% of the trucks and vehicles would utilize the Woodman Avenue freeway ramps when arriving from the south (northbound) and headed southbound on departure. Table 18 displays the results of this analysis. The CMA worksheets and anticipated routes (subject to finalization of the truck route) are provided in Appendix I.

Table 18
Construction Traffic (Phase 3 – Highest Trips)
CMA Summary

			Existing		Existing					Future (2018)		Future (2018)				
		Peak	2015		+ CONSTRUCTION				Significant	Without Construct		+ CONSTRUCTION				Significant
No.	Intersection	Hour	CMA	LOS	CMA	LOS		Impact	Impact	CMA	LOS	CMA	LOS		IMPACT	Impact
1	Magnolia Boulevard &	AM	0.787	C	0.793	C	+	0.006	NO	0.866	D	0.870	D	+	0.004	NO
	Van Nuys Boulevard	PM	0.884	D	0.893	D	+	0.009	NO	0.971	E	0.978	E	+	0.007	NO
2	Riverside Drive &	AM	0.538	A	0.547	A	+	0.009	NO	0.598	A	0.613	B	+	0.015	NO
	Van Nuys Boulevard	PM	0.629	B	0.644	B	+	0.015	NO	0.714	C	0.729	C	+	0.015	NO
3	NB 101 Freeway Ramps &	AM	0.479	A	0.483	A	+	0.004	NO	0.526	A	0.530	A	+	0.004	NO
	Van Nuys Boulevard	PM	0.516	A	0.520	A	+	0.004	NO	0.573	A	0.578	A	+	0.005	NO
4	SB 101 Freeway Ramps &	AM	0.602	B	0.609	B	+	0.007	NO	0.659	B	0.665	A	+	0.006	NO
	Van Nuys Boulevard	PM	0.712	C	0.718	C	+	0.006	NO	0.798	C	0.804	D	+	0.006	NO
5	Hazeltine Avenue &	AM	0.741	C	0.757	C	+	0.016	NO	0.814	D	0.830	D	+	0.016	NO
	Magnolia Boulevard	PM	0.699	B	0.723	C	+	0.024	NO	0.775	C	0.798	C	+	0.023	NO
6	Hazeltine Avenue &	AM	0.737	C	0.778	C	+	0.041	**YES**	0.804	D	0.845	D	+	0.041	**YES**
	Riverside Drive	PM	0.653	B	0.678	B	+	0.025	NO	0.737	C	0.761	C	+	0.024	NO
7	Hazeltine Avenue &	AM	0.366	A	0.390	A	+	0.024	NO	0.407	A	0.421	A	+	0.014	NO
	Project/Fashion Sq. Dwys	PM	0.493	A	0.511	A	+	0.018	NO	0.624	B	0.642	B	+	0.018	NO
8	Hazeltine Avenue &	AM	0.563	A	0.576	A	+	0.013	NO	0.646	B	0.659	B	+	0.013	NO
	Ventura Boulevard	PM	0.520	A	0.546	A	+	0.026	NO	0.651	B	0.676	B	+	0.025	NO
9	Magnolia Boulevard &	AM	0.777	C	0.781	C	+	0.004	NO	0.850	D	0.853	D	+	0.003	NO
	Woodman Avenue	PM	0.697	B	0.702	C	+	0.005	NO	0.779	C	0.780	C	+	0.001	NO
10	Riverside Drive &	AM	0.943	E	0.962	E	+	0.019	**YES**	1.018	F	1.037	F	+	0.019	**YES**
	Woodman Avenue	PM	0.863	D	0.872	D	+	0.009	NO	0.952	E	0.961	E	+	0.009	NO
11	NB 101 Freeway Ramps &	AM	0.652	D*	0.658	D*	+	0.006	NO	0.715	D*	0.720	D*	+	0.005	NO
	Woodman Avenue	PM	0.709	D*	0.715	D*	+	0.006	NO	0.797	D*	0.802	D	+	0.005	NO
12	SB 101 Freeway Ramps &	AM	0.518	D*	0.535	D*	+	0.017	NO	0.574	D*	0.591	D*	+	0.017	NO
	Woodman Avenue	PM	0.533	D*	0.551	D*	+	0.018	NO	0.595	D*	0.613	D*	+	0.018	NO
13	Chandler Boulevard &	AM	0.755	C	0.762	C	+	0.007	NO	0.825	D	0.832	D	+	0.007	NO
	Hazeltine Avenue	PM	0.543	A	0.553	A	+	0.010	NO	0.619	B	0.633	B	+	0.014	NO
14	Fulton Avenue &	AM	0.799	C	0.802	C	+	0.003	NO	0.859	D	0.862	D	+	0.003	NO
	Riverside Drive	PM	0.836	D	0.84	D	+	0.004	NO	0.901	E	0.905	E	+	0.004	NO
	* LOS calculated asA & B. However, observed to be operating at LOS D in the field															

Peak hour intersection significant traffic impacts are identified at Hazeltine Avenue and Riverside Drive and at Riverside Drive and Woodman Avenue during the AM Peak Hour in Existing + Project and Future With Project conditions.

The following elements would be part of the construction approvals to minimize peak hour delays and throughout the day;

- The City of Los Angeles approvals for the Project will require a Truck Haul Route program for approval by LADOT.
- The bulk of the work, including truck staging, will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. These closures would be limited to between non-peak commuter hours of 9:00 AM and 3:00 PM.
- Existing access, with potential temporary closure of one or more driveways, for the site would be maintained for the existing office.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to on-site parking or if unavailable, to off-site locations and transported to the job site.

CHAPTER 6 MITIGATION MEASURES

This study has determined that the added traffic volume generated by the Project will significantly impact one of fourteen study intersections during the AM & PM Peak Hour and at one of fourteen study intersection during the AM Peak Hour only with Existing + Project traffic. These significant impacts occur at Hazeltine Avenue & Riverside Drive during the AM & PM Peak Hour and at Riverside Drive & Woodman Avenue during the AM Peak Hour. Traffic mitigation is proposed that will reduce the two Existing + Project traffic impact to a level of insignificance.

This study has further determined that the added traffic volume generated by the development Project will significantly impact two of fourteen study intersections during the AM & PM Peak Hour with Future With Project traffic. The significantly impacted intersections occur at Hazeltine Avenue & Riverside Boulevard and at Riverside Drive & Woodman Avenue during the AM and PM Peak Hour. The Future With Project significant traffic impacts at Hazeltine Avenue and Riverside Boulevard during the PM Peak Hour and at Riverside Boulevard and Woodman Avenue during the AM and PM Peak Hours are reduced to a level of insignificance with proposed mitigation. Safety improvements are also proposed as mitigation to enhance the driving conditions in the area. However, since these are not capacity increasing improvements, the AM Peak Hour impact at Hazeltine Avenue and Riverside Drive would remain with a significant and unavoidable traffic impact. If the improvement measure at Riverside Drive and Woodman Avenue is not acceptable by the City of Los Angeles or Los Angeles County Metro, this impact would remain significant and unavoidable during the AM and PM Peak Hours.

Mitigation for Existing + Project and Future With Project impacts are the same. Mitigation is proposed as follows:

MULTI-MODAL TRIP REDUCTION IMPROVEMENTS

Although roadway improvements will continue to be an important strategy for providing mobility, a complete transportation mitigation plan includes measures to reduce congestion through trip reduction measures while maintaining and providing transportation mobility.

Employer based Transportation Demand Management (TDM) programs are the most effective in reducing trips. TDM strategies can be implemented to meet worksite and commuter demographic characteristics. Information can be targeted to the employees and residents most likely to use the alternatives, they can be offered in a personalized manner that eases the transition to a different and possible unfamiliar travel mode. Furthermore, it is important that Sunkist Mixed-Use establish a corporate and residential culture that affirms employees and residents decisions to use a commuting alternative. A truly effective TDM program will implement incentives and disincentives that are clearly perceived by the individual making the decision to travel.

The Sunkist Mixed Use Project proposes to provide the following to encourage transit usage and other multi-modal commuter options:

Transit services are provided near the Project that provides access to local and regional facilities. Metro Route 155 along Riverside Drive provides connection to the Rapid Line 761 on Van Nuys Boulevard and Rapid Line 750 on Ventura Boulevard. Los Angeles Department of Transportation DASH service provides connection to the Orange Line and Rapid Line 750 on Ventura Boulevard. The Orange Line connects to the Metrolink services.

1. Establish an on-site Transportation Management Office (TMO) as part of the management office to assist residents and employees find alternate travel modes and strategies.
2. Provide a visible on-site kiosk with options for ridesharing, bus routes, bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
3. Provide car sharing service for residents and/or commercial employees that rideshare;
4. Encourage alternative work arrangements for employees and residents;
5. Transit Amenities:
    a. Improve the existing bus stop on east and west side of Hazeltine Avenue south of Riverside with a covered bench;

b. Improve the existing bus stop on east and west side of Hazeltine Avenue south of Riverside with an electronic sign displaying the estimated arrival time for next bus;

c. Provide access and transit pass reductions for residents and employees of the commercial venues;

6. Provide carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
7. Provide secure bicycle facilities and bicycle sharing service for residents and/or commercial employees use;
8. Provide improved site design that provide pedestrian oriented congregating areas and open passageways, on site pick up and drop off areas and access to the Los Angeles River Parkway.
9. Provide transit and ridesharing incentives such as points or coupons for merchandise or transit passes.
10. Provide guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency.

The Project amenities are anticipated to reduce the number of vehicles to and from the Project site. Although anticipated to be higher, a conservative 10% reduction in new Project vehicle trips has been estimated to account for trip reduction measures.

A TDM Plan has been provided in Appendix J.

PHYSICAL INTERSECTION IMPROVEMENTS

Hazeltine Avenue and Riverside Drive– Existing + Project Impact, AM & PM Peak Hour and Future With Project Impact, AM &PM Peak Hour

This significant impact is reduced with the multi-modal trip reduction measures. The improvement reduces the impact in Existing + Project conditions and Future With Project conditions but not to a level of insignificance. The Project proposes to dedicate and widen the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound right turn lane to southbound Hazeltine Avenue. This improvement reduces the

impact to a level of insignificance for the Existing + Project conditions and during the PM Peak Hour for the Future With Project conditions. However, this impact remains significant and unavoidable for the Future With Project Impact scenario during the AM Peak Hour.

It is recommended that the Project install protective permissive left turn phasing in the northbound, eastbound and westbound direction at Hazeltine Avenue and Riverside Drive. The southbound protective permissive left turn phasing is currently in place. Traffic signals will be upgraded to accommodate this safety improvement.

Riverside Drive and Woodman Avenue– Existing + Project Impact, AM Peak Hour and Future With Project Impact, PM Peak Hour

This significant impact is reduced with the multi-modal trip reduction measures but not to a level of insignificance. This significant impact is reduced with the multi-modal trip reduction measures but not to a level of insignificance. It is recommended that the Project move the existing bus stop on the south side of Woodman Avenue west of Riverside Drive to the east side of Riverside Drive to create an operational right turn lane for eastbound Riverside Drive to southbound Woodman Avenue. This improvement will mitigate the Existing + Project and Future With Project significant impacts to a level of insignificance. However, if the movement of the bus stop is not approved by Los Angeles County Metro or Los Angeles City Department of Transportation, this impact will remain significant and unavoidable. It is further recommended that the Project install the safety improvement of left turn phasing for northbound Riverside Drive at Woodman Avenue.

Mitigation includes multi-modal transportation improvements, physical improvement at two intersection and physical safety improvements with left turn phasing at both intersections. The multi-modal transportation improvements and physical improvement increases capacity at the study intersections thereby reducing the significant traffic impacts. The multi-modal transportation improvements are estimated to reduce new Project trips to and from the site by a conservative 10%. The safety improvements improve the driving conditions in the area but do not increase capacity. The safety improvements may have a marginal effect on the capacity. Table 19 displays the

results of the proposed mitigation for the Existing + Project traffic conditions. Table 20 displays the results of the proposed mitigation for the Future With Project traffic conditions.

Table 19
CMA Conditions Summary
Existing + Project with Mitigation

No.	Intersection	Peak Hour	Existing (2015) CMA	Existing (2015) LOS	Existing +Project CMA	Existing +Project LOS	Existing With Project & Mitigation CMA	Existing With Project & Mitigation LOS		IMPACT	Significant Impact
6	Hazeltine Avenue &	AM	0.737	C	0.802	D	0.768	C	+	0.031	NO
	Riverside Drive	PM	0.653	B	0.717	C	0.677	B	+	0.024	NO
10	Riverside Drive &	AM	0.943	E	0.969	E	0.896	D		-0.047	NO
	Woodman Avenue	PM	0.863	D	0.879	D	0.791	C		-0.072	NO

Table 20
CMA Conditions Summary
Existing + Project with Mitigation

No.	Intersection	Peak Hour	Future (2018) Without Project CMA	Future (2018) Without Project LOS	Future (2018) With Project CMA	Future (2018) With Project LOS	Future (2018) With Project & Mitigation CMA	Future (2018) With Project & Mitigation LOS		IMPACT	Significant Impact
6	Hazeltine Avenue &	AM	0.804	D	0.869	D	0.833	D	+	0.029	**YES**
	Riverside Drive	PM	0.737	C	0.801	D	0.758	C	+	0.021	NO
10	Riverside Drive &	AM	1.018	F	1.043	F	0.967	E		-0.051	NO
	Woodman Avenue	PM	0.952	E	0.968	E	0.871	D		-0.081	NO

The significant traffic impacts at Hazeltine Avenue and Riverside Drive remain significant and unavoidable during the AM Peak Hour. However, safety improvement measures are proposed (left turn signal phasing) to improve safety operations at the intersection. These improvements may have a marginal effect on capacity.

Construction – Potential temporary construction significant traffic impacts have been identified to occur at Hazeltine Avenue & Riverside Drive and at Riverside Boulevard and Woodman Avenue during the AM Peak Hour in Existing + Project and Future With Project traffic Conditions during the heaviest construction periods. These temporary construction impact can be reduced through the following measures:

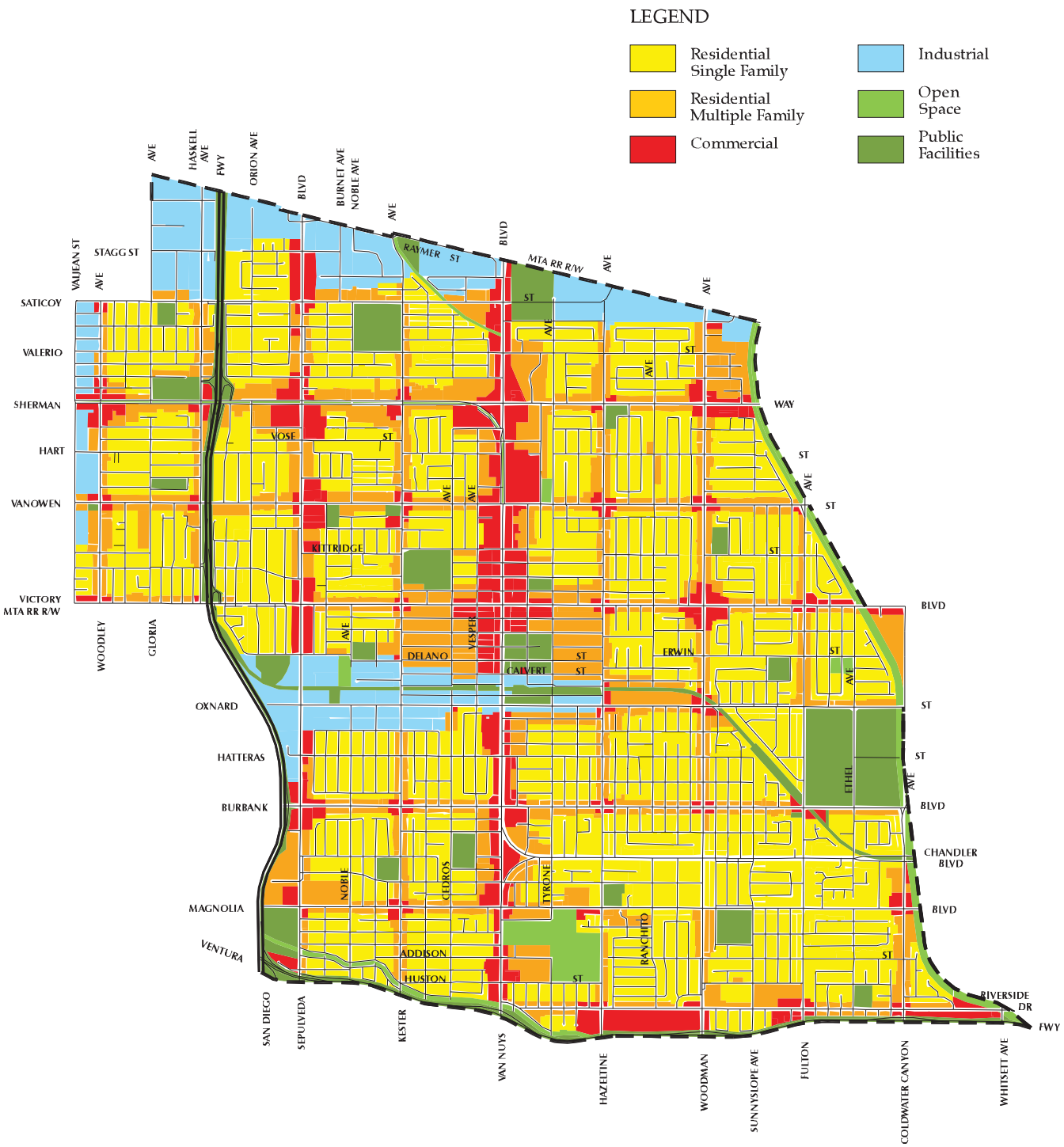
- The City of Los Angeles approvals for the Project will require a Truck Haul Route program for approval by LADOT.
- The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. These closures would be limited to between non-peak commuter hours of 9:00 AM and 3:00 PM.
- Existing access, with potential temporary closure of one or more driveways, for the site would be maintained for the existing office.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to on-site parking or if unavailable, to off-site locations and transported to the job site.

Parking - No parking impacts are anticipated with the Project as excess of code required parking will be provided.

No access, bicycle, transit, Congestion Management Program or freeway significant impacts are anticipated with the Project.

APPENDIX A

COMMUNITY PLAN LAND USE INFORMATION



GENERALIZED LAND USE
VAN NUYS - NORTH SHERMAN OAKS

NORTH

as of January 30 2013-CPC-2012-1225-GPA/ZC PLT:04/30/13

APPENDIX B

VAN NUYS-NORTH SHERMAN OAKS
COMMUNITY PLAN INFORMATION

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					3,141	38.2
	Very Low	RE20, RA, RE15, RE11	277	3.4		
	Low	RE9, RS, R1, RU, RD6, RD5	2,864	34.8		
Multiple					1,237	15.1
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	24	0.3		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	458	5.6		
	Medium	R3	738	9.0		
	High Medium	R4	17	0.2		
COMMERCIAL					586	7.1
	Neighborhood	C1, C1.5, C2, C4	164	2.0		
	General	CR, C1.5, C2, C4	211	2.5		
	Community	CR, C2, C4	188	2.3		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	23	0.3		
INDUSTRIAL					611	7.4
	Commercial	CM, P	67	0.8		
	Limited	CM, MR1, M1	156	1.9		
	Light	MR2, M2	362	4.4		
	Heavy	M3	26	0.3		
PARKING					1	0.0
	Parking	P, PB	1	0.0		
OPEN SPACE/PUBLIC FACILITIES					850	10.4
	Open Space	OS, A1	169	2.1		
	Public Facilities	PF	681	8.3		
STREETS					1,794	21.8
	Private Streets	-	1	0.0		
	Public Streets	-	1,793	21.8		
TOTAL					8,220	100.0

APPENDIX C

CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIALS

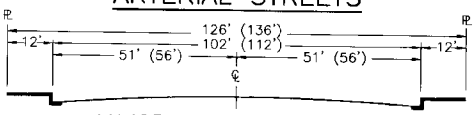
(Note that some aerials pre-date bikeway improvements)



GENERALIZED CIRCULATION
VAN NUYS - NORTH SHERMAN OAKS

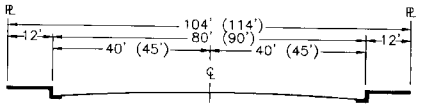
NORTH

ARTERIAL STREETS



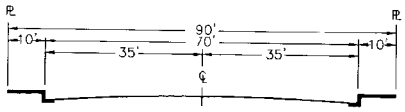
MAJOR HIGHWAY—CLASS I

At intersections with other Major Highways, the larger widths shown in parentheses should be provided, as determined by LADOT, utilizing a Standard Flare Section.



MAJOR HIGHWAY—CLASS II

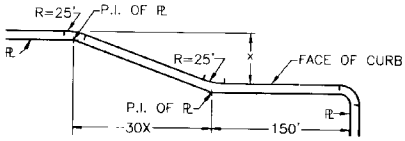
At intersections where LADOT has determined that dual left turn lanes are required, the larger widths shown in parentheses shall be provided, utilizing a Standard Flare Section.



SECONDARY HIGHWAY

TRANSITIONAL EXTENSIONS

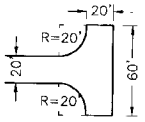
Where a designated Major Highway (Class I or II) or a Secondary Highway crosses another designated arterial street and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection to the width of the higher designation and tapered in a Standard Flare Section, as shown below, to provide an orderly transition.



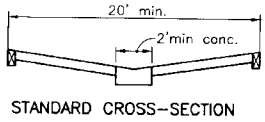
Dimensions shall be measured angle point to angle point.

STANDARD FLARE SECTION
(Plan View)

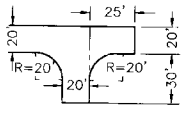
ALLEYS



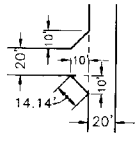
STANDARD TURNING AREA
(Plan View)



STANDARD CROSS-SECTION



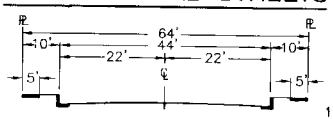
MINIMUM TURNING AREA
(Plan View)



STANDARD CUT-CORNERS
FOR 90° INTERSECTION
(Plan View)

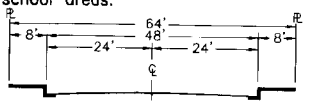
NOTE: Dimensions shown hereon are not to scale.

NON-ARTERIAL STREETS



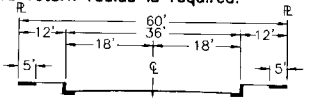
COLLECTOR STREET

For use in quarter mile streets and school areas.



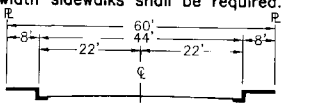
INDUSTRIAL COLLECTOR STREET

For use in industrial areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



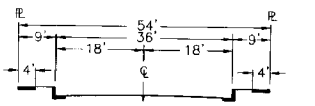
LOCAL STREET

In commercial and multiple residential areas, a 40-foot roadway with 10-foot parkways, and full-width sidewalks shall be required.



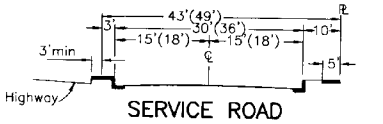
INDUSTRIAL LOCAL STREET

For use in industrial areas. A 35' curb return radius is required.



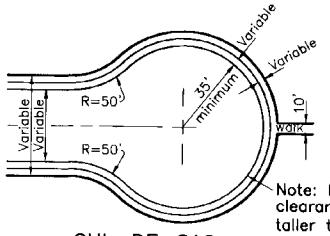
NONCONTINUOUS LOCAL STREET

May include cul-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



SERVICE ROAD

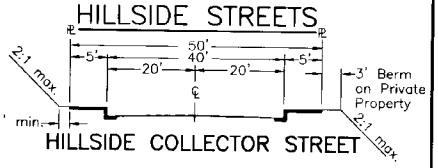
For use on adjoining major or secondary highways, except that the larger widths shown in parentheses shall be provided in multiple residential zones.



CUL-DE-SAC
(Plan View)
MAY BE UNSYMMETRICAL

Note: For fire truck clearance, no obstruction taller than 6" shall be permitted within 3 ft. of the curb. On-street parking shall be prohibited.

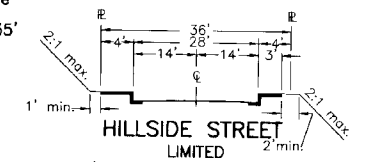
HILLSIDE STREETS



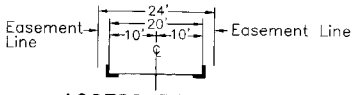
HILLSIDE COLLECTOR STREET



HILLSIDE STREET
LOCAL



HILLSIDE STREET
LIMITED
(Parking on one side only)



ACCESS ROADWAY
CONDITIONAL

(Limited to 4 dwelling units, and a maximum length of 300 feet. Private Street only)



STANDARD WALKWAY
CROSS - SECTION

PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN S-470-0

SUBMITTED March 25, 1999
Clark W. Robins
ENGINEER OF DESIGN
Rodney Hasan
DEPUTY ENGINEER

APPROVED March 31, 1999
Thomas Conner
CITY ENGINEER

DESIGNED BY	DRAWN BY	CHECKED BY
M.F.D., D.L.F., J.E.F., A.D.R.	R. TANABE	L. GANAJA

REGISTERED PROFESSIONAL ENGINEER — THOMAS K. CONNER — NO. 23788 — EXP. 12/31/2001 — CIVIL — STATE OF CALIFORNIA

APPROVED Frances Beaujon 4-6-99
GENERAL MANAGER, DEPT. OF TRANSPORTATION — DATE

Courtlowe 4/6/99
DIRECTOR OF PLANNING — DATE

ADOPTED MAY 13, 1999
CITY PLANNING COMISSION — DATE

SUPERSEDES	REFERENCES
D-22549	

VAULT INDEX NUMBER
B-4428

SHEET 1 OF 2 SHEETS

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

B-4428

STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.

2. Sidewalk widths for non-arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.

3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.

4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.

5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.

6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.

7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.

8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.

9. For intersections of streets the following dedications shall apply:
   a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
   b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.

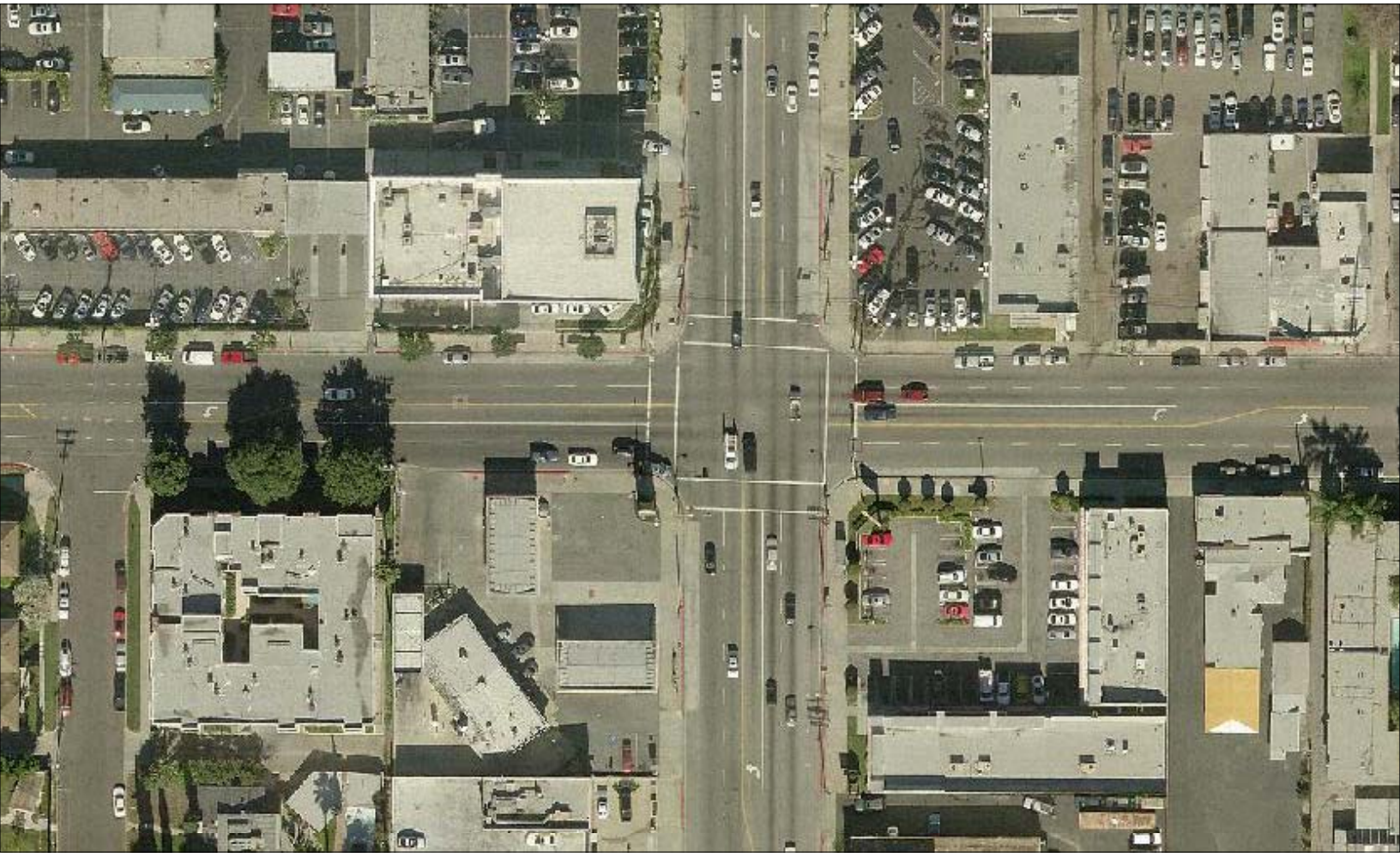
10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-0	VAULT INDEX NUMBER B-4428	SHEET 2 OF 2 SHEETS

B-4428

MAGNOLIA BOULEVARD & VAN NUYS BOULEVARD



SCALE 1 : 1,048

50 0 50 100 150

FEET

N

RIVERSIDE DRIVE & VAN NUYS BOULEVARD



SCALE 1 : 689

50 0 50 100 150

FEET

N

101 FREEWAY NORTHBOUND RAMPS & VAN NUYS BOULEVARD



SCALE 1 : 689

50 0 50 100 150

FEET

N

101 FREEWAY SOUTHBOUND RAMPS & VAN NUYS BOULEVARD



SCALE 1 : 496

20 0 20 40 60

FEET

N

HAZELTINE AVENUE & MAGNOLIA BOULEVARD



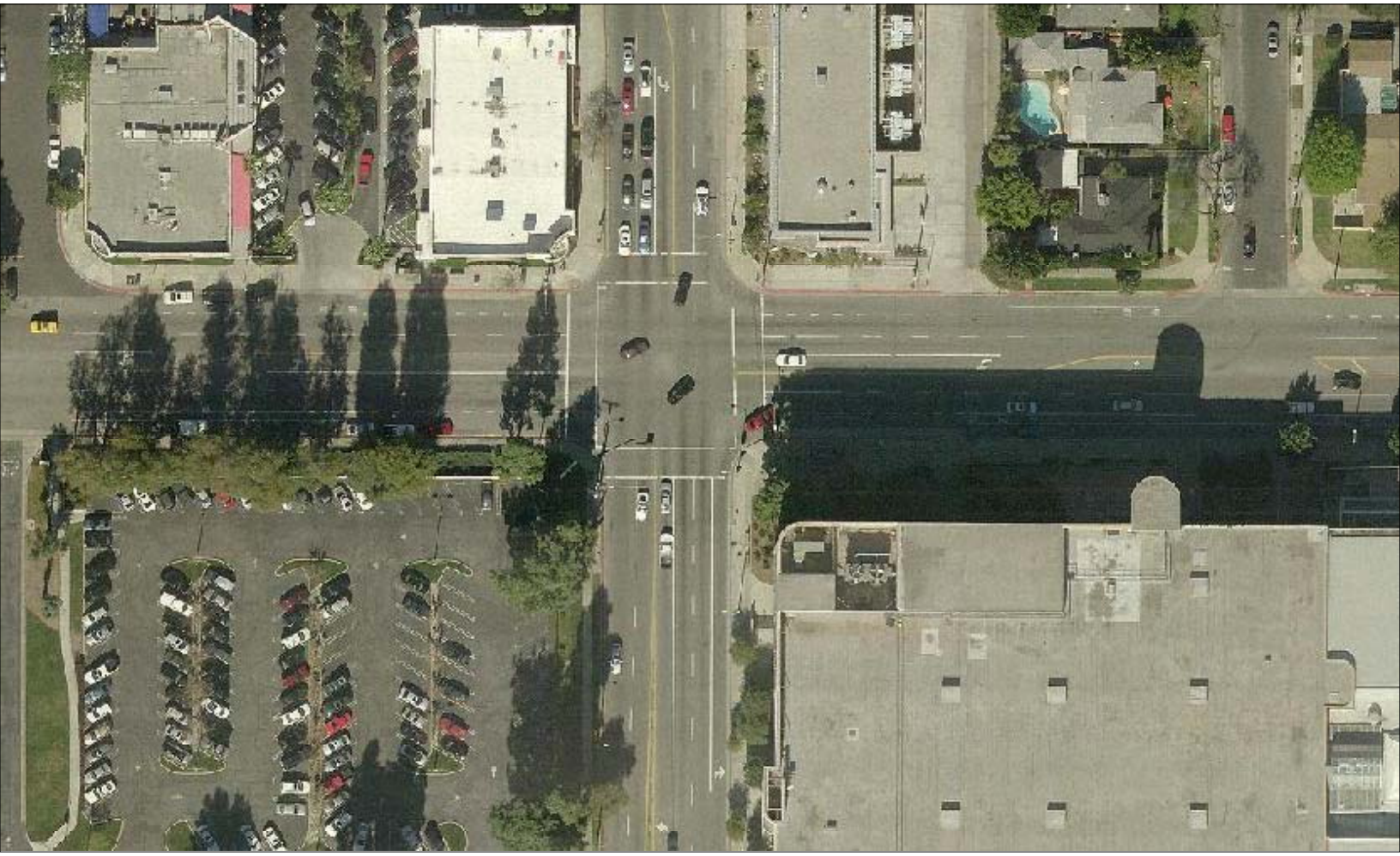
SCALE 1 : 1,022

50 0 50 100 150

FEET

N

HAZELTINE AVENUE & RIVERSIDE DRIVE



SCALE 1 : 1,022

50 0 50 100 150

FEET

N

HAZELTINE AVENUE & NEW PROJECT/FASHION SQUARE DRIVEWAYS



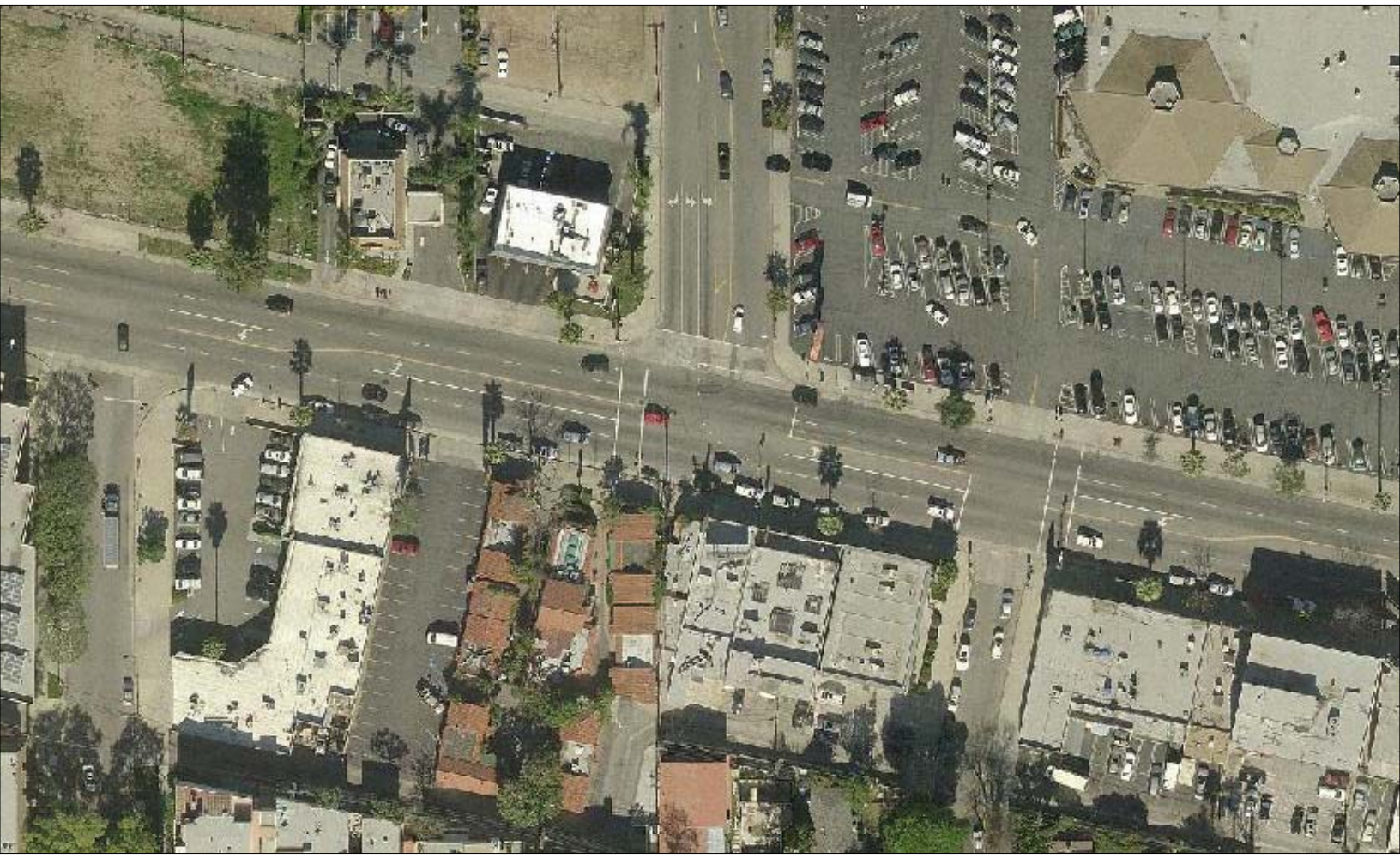
SCALE 1 : 567

50 0 50 100 150

FEET

N

HAZELTINE AVENUE & VENTURA BOULEVARD



SCALE 1 : 1,134

100 0 100 200 300

FEET

N

MAGNOLIA BOULEVARD & WOODMAN AVENUE



SCALE 1 : 1,048

50 0 50 100 150

FEET

N

RIVERSIDE DRIVE & WOODMAN AVENUE



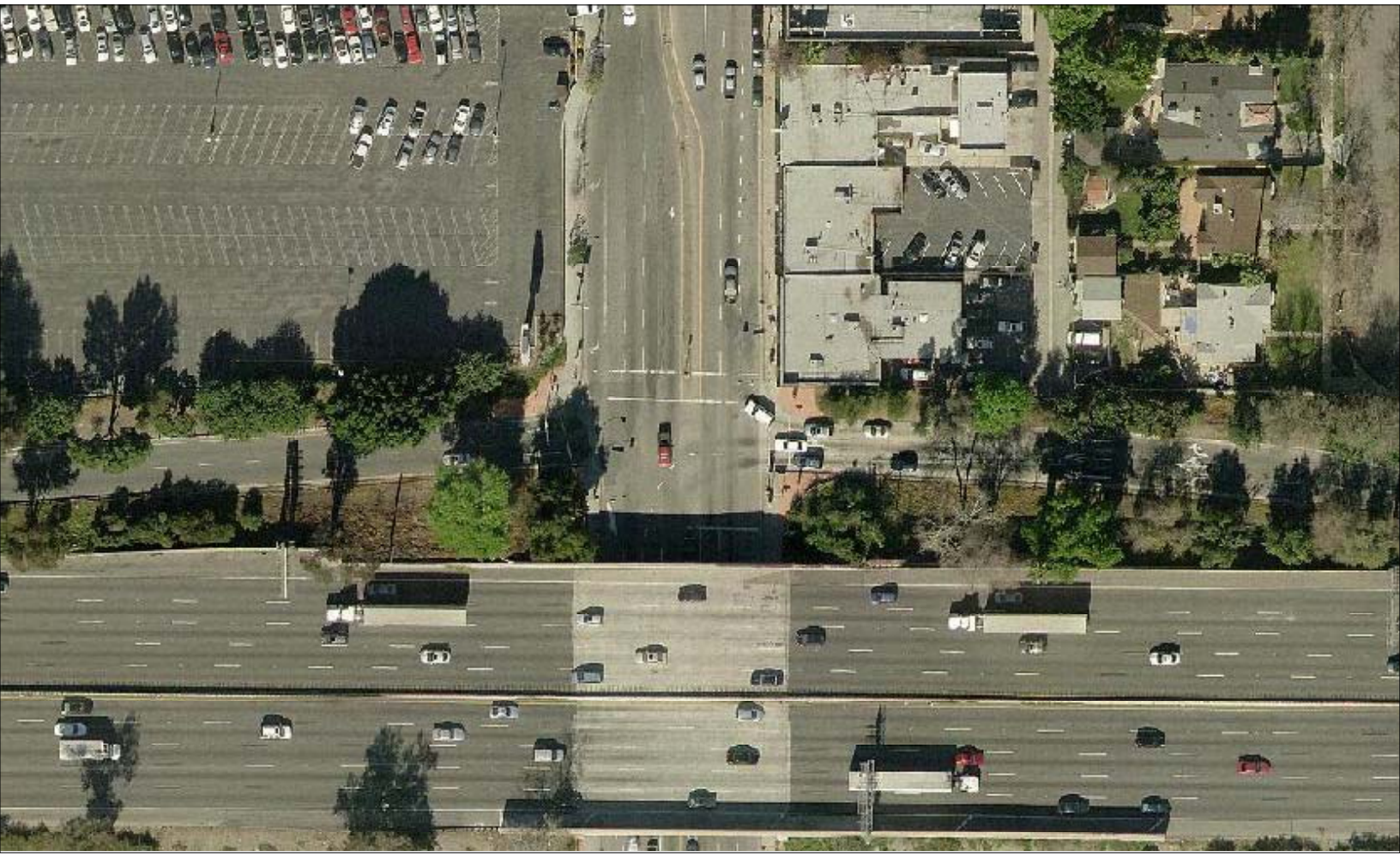
SCALE 1 : 1,022

50 0 50 100 150

FEET

N

101 FREEWAY NORTHBOUND RAMPS & WOODMAN AVENUE



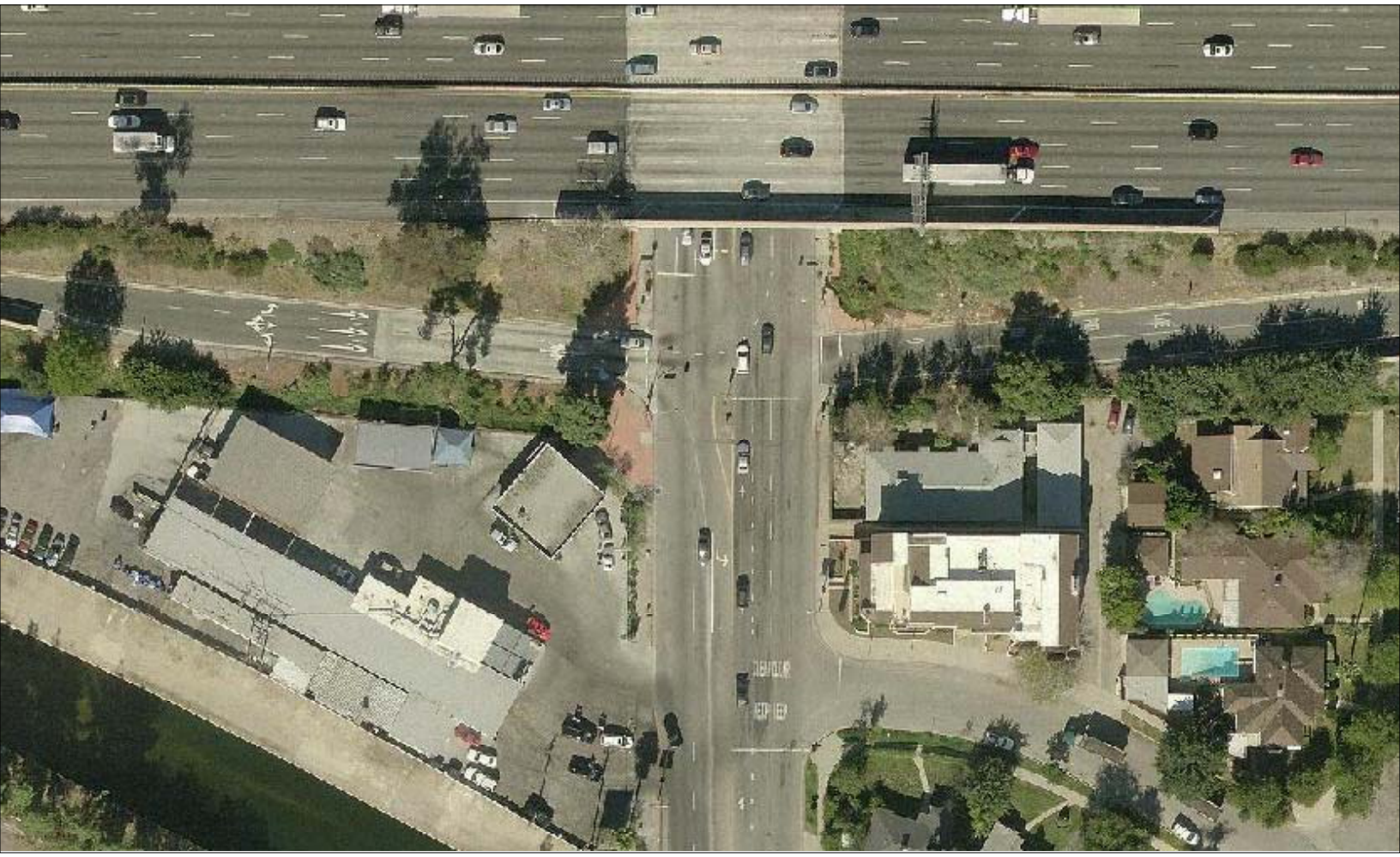
SCALE 1 : 1,022

50 0 50 100 150

FEET

N

101 FREEWAY SOUTHBOUND RAMPS & WOODMAN AVENUE



SCALE 1 : 1,022

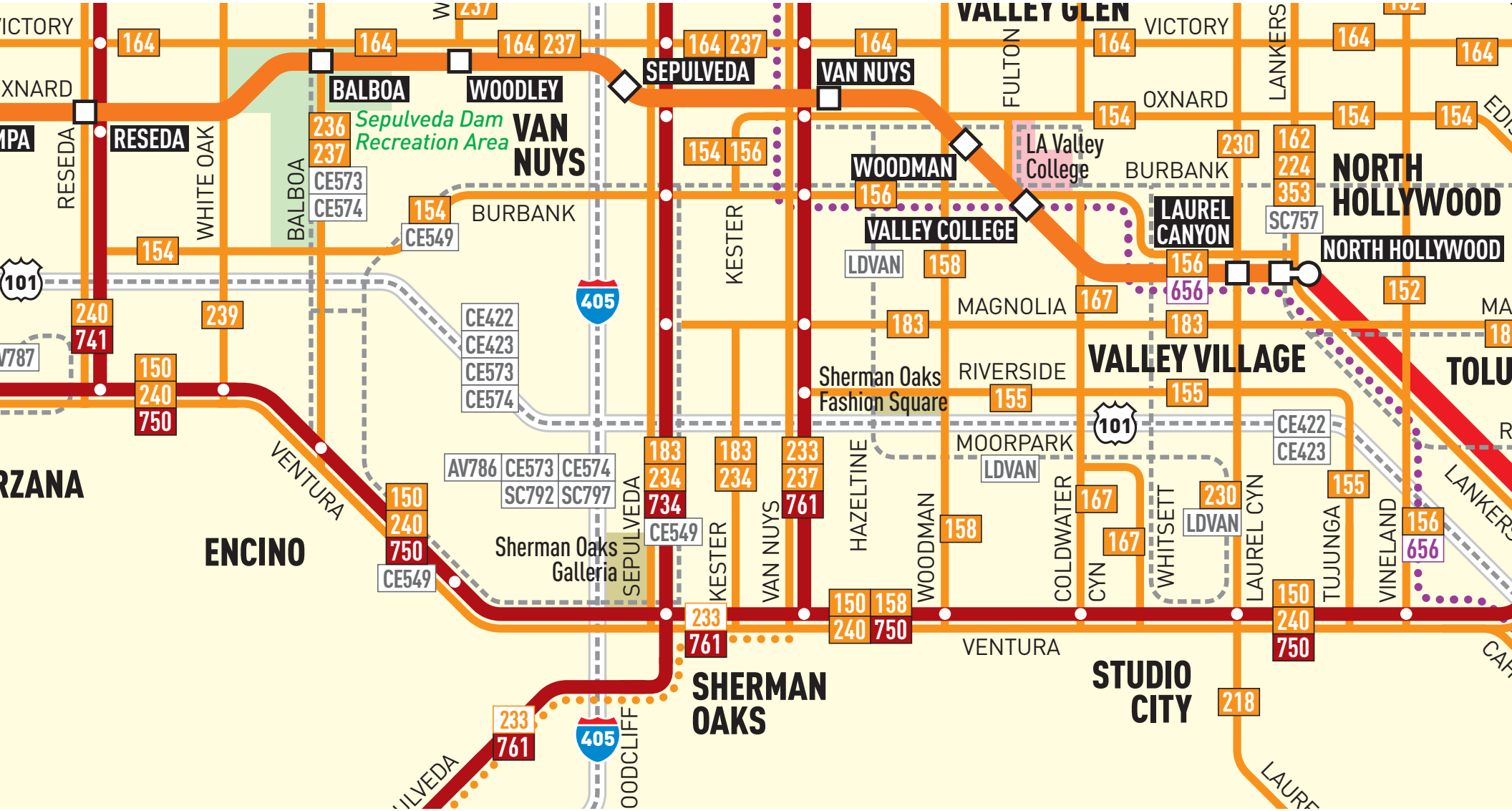
50 0 50 100 150

FEET

N

APPENDIX D

TRANSIT ROUTES


VICTORY
164
XNARD
MPA
RESEDA
RESEDA
WHITE OAK
BALBOA
BALBOA
WOODLEY
164
164
164 237
W 237
236
237
CE573
CE574
Sepulveda Dam
Recreation Area
VAN NUYS
154
CE549
BURBANK
154
101
240
741
239
787
150
240
750
405
CE422
CE423
CE573
CE574
AV786
CE573
CE574
SC792
SC797
VENTURA
ENCINO
150
240
750
CE549
Sherman Oaks
Galleria
SEPULVEDA
183
234
734
CE549
SEPULVEDA
164 237
154 156
KESTER
183
234
VAN NUYS
233
237
761
HAZELTINE
150 158
240 750
WOODMAN
158
SHERMAN
OAKS
233
761
405
OODCLIFF
ULVEDA
VALLEY GLEN
VICTORY
164
FULTON
164
VAN NUYS
164
WOODMAN
156
VALLEY COLLEGE
LDVAN
158
OXNARD
154
LA Valley
College
BURBANK
LANKERS
164
154
154
230
162
224
353
SC757
NORTH
HOLLYWOOD
LAUREL
CANYON
156
656
NORTH HOLLYWOOD
152
MAGNOLIA
167
183
183
VALLEY VILLAGE
Sherman Oaks
Fashion Square
RIVERSIDE
155
155
101
MOORPARK
LDVAN
CE422
CE423
167
COLDWATER
CYN
167
WHITSETT
230
LDVAN
LAUREL CYN
155
TUJUNGA
VINELAND
156
656
LANKERS
150
240
750
VENTURA
STUDIO
CITY
218
TOLU

Monday through Friday Schedule

Metro Orange Line

Eastbound (Approximate Times)

ADDITIONAL PEAK HOUR TRIPS SHOWN IN CHATSWORTH TO WARNER CENTER SHUTTLE SECTION OF THIS TIMETABLE

CHATSWORTH Chatsworth Station	WARNER CENTER Warner Center Station	CANOGA PARK Canoga Station A	WINNETKA Pierce College Station	VAN NUYS Balboa Station	VAN NUYS Van Nuys Station	NORTH HOLLYWOOD North Hollywood Station
—	3:41A	3:46A	3:50A	4:00A	4:09A	4:23A
3:53A	—	4:05	4:09	4:19	4:28	4:42
—	4:15	4:20	4:24	4:34	4:43	4:57
4:22	—	4:34	4:38	4:48	4:57	5:11
—	4:41	4:46	4:50	5:00	5:09	5:23
4:44	—	4:56	5:00	5:10	5:19	5:33
—	4:57	5:02	5:06	5:16	5:25	5:39
4:56	—	5:08	5:12	5:22	5:31	5:45
—	5:09	5:14	5:18	5:28	5:37	5:51
5:06	—	5:18	5:22	5:32	5:41	5:55
—	5:17	5:22	5:26	5:36	5:45	5:59
5:15	—	5:27	5:31	5:41	5:50	6:04
—	5:26	5:31	5:35	5:45	5:54	6:08
5:22	—	5:34	5:38	5:48	5:57	6:12
—	5:33	5:38	5:42	5:52	6:01	6:16
5:30	—	5:42	5:46	5:56	6:05	6:20
—	5:41	5:46	5:50	6:00	6:09	6:24
5:39	—	5:51	5:55	6:05	6:14	6:29
—	5:48	5:53	5:57	6:08	6:17	6:32
5:45	—	5:57	6:01	6:12	6:21	6:36
—	5:56	6:01	6:05	6:16	6:25	6:40
5:52	—	6:04	6:09	6:20	6:29	6:44
—	6:04	6:09	6:13	6:24	6:33	6:48
5:59	—	6:12	6:17	6:28	6:37	6:52
—	6:12	6:17	6:21	6:32	6:41	6:56
6:07	—	6:20	6:25	6:36	6:46	7:01
—	6:20	6:25	6:29	6:40	6:50	7:05
6:16	—	6:29	6:34	6:45	6:55	7:10
—	6:28	6:33	6:37	6:49	6:59	7:14
6:23	—	6:36	6:41	6:53	7:03	7:18
—	6:36	6:41	6:45	6:57	7:07	7:22
6:31	—	6:44	6:49	7:01	7:11	7:26
—	6:44	6:49	6:53	7:05	7:15	7:30
6:39	—	6:52	6:57	7:09	7:19	7:34
—	6:52	6:57	7:01	7:13	7:23	7:38
6:47	—	7:00	7:05	7:17	7:27	7:42
—	7:01	7:06	7:10	7:22	7:32	7:47
6:57	—	7:10	7:15	7:27	7:37	7:52
—	7:10	7:15	7:19	7:31	7:41	7:56
7:05	—	7:18	7:23	7:35	7:45	8:00
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7:23	—	7:36	7:41	7:53	8:03	8:18
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7:31	—	7:44	7:49	8:01	8:11	8:26
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7:47	—	8:00	8:05	8:17	8:27	8:42
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8:13	—	8:26	8:31	8:43	8:53	9:08
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8:22	—	8:35	8:40	8:52	9:02	9:18
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8:31	—	8:44	8:49	9:01	9:12	9:28
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8:43	—	8:56	9:01	9:13	9:24	9:40
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8:58	—	9:11	9:16	9:28	9:39	9:55
—	9:15	9:20	9:24	9:36	9:47	10:03
9:14	—	9:27	9:32	9:44	9:55	10:11
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9:31	—	9:44	9:49	10:01	10:12	10:28
—	9:48	9:53	9:57	10:09	10:20	10:36
9:47	—	10:00	10:05	10:17	10:28	10:44
—	10:04	10:09	10:13	10:25	10:36	10:52
10:02	—	10:16	10:21	10:33	10:44	11:00
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10:18	—	10:32	10:37	10:49	11:00	11:16
—	10:36	10:41	10:45	10:57	11:08	11:24
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10:50	—	11:04	11:09	11:21	11:32	11:48
—	11:08	11:13	11:17	11:29	11:40	11:56
11:05	—	11:19	11:24	11:37	11:48	12:04P
—	11:23	11:28	11:32	11:45	11:56	12:12
11:21	—	11:35	11:40	11:53	12:04P	12:20
—	11:39	11:44	11:48	12:01P	12:12	12:28
11:37	—	11:51	11:56	12:09	12:20	12:36
—	11:55	11:59	12:04P	12:17	12:28	12:44
11:53	—	12:07P	12:12	12:25	12:36	12:52
—	12:11P	12:16	12:20	12:33	12:44	1:00
12:09P	—	12:23	12:28	12:41	12:52	1:08
—	12:27	12:32	12:36	12:49	1:00	1:16
12:25	—	12:39	12:44	12:57	1:08	1:24
—	12:43	12:48	12:52	1:05	1:16	1:32
12:41	—	12:55	1:00	1:13	1:24	1:40
—	12:59	1:04	1:08	1:21	1:32	1:48
12:57	—	1:11	1:16	1:29	1:40	1:56
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1:13	—	1:27	1:32	1:45	1:56	2:12
—	1:31	1:36	1:40	1:53	2:04	2:20
1:29	—	1:43	1:48	2:01	2:12	2:28
—	1:46	1:51	1:55	2:08	2:19	2:35
1:44	—	1:58	2:03	2:16	2:27	2:43
—	1:59	2:04	2:08	2:21	2:32	2:48
1:56	—	2:10	2:15	2:28	2:39	2:55
—	2:11	2:16	2:20	2:33	2:44	3:00
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—	2:50	2:55	2:59	3:11	3:22	3:38
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2:51	—	3:05	3:10	3:22	3:33	3:49
—	3:05	3:10	3:14	3:26	3:37	3:53
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—	3:14	3:19	3:23	3:35	3:46	4:02
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—	3:30	3:35	3:39	3:51	4:02	4:18
3:24	—	3:38	3:43	3:55	4:06	4:22
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3:32	—	3:46	3:51	4:03	4:14	4:30
—	3:46	3:51	3:55	4:07	4:18	4:34
3:40	—	3:54	3:59	4:11	4:22	4:38
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3:48	—	4:02	4:07	4:19	4:30	4:46
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4:12	—	4:26	4:31	4:43	4:54	5:10
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4:20	—	4:34	4:39	4:51	5:02	5:18
—	4:34	4:39	4:43	4:55	5:06	5:22
4:28	—	4:42	4:47	4:59	5:10	5:26
—	4:42	4:47	4:51	5:03	5:14	5:30
4:36	—	4:50	4:55	5:07	5:18	5:34
—	4:51	4:56	5:00	5:12	5:23	5:39
4:45	—	4:59	5:04	5:16	5:27	5:43
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4:54	—	5:08	5:13	5:25	5:36	5:52
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5:11	—	5:25	5:30	5:42	5:53	6:09
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—	5:34	5:39	5:43	5:55	6:06	6:22
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—	5:42	5:47	5:51	6:03	6:14	6:30
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—	5:50	5:55	5:59	6:11	6:22	6:38
5:44	—	5:58	6:03	6:15	6:26	6:42
—	5:58	6:03	6:07	6:19	6:30	6:46
5:53	—	6:07	6:12	6:24	6:35	6:51
—	6:08	6:13	6:17	6:29	6:40	6:56
6:04	—	6:18	6:23	6:35	6:46	7:02
—	6:21	6:26	6:30	6:42	6:53	7:09
6:18	—	6:32	6:37	6:49	7:00	7:16
—	6:37	6:42	6:46	6:58	7:08	7:24
6:36	—	6:50	6:55	7:07	7:17	7:33
—	6:55	7:00	7:04	7:16	7:26	7:42
6:56	—	7:10	7:15	7:27	7:37	7:53
—	7:14	7:19	7:23	7:35	7:45	8:01
7:13	7:30	7:34	7:38	7:50	8:00	8:16
7:28	7:45	7:49	7:53	8:05	8:15	8:31
7:41	7:58	8:02	8:06	8:18	8:28	8:44
7:56	8:13	8:17	8:21	8:33	8:43	8:59
8:11	8:28	8:32	8:36	8:48	8:58	9:14
8:26	8:43	8:47	8:51	9:03	9:13	9:29
8:41	8:58	9:02	9:06	9:18	9:28	9:44
8:56	9:13	9:17	9:21	9:33	9:43	9:59
9:11	9:28	9:32	9:36	9:48	9:58	10:14
9:26	9:43	9:47	9:51	10:03	10:13	10:29
9:42	9:59	10:03	10:07	10:19	10:29	10:45
10:00	10:17	10:21	10:25	10:37	10:47	11:03
10:21	10:38	10:42	10:46	10:58	11:08	11:24
10:42	10:59	11:03	11:07	11:19	11:28	11:43
11:06	11:23	11:27	11:31	11:42	11:51	12:06A
11:27	11:44	11:48	11:52	12:03A	12:12A	12:26
11:46	12:03A	12:07A	12:11A	12:21	12:30	12:44

Service continues on Friday nights only. See Late Night Section

Westbound (Approximate Times)

ADDITIONAL PEAK HOUR TRIPS SHOWN IN CHATSWORTH TO WARNER CENTER SHUTTLE SECTION OF THIS TIMETABLE

NORTH HOLLYWOOD North Hollywood Station	VALLEY GLEN Valley College Station	VAN NUYS Sepulveda Station	TARZANA Reseda Station	CANOGA PARK Canoga Station B	WARNER CENTER Warner Center Station	CHATSWORTH Chatsworth Station
4:32A	4:41A	4:50A	5:00A	5:11A	—	5:23A
4:50	4:59	5:08	5:18	5:30	5:35A	—
5:05	5:14	5:23	5:33	5:44	—	5:56
5:20	5:29	5:38	5:48	6:00	6:05	—
5:32	5:41	5:50	6:00	6:11	—	6:24
5:44	5:53	6:02	6:13	6:25	6:30	—
5:52	6:01	6:11	6:22	6:33	—	6:46
6:00	6:09	6:19	6:30	6:42	6:47	—
6:05	6:14	6:24	6:35	6:46	—	6:59
6:10	6:19	6:29	6:40	6:52	6:57	—
6:15	6:24	6:34	6:45	6:56	—	7:09
6:19	6:28	6:38	6:49	7:01	7:06	—
6:23	6:32	6:42	6:53	7:04	—	7:17
6:27	6:36	6:46	6:57	7:09	7:14	—
6:31	6:40	6:50	7:01	7:12	—	7:25
6:35	6:44	6:54	7:05	7:17	7:22	—
6:39	6:48	6:58	7:09	7:20	—	7:33
6:43	6:52	7:02	7:13	7:25	7:30	—
6:47	6:56	7:06	7:17	7:28	—	7:41
6:51	7:00	7:10	7:21	7:33	7:38	—
6:55	7:04	7:14	7:25	7:36	—	7:49
6:59	7:08	7:18	7:29	7:41	7:46	—
7:03	7:12	7:22	7:33	7:44	—	7:57
7:07	7:16	7:26	7:37	7:49	7:54	—
7:11	7:20	7:30	7:41	7:52	—	8:05
7:15	7:24	7:34	7:45	7:57	8:02	—
7:19	7:28	7:38	7:49	8:00	—	8:13
7:23	7:32	7:42	7:53	8:05	8:10	—
7:27	7:36	7:46	7:57	8:08	—	8:21
7:31	7:40	7:50	8:01	8:13	8:18	—
7:35	7:44	7:54	8:05	8:16	—	8:29
7:39	7:48	7:58	8:09	8:21	8:26	—
7:43	7:52	8:02	8:13	8:24	—	8:37
7:47	7:56	8:06	8:17	8:29	8:34	—
7:51	8:00	8:10	8:21	8:32	—	8:45
7:55	8:04	8:14	8:25	8:37	8:42	—
7:59	8:08	8:18	8:29	8:40	—	8:53
8:03	8:12	8:22	8:33	8:45	8:50	—
8:07	8:16	8:26	8:37	8:48	—	9:01
8:11	8:20	8:30	8:41	8:53	8:58	—
8:15	8:24	8:34	8:45	8:56	—	9:09
8:19	8:28	8:38	8:49	9:01	9:06	—
8:23	8:32	8:42	8:53	9:04	—	9:17
8:27	8:36	8:46	8:57	9:09	9:14	—
8:31	8:40	8:50	9:01	9:12	—	9:25
8:36	8:45	8:55	9:06	9:18	9:23	—
8:40	8:49	8:59	9:10	9:21	—	9:34
8:44	8:53	9:03	9:14	9:26	9:31	—
8:48	8:57	9:07	9:18	9:30	—	9:43
8:52	9:01	9:11	9:22	9:34	9:39	—
8:56	9:05	9:15	9:26	9:38	—	9:51
9:00	9:09	9:19	9:30	9:42	9:47	—
9:04	9:13	9:23	9:34	9:46	—	9:59
9:08	9:17	9:27	9:38	9:50	9:55	—
9:12	9:21	9:31	9:42	9:54	—	10:07
9:17	9:26	9:36	9:47	9:59	10:04	—
9:22	9:31	9:41	9:52	10:04	—	10:17
9:27	9:36	9:46	9:57	10:09	10:14	—
9:32	9:41	9:51	10:02	10:14	—	10:27
9:38	9:47	9:57	10:08	10:20	10:25	—
9:44	9:53	10:03	10:14	10:26	—	10:39
9:50	9:59	10:09	10:20	10:32	10:37	—
9:58	10:07	10:17	10:28	10:40	—	10:53
10:06	10:15	10:25	10:36	10:48	10:53	—
10:14	10:23	10:33	10:44	10:56	—	11:09
10:22	10:31	10:41	10:52	11:04	11:09	—
10:30	10:39	10:49	11:00	11:12	—	11:25
10:38	10:47	10:57	11:08	11:20	11:25	—
10:46	10:55	11:05	11:16	11:28	—	11:41
10:54	11:03	11:13	11:24	11:36	11:41	—
11:02	11:11	11:21	11:32	11:44	—	11:57
11:10	11:19	11:29	11:40	11:52	11:57	—
11:18	11:27	11:37	11:48	11:59	—	12:13P
11:26	11:35	11:45	11:56	12:08P	12:13P	—
11:34	11:43	11:53	12:04P	12:16	—	12:29
11:42	11:51	12:01P	12:12	12:24	12:29	—
11:50	11:59	12:09	12:20	12:32	—	12:45
11:58	12:07P	12:17	12:28	12:40	12:45	—
12:06P	12:15	12:25	12:36	12:48	—	1:01
12:14	12:23	12:33	12:44	12:56	1:01	—
12:22	12:31	12:41	12:52	1:04	—	1:17
12:30	12:39	12:49	1:00	1:12	1:17	—
12:37	12:46	12:56	1:07	1:19	—	1:32
12:46	12:55	1:05	1:16	1:28	1:33	—
12:54	1:03	1:13	1:24	1:36	—	1:49
1:02	1:11	1:21	1:32	1:44	1:49	—
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1:18	1:27	1:37	1:48	2:00	2:05	—
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1:34	1:43	1:53	2:04	2:16	2:21	—
1:42	1:51	2:01	2:12	2:24	—	2:37
1:50	1:59	2:09	2:20	2:32	2:37	—
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2:06	2:15	2:25	2:36	2:48	2:53	—
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3:33	3:42	3:52	4:03	4:15	4:20	—
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4:18	4:27	4:37	4:48	5:00	5:05	—
4:22	4:31	4:41	4:52	5:04	—	5:17
4:26	4:35	4:45	4:56	5:08	5:13	—
4:30	4:39	4:49	5:00	5:12	—	5:25
4:34	4:43	4:53	5:04	5:16	5:21	—
4:38	4:47	4:57	5:08	5:20	—	5:33
4:42	4:51	5:01	5:12	5:24	5:29	—
4:47	4:56	5:06	5:17	5:29	—	5:42
4:51	5:00	5:10	5:21	5:33	5:38	—
4:55	5:04	5:14	5:25	5:37	—	5:50
4:59	5:08	5:18	5:29	5:41	5:46	—
5:03	5:12	5:22	5:33	5:45	—	5:58
5:07	5:16	5:26	5:37	5:49	5:54	—
5:11	5:20	5:30	5:41	5:53	—	6:06
5:15	5:24	5:34	5:45	5:57	6:02	—
5:19	5:28	5:38	5:49	6:01	—	6:14
5:23	5:32	5:42	5:53	6:05	6:10	—
5:27	5:36	5:46	5:57	6:09	—	6:22
5:31	5:40	5:50	6:01	6:13	6:18	—
5:35	5:44	5:54	6:05	6:17	—	6:30
5:39	5:48	5:58	6:09	6:21	6:26	—
5:43	5:52	6:02	6:13	6:25	—	6:38
5:47	5:56	6:06	6:17	6:29	6:34	—
5:52	6:01	6:11	6:22	6:34	—	6:47
5:56	6:05	6:15	6:26	6:38	6:43	—
6:01	6:10	6:20	6:31	6:43	—	6:56
6:05	6:14	6:24	6:35	6:47	6:52	—
6:10	6:19	6:29	6:40	6:52	—	7:05
6:14	6:23	6:33	6:44	6:56	7:01	—
6:18	6:27	6:37	6:48	7:00	—	7:13
6:22	6:31	6:41	6:52	7:04	7:09	—
6:26	6:35	6:45	6:56	7:07	—	7:20
6:30	6:39	6:49	7:00	7:12	7:17	—
6:34	6:43	6:53	7:04	7:15	—	7:28
6:38	6:47	6:57	7:08	7:20	7:25	—
6:43	6:52	7:02	7:13	7:24	—	7:37
6:48	6:57	7:07	7:18	7:30	7:35	—
6:53	7:02	7:12	7:23	7:34	—	7:47
6:58	7:07	7:17	7:28	7:40	7:45	—
7:02	7:11	7:21	7:32	7:43	—	7:56
7:07	7:16	7:26	7:37	7:49	7:54	—
7:12	7:21	7:31	7:42	7:53	—	8:06
7:18	7:27	7:37	7:48	8:00	8:05	—
7:23	7:32	7:42	7:53	8:04	—	8:17
7:27	7:36	7:46	7:57	8:09	8:14	—
7:36	7:45	7:55	8:06	8:17	8:22	8:39
7:45	7:54	8:04	8:15	8:26	8:31	8:48
7:54	8:03	8:13	8:24	8:35	8:40	8:57
8:03	8:12	8:22	8:33	8:44	8:49	9:06
8:11	8:20	8:30	8:41	8:52	8:57	9:14
8:24	8:33	8:43	8:54	9:05	9:10	9:27
8:39	8:48	8:58	9:09	9:20	9:25	9:42
8:54	9:03	9:13	9:24	9:35	9:40	9:57
9:09	9:18	9:28	9:39	9:50	9:55	10:12
9:24	9:33	9:43	9:54	10:05	10:10	10:27
9:39	9:48	9:58	10:08	10:19	10:24	10:41
9:54	10:03	10:13	10:23	10:34	10:39	10:56
10:09	10:18	10:28	10:38	10:49	10:54	11:11
10:24	10:33	10:43	10:53	11:04	11:09	11:26
10:39	10:48	10:58	11:08	11:19	11:24	11:41
10:55	11:04	11:14	11:24	11:35	11:40	11:57
11:15	11:24	11:34	11:44	11:55	11:59	12:17A
11:35	11:44	11:54	12:04A	12:15A	12:20A	12:37
11:55	12:04A	12:14A	12:24	12:35	12:40	12:57
12:16A	12:25	12:35	12:45	12:56	1:01	1:18
12:35	12:44	12:54	1:04	1:15	1:20	1:37
12:55	1:04	1:14	1:24	1:35	1:40	1:57

Service continues on Friday nights only. See Late Night Section

Friday Late Night and Saturday Late Night Only

Metro Orange Line

Eastbound (Approximate Times)

CHATSWORTH Chatsworth Station	WARNER CENTER Warner Center Station	CANOGA PARK Canoga Station A	WINNETKA Pierce College Station	VAN NUYS Balboa Station	VAN NUYS Van Nuys Station	NORTH HOLLYWOOD North Hollywood Station
12:06A	12:23A	12:27A	12:31A	12:41A	12:50A	1:04A
12:26	12:43	12:47	12:51	1:01	1:10	1:24
12:46	1:03	1:07	1:11	1:21	1:30	1:44
1:06	1:23	1:27	1:31	1:41	1:50	2:04
1:26	1:43	1:47	1:51	2:01	2:10	2:24
1:46	2:03	2:07	2:11	2:21	2:30	2:44

Westbound (Approximate Times)

NORTH HOLLYWOOD North Hollywood Station	VALLEY GLEN Valley College Station	VAN NUYS Sepulveda Station	TARZANA Reseda Station	CANOGA PARK Canoga Station B	WARNER CENTER Warner Center Station	CHATSWORTH Chatsworth Station
1:15A	1:24A	1:34A	1:44A	1:55A	2:00A	2:17A
1:35	1:44	1:54	2:04	2:15	2:20	2:37
1:55	2:04	2:14	2:24	2:35	2:40	2:57
2:15	2:24	2:34	2:44	2:55	3:00	3:17
2:35	2:44	2:54	3:04	3:15	3:20	3:37
2:55	3:04	3:14	3:24	3:35	3:40	3:57

Saturday Schedule

Effective Dec 15 2013

Metro Orange Line

Eastbound (Approximate Times)

CHATSWORTH	WARNER CENTER	CANOGA PARK	WINNETKA	VAN NUYS	NORTH HOLLYWOOD
Chatsworth Station	Warner Center Station	Canoga Station A	Pierce College Station	Balboa Station	Van Nuys Station	North Holywood Station
—	3:41A	3:46A	3:50A	4:00A	4:09A	4:23A
3:50A	—	4:02	4:06	4:16	4:25	4:39
—	4:13	4:18	4:22	4:32	4:41	4:55
4:22	—	4:34	4:38	4:48	4:57	5:11
—	4:40	4:45	4:49	4:59	5:08	5:22
4:47	—	4:59	5:03	5:13	5:22	5:36
—	5:08	5:13	5:17	5:27	5:36	5:50
5:16	—	5:28	5:32	5:42	5:51	6:05
—	5:37	5:42	5:46	5:56	6:05	6:19
5:43	—	5:55	5:59	6:09	6:19	6:33
—	6:02	6:07	6:11	6:21	6:31	6:45
6:05	—	6:18	6:23	6:33	6:43	6:58
—	6:24	6:29	6:33	6:43	6:54	7:09
6:25	—	6:38	6:43	6:54	7:05	7:20
—	6:45	6:50	6:54	7:05	7:16	7:31
6:47	—	7:00	7:05	7:16	7:27	7:42
—	7:07	7:12	7:16	7:27	7:38	7:53
7:09	—	7:22	7:27	7:38	7:49	8:04
—	7:29	7:34	7:38	7:49	8:00	8:15
7:31	—	7:44	7:49	8:00	8:11	8:26
—	7:51	7:56	8:00	8:11	8:22	8:37
7:53	—	8:06	8:11	8:22	8:33	8:48
—	8:13	8:18	8:22	8:33	8:44	8:59
8:15	—	8:28	8:33	8:44	8:55	9:11
—	8:34	8:39	8:43	8:54	9:05	9:21
8:35	—	8:48	8:53	9:04	9:15	9:31
—	8:53	8:58	9:02	9:14	9:25	9:41
8:54	—	9:07	9:12	9:24	9:35	9:51
—	9:13	9:18	9:22	9:34	9:45	10:01
9:14	—	9:27	9:32	9:44	9:55	10:11
—	9:33	9:38	9:42	9:54	10:05	10:21
9:34	—	9:47	9:52	10:04	10:15	10:31
—	9:52	9:57	10:01	10:14	10:25	10:41
9:53	—	10:06	10:11	10:24	10:35	10:51
—	10:12	10:17	10:21	10:34	10:45	11:01
10:12	—	10:26	10:31	10:44	10:55	11:11
—	10:32	10:37	10:41	10:54	11:05	11:21
10:32	—	10:46	10:51	11:04	11:15	11:31
—	10:52	10:57	11:01	11:14	11:25	11:41
10:52	—	11:06	11:11	11:24	11:35	11:51
—	11:12	11:17	11:21	11:34	11:45	12:01P
11:12	—	11:26	11:31	11:44	11:55	12:11
—	11:32	11:37	11:41	11:54	12:05P	12:21
11:32	—	11:46	11:51	12:04P	12:15	12:31
—	11:52	11:57	12:01P	12:14	12:25	12:41
11:52	—	12:06P	12:11	12:24	12:35	12:51
—	12:12P	12:17	12:21	12:34	12:45	1:01
12:12P	—	12:26	12:31	12:44	12:55	1:11
—	12:32	12:37	12:41	12:54	1:05	1:21
12:32	—	12:46	12:51	1:04	1:15	1:31
—	12:52	12:57	1:01	1:14	1:25	1:41
12:52	—	1:06	1:11	1:24	1:35	1:51
—	1:12	1:17	1:21	1:34	1:45	2:01
1:12	—	1:26	1:31	1:44	1:55	2:11
—	1:32	1:37	1:41	1:54	2:05	2:21
1:32	—	1:46	1:51	2:04	2:15	2:31
—	1:52	1:57	2:01	2:14	2:25	2:41
1:52	—	2:06	2:11	2:24	2:35	2:51
—	2:12	2:17	2:21	2:34	2:45	3:01
2:12	—	2:26	2:31	2:44	2:55	3:11
—	2:32	2:37	2:41	2:54	3:05	3:21
2:32	—	2:46	2:51	3:04	3:15	3:31
—	2:52	2:57	3:01	3:14	3:25	3:41
2:52	—	3:06	3:11	3:24	3:35	3:51
—	3:12	3:17	3:21	3:34	3:45	4:01
3:12	—	3:26	3:31	3:44	3:55	4:11
—	3:32	3:37	3:41	3:54	4:05	4:21
3:32	—	3:46	3:51	4:04	4:15	4:31
—	3:52	3:57	4:01	4:14	4:25	4:41
3:52	—	4:06	4:11	4:24	4:35	4:51
—	4:12	4:17	4:21	4:34	4:45	5:01
4:12	—	4:26	4:31	4:44	4:55	5:11
—	4:32	4:37	4:41	4:54	5:05	5:21
4:32	—	4:46	4:51	5:04	5:15	5:31
—	4:52	4:57	5:01	5:14	5:25	5:41
4:52	—	5:06	5:11	5:24	5:35	5:51
—	5:12	5:17	5:21	5:34	5:45	6:01
5:12	—	5:26	5:31	5:44	5:55	6:11
—	5:33	5:38	5:42	5:55	6:06	6:22
5:34	—	5:48	5:53	6:06	6:17	6:33
—	5:55	6:00	6:04	6:17	6:28	6:44
5:57	—	6:11	6:16	6:29	6:40	6:56
—	6:19	6:24	6:28	6:41	6:52	7:08
6:23	—	6:37	6:42	6:55	7:05	7:21
—	6:47	6:52	6:56	7:08	7:18	7:34
6:50	—	7:04	7:09	7:21	7:31	7:47
—	7:14	7:19	7:23	7:35	7:45	8:01
7:19	—	7:32	7:37	7:49	7:59	8:15
—	7:42	7:47	7:51	8:03	8:13	8:29
7:41	7:58	8:02	8:06	8:18	8:28	8:44
7:56	8:13	8:17	8:21	8:33	8:43	8:59
8:11	8:28	8:32	8:36	8:48	8:58	9:14
8:26	8:43	8:47	8:51	9:03	9:13	9:29
8:41	8:58	9:02	9:06	9:18	9:28	9:44
8:56	9:13	9:17	9:21	9:33	9:43	9:59
9:11	9:28	9:32	9:36	9:48	9:58	10:14
9:26	9:43	9:47	9:51	10:03	10:13	10:29
9:42	9:59	10:03	10:07	10:19	10:29	10:45
10:00	10:17	10:21	10:25	10:37	10:47	11:03
10:21	10:38	10:42	10:46	10:58	11:08	11:24
10:42	10:59	11:03	11:07	11:19	11:28	11:43
11:06	11:23	11:27	11:31	11:42	11:51	12:06A
11:27	11:44	11:48	11:52	12:03A	12:12A	12:26
11:46	12:03A	12:07A	12:11A	12:21	12:30	12:44

Service continues on Saturday nights. See Late Night Section

Westbound (Approximate Times)

NORTH HOLLYWOOD	VALLEY GLEN	VAN NUYS	TARZANA	CANOGA PARK	WARNER CENTER	CHATSWORTH
North Holywood Station	Valley College Station	Sepulveda Station	Reseda Station	Canoga Station B	Warner Center Station	Chatsworth Station
4:32A	4:41A	4:50A	5:00A	5:11A	—	5:23A
4:48	4:57	5:06	5:16	5:27	—	5:39
5:04	5:13	5:22	5:32	5:44	5:49A	—
5:20	5:29	5:38	5:48	5:59	—	6:12
5:35	5:44	5:53	6:03	6:15	6:20	—
5:49	5:58	6:08	6:18	6:30	—	6:43
6:03	6:13	6:23	6:33	6:45	6:50	—
6:18	6:28	6:38	6:48	7:00	—	7:13
6:31	6:41	6:51	7:01	7:13	7:18	—
6:44	6:54	7:04	7:14	7:26	—	7:39
6:57	7:07	7:17	7:27	7:39	7:44	—
7:10	7:20	7:30	7:40	7:52	—	8:05
7:19	7:29	7:39	7:49	8:01	8:06	—
7:31	7:41	7:51	8:01	8:13	—	8:26
7:43	7:53	8:03	8:13	8:25	8:30	—
7:55	8:05	8:15	8:25	8:37	—	8:50
8:07	8:17	8:27	8:37	8:49	8:54	—
8:19	8:29	8:39	8:49	9:01	—	9:14
8:30	8:40	8:50	9:00	9:12	9:17	—
8:42	8:52	9:02	9:12	9:24	—	9:37
8:53	9:03	9:13	9:23	9:35	9:40	—
9:03	9:13	9:23	9:34	9:46	—	9:59
9:13	9:23	9:33	9:44	9:56	10:01	—
9:22	9:32	9:42	9:53	10:05	—	10:18
9:32	9:42	9:52	10:03	10:15	10:20	—
9:42	9:52	10:02	10:13	10:25	—	10:38
9:52	10:02	10:12	10:23	10:35	10:40	—
10:02	10:12	10:22	10:33	10:45	—	10:58
10:12	10:22	10:32	10:43	10:55	11:00	—
10:22	10:32	10:42	10:53	11:05	—	11:18
10:32	10:42	10:52	11:03	11:15	11:20	—
10:42	10:52	11:02	11:13	11:25	—	11:38
10:52	11:02	11:12	11:23	11:35	11:40	—
11:02	11:12	11:22	11:33	11:45	—	11:58
11:12	11:22	11:32	11:43	11:55	11:59	—
11:22	11:32	11:42	11:53	12:05P	—	12:18P
11:32	11:42	11:52	12:03P	12:15	12:20P	—
11:42	11:52	12:02P	12:13	12:25	—	12:38
11:52	12:02P	12:12	12:23	12:35	12:40	—
12:02P	12:12	12:22	12:33	12:45	—	12:58
12:12	12:22	12:32	12:43	12:55	1:00	—
12:22	12:32	12:42	12:53	1:05	—	1:18
12:32	12:42	12:52	1:03	1:15	1:20	—
12:42	12:52	1:02	1:13	1:25	—	1:38
12:52	1:02	1:12	1:23	1:35	1:40	—
1:02	1:12	1:22	1:33	1:45	—	1:58
1:12	1:22	1:32	1:43	1:55	2:00	—
1:22	1:32	1:42	1:53	2:05	—	2:18
1:32	1:42	1:52	2:03	2:15	2:20	—
1:42	1:52	2:02	2:13	2:25	—	2:38
1:52	2:02	2:12	2:23	2:35	2:40	—
2:02	2:12	2:22	2:33	2:45	—	2:58
2:12	2:22	2:32	2:43	2:55	3:00	—
2:22	2:32	2:42	2:53	3:05	—	3:18
2:32	2:42	2:52	3:03	3:15	3:20	—
2:42	2:52	3:02	3:13	3:25	—	3:38
2:52	3:02	3:12	3:23	3:35	3:40	—
3:02	3:12	3:22	3:33	3:45	—	3:58
3:12	3:22	3:32	3:43	3:55	4:00	—
3:22	3:32	3:42	3:53	4:05	—	4:18
3:32	3:42	3:52	4:03	4:15	4:20	—
3:42	3:52	4:02	4:13	4:25	—	4:38
3:52	4:02	4:12	4:23	4:35	4:40	—
4:02	4:12	4:22	4:33	4:45	—	4:58
4:12	4:22	4:32	4:43	4:55	5:00	—
4:22	4:32	4:42	4:53	5:05	—	5:18
4:32	4:42	4:52	5:03	5:15	5:20	—
4:42	4:52	5:02	5:13	5:25	—	5:38
4:52	5:02	5:12	5:23	5:35	5:40	—
5:02	5:12	5:22	5:33	5:45	—	5:58
5:12	5:22	5:32	5:43	5:55	6:00	—
5:22	5:32	5:42	5:53	6:05	—	6:18
5:32	5:42	5:52	6:03	6:15	6:20	—
5:42	5:52	6:02	6:13	6:25	—	6:38
5:52	6:02	6:12	6:23	6:35	6:40	—
6:02	6:12	6:22	6:33	6:45	—	6:58
6:12	6:22	6:32	6:43	6:55	7:00	—
6:22	6:32	6:42	6:53	7:05	—	7:18
6:33	6:43	6:53	7:04	7:16	7:21	—
6:45	6:55	7:05	7:16	7:27	—	7:40
6:57	7:06	7:16	7:27	7:38	7:43	8:00
7:09	7:18	7:28	7:39	7:50	7:55	8:12
7:21	7:30	7:40	7:51	8:02	8:07	8:24
7:32	7:41	7:51	8:02	8:13	8:18	8:35
7:45	7:54	8:04	8:15	8:26	8:31	8:48
7:58	8:07	8:17	8:28	8:39	8:44	9:01
8:11	8:20	8:30	8:41	8:52	8:57	9:14
8:24	8:33	8:43	8:54	9:05	9:10	9:27
8:39	8:48	8:58	9:09	9:20	9:25	9:42
8:54	9:03	9:13	9:24	9:35	9:40	9:57
9:09	9:18	9:28	9:39	9:50	9:55	10:12
9:24	9:33	9:43	9:54	10:05	10:10	10:27
9:39	9:48	9:58	10:08	10:19	10:24	10:41
9:54	10:03	10:13	10:23	10:34	10:39	10:56
10:09	10:18	10:28	10:38	10:49	10:54	11:11
10:24	10:33	10:43	10:53	11:04	11:09	11:26
10:39	10:48	10:58	11:08	11:19	11:24	11:41
10:55	11:04	11:14	11:24	11:35	11:40	11:57
11:15	11:24	11:34	11:44	11:55	11:59	12:17A
11:35	11:44	11:54	12:04A	12:15A	12:20A	12:37
11:55	12:04A	12:14A	12:24	12:35	12:40	12:57
12:16A	12:25	12:35	12:45	12:56	1:01	1:18
12:35	12:44	12:54	1:04	1:15	1:20	1:37
12:55	1:04	1:14	1:24	1:35	1:40	1:57

Service continues on Saturday nights. See Late Night Section

Chatsworth - Warner Center Shuttle
Weekday Peak Hours Only

Metro Orange Line

Eastbound (Approximate Times)

CHATSWORTH	CANOGA PARK	WARNER CENTER
Chatsworth Station	Canoga Station	Warner Center Station
5:35A	5:48A	5:53A
6:05	6:18	6:23
6:29	6:42	6:47
6:54	7:07	7:12
7:12	7:25	7:30
7:44	7:57	8:02
7:56	8:09	8:14
8:39	8:52	8:57
8:55	9:08	9:13
SHUTTLE TRIPS DO NOT OPERATE MIDDAY		
2:00P	2:14P	2:19P
2:52	3:06	3:11
3:19	3:33	3:38
3:42	3:56	4:01
4:23	4:37	4:42
4:40	4:54	4:59
5:11	5:25	5:30
5:33	5:47	5:52
6:00	6:14	6:19

During midday when shuttle is not in operation, passengers traveling between Warner Center and Chatsworth Station may board regular Orange Line trips and transfer at Canoga Station

Westbound (Approximate Times)

WARNER CENTER	CANOGA PARK	CHATSWORTH
Warner Center Station	Canoga Station	Chatsworth Station
6:00A	6:05A	6:18A
6:30	6:35	6:48
6:48	6:53	7:06
7:13	7:18	7:31
7:31	7:36	7:49
8:03	8:08	8:21
8:16	8:21	8:34
9:02	9:07	9:20
9:15	9:20	9:33
SHUTTLE TRIPS DO NOT OPERATE MIDDAY		
2:25P	2:30P	2:43P
3:14	3:19	3:32
3:54	3:59	4:12
4:06	4:11	4:24
4:43	4:48	5:01
5:03	5:08	5:21
5:31	5:36	5:49
6:08	6:13	6:26
6:23	6:28	6:41

Durante el mediodía cuando el servicio de enlance no opera, usuarios viajando entre las estaciones Warner Ctr y Chatsworth pueden abordar Metro Orange Line con servicio regular y transbordar en la estación Canoga.

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Special Notes

A Trips departing Warner Ctr will stop at Platform 4 at Canoga. Trips departing from Chatsworth will stop at Platform 2 at Canoga. See Inset Map

B Trips terminating at Warner Ctr will stop at Platform 3 at Canoga. Trips terminating at Chatsworth will stop at Platform 1 at Canoga. See Inset Map.

Shaded trips operate between Chatsworth Station and North Hollywood Station via Warner Ctr. Trips will serve both stops at Canoga Station.

Avisos especiales

A *Viajes saliendo de Warner Ctr pararán en la plataforma 4 en Canoga. Viajes saliendo de Chatsworth pararán en la plataforma 2 en Canoga. Vea el mapa.*

B *Viajes terminando en Warner Ctr pararán en la plataforma 3 en Canoga. Viajes terminando en Chatsworth pararán en la plataforma 1 en Canoga. Vea el mapa.*

Viajes bajo columnas sombreadas operarán entre las estaciones Chatsworth y North Hollywood a lo largo de Warner Ctr. Viajes servirán ambas paradas en la estación Canoga.

Sunday and Holiday Schedule

Effective Dec 15 2013

Metro Orange Line

Eastbound (Approximate Times)

CHATSWORTH	WARNER CENTER	CANOGA PARK	WINNETKA	VAN NUYS		NORTH HOLLYWOOD
Chatsworth Station	Warner Center Station	Canoga Station A	Pierce College Station	Balboa Station	Van Nuys Station	North Hollywood Station
—	3:41A	3:46A	3:50A	4:00A	4:09A	4:23A
3:50A	—	4:02	4:06	4:16	4:25	4:39
—	4:13	4:18	4:22	4:32	4:41	4:55
4:22	—	4:34	4:38	4:48	4:57	5:11
—	4:40	4:45	4:49	4:59	5:08	5:22
4:47	—	4:59	5:03	5:13	5:22	5:36
—	5:08	5:13	5:17	5:27	5:36	5:50
5:16	—	5:28	5:32	5:42	5:51	6:05
—	5:37	5:42	5:46	5:56	6:05	6:19
5:43	—	5:55	5:59	6:10	6:19	6:33
—	6:02	6:07	6:11	6:22	6:31	6:45
6:05	—	6:18	6:22	6:33	6:43	6:58
—	6:23	6:28	6:32	6:43	6:54	7:09
6:25	—	6:38	6:42	6:54	7:05	7:20
—	6:44	6:49	6:53	7:05	7:16	7:31
6:47	—	7:00	7:04	7:16	7:27	7:42
—	7:06	7:11	7:15	7:27	7:38	7:53
7:09	—	7:22	7:26	7:38	7:49	8:04
—	7:28	7:33	7:37	7:49	8:00	8:15
7:31	—	7:44	7:48	8:00	8:11	8:26
—	7:50	7:55	7:59	8:11	8:22	8:37
7:53	—	8:06	8:10	8:22	8:33	8:48
—	8:12	8:17	8:21	8:33	8:44	8:59
8:15	—	8:28	8:32	8:44	8:55	9:11
—	8:33	8:38	8:42	8:54	9:05	9:21
8:35	—	8:48	8:52	9:04	9:15	9:31
—	8:53	8:58	9:02	9:14	9:25	9:41
8:54	—	9:07	9:12	9:24	9:35	9:51
—	9:13	9:18	9:22	9:34	9:45	10:01
9:14	—	9:27	9:32	9:44	9:55	10:11
—	9:33	9:38	9:42	9:54	10:05	10:21
9:34	—	9:47	9:52	10:04	10:15	10:31
—	9:53	9:58	10:02	10:14	10:25	10:41
9:54	—	10:07	10:12	10:24	10:35	10:51
—	10:13	10:18	10:22	10:34	10:45	11:01
10:13	—	10:27	10:32	10:44	10:55	11:11
—	10:33	10:38	10:42	10:54	11:05	11:21
10:33	—	10:47	10:52	11:04	11:15	11:31
—	10:53	10:58	11:02	11:14	11:25	11:41
10:53	—	11:07	11:12	11:24	11:35	11:51
—	11:13	11:18	11:22	11:34	11:45	12:01P
11:13	—	11:27	11:32	11:44	11:55	12:11
—	11:33	11:38	11:42	11:54	12:05P	12:21
11:33	—	11:47	11:52	12:04P	12:15	12:31
—	11:53	11:58	12:02P	12:14	12:25	12:41
11:53	—	12:07P	12:12	12:24	12:35	12:51
—	12:13P	12:18	12:22	12:34	12:45	1:01
12:13P	—	12:27	12:32	12:44	12:55	1:11
—	12:33	12:38	12:42	12:54	1:05	1:21
12:33	—	12:47	12:52	1:04	1:15	1:31
—	12:53	12:58	1:02	1:14	1:25	1:41
12:53	—	1:07	1:12	1:24	1:35	1:51
—	1:13	1:18	1:22	1:34	1:45	2:01
1:13	—	1:27	1:32	1:44	1:55	2:11
—	1:33	1:38	1:42	1:54	2:05	2:21
1:33	—	1:47	1:52	2:04	2:15	2:31
—	1:53	1:58	2:02	2:14	2:25	2:41
1:53	—	2:07	2:12	2:24	2:35	2:51
—	2:13	2:18	2:22	2:34	2:45	3:01
2:13	—	2:27	2:32	2:44	2:55	3:11
—	2:33	2:38	2:42	2:54	3:05	3:21
2:33	—	2:47	2:52	3:04	3:15	3:31
—	2:53	2:58	3:02	3:14	3:25	3:41
2:53	—	3:07	3:12	3:24	3:35	3:51
—	3:13	3:18	3:22	3:34	3:45	4:01
3:13	—	3:27	3:32	3:44	3:55	4:11
—	3:33	3:38	3:42	3:54	4:05	4:21
3:33	—	3:47	3:52	4:04	4:15	4:31
—	3:53	3:58	4:02	4:14	4:25	4:41
3:53	—	4:07	4:12	4:24	4:35	4:51
—	4:13	4:18	4:22	4:34	4:45	5:01
4:13	—	4:27	4:32	4:44	4:55	5:11
—	4:33	4:38	4:42	4:54	5:05	5:21
4:33	—	4:47	4:52	5:04	5:15	5:31
—	4:53	4:58	5:02	5:14	5:25	5:41
4:53	—	5:07	5:12	5:24	5:35	5:51
—	5:13	5:18	5:22	5:34	5:45	6:01
5:13	—	5:27	5:32	5:44	5:55	6:11
—	5:34	5:39	5:43	5:55	6:06	6:22
5:35	—	5:49	5:54	6:06	6:17	6:33
—	5:56	6:01	6:05	6:17	6:28	6:44
5:58	—	6:12	6:17	6:29	6:40	6:56
—	6:20	6:25	6:29	6:41	6:52	7:08
6:24	—	6:38	6:43	6:55	7:05	7:21
—	6:47	6:52	6:56	7:08	7:18	7:34
6:50	—	7:04	7:09	7:21	7:31	7:47
—	7:14	7:19	7:23	7:35	7:45	8:01
7:19	—	7:32	7:37	7:49	7:59	8:15
—	7:42	7:47	7:51	8:03	8:13	8:29
7:41	7:58	8:02	8:06	8:18	8:28	8:44
7:56	8:13	8:17	8:21	8:33	8:43	8:59
8:11	8:28	8:32	8:36	8:48	8:58	9:14
8:26	8:43	8:47	8:51	9:03	9:13	9:29
8:41	8:58	9:02	9:06	9:18	9:28	9:44
8:56	9:13	9:17	9:21	9:33	9:43	9:59
9:11	9:28	9:32	9:36	9:48	9:58	10:14
9:26	9:43	9:47	9:51	10:03	10:13	10:29
9:42	9:59	10:03	10:07	10:19	10:29	10:45
10:00	10:17	10:21	10:25	10:37	10:47	11:03
10:21	10:38	10:42	10:46	10:58	11:08	11:24
10:42	10:59	11:03	11:07	11:19	11:28	11:43
11:06	11:23	11:27	11:31	11:42	11:51	12:06A
11:27	11:44	11:48	11:52	12:03A	12:12A	12:26
11:46	12:03A	12:07A	12:11A	12:21	12:30	12:44

Sunday and Holiday Schedule

Metro Orange Line

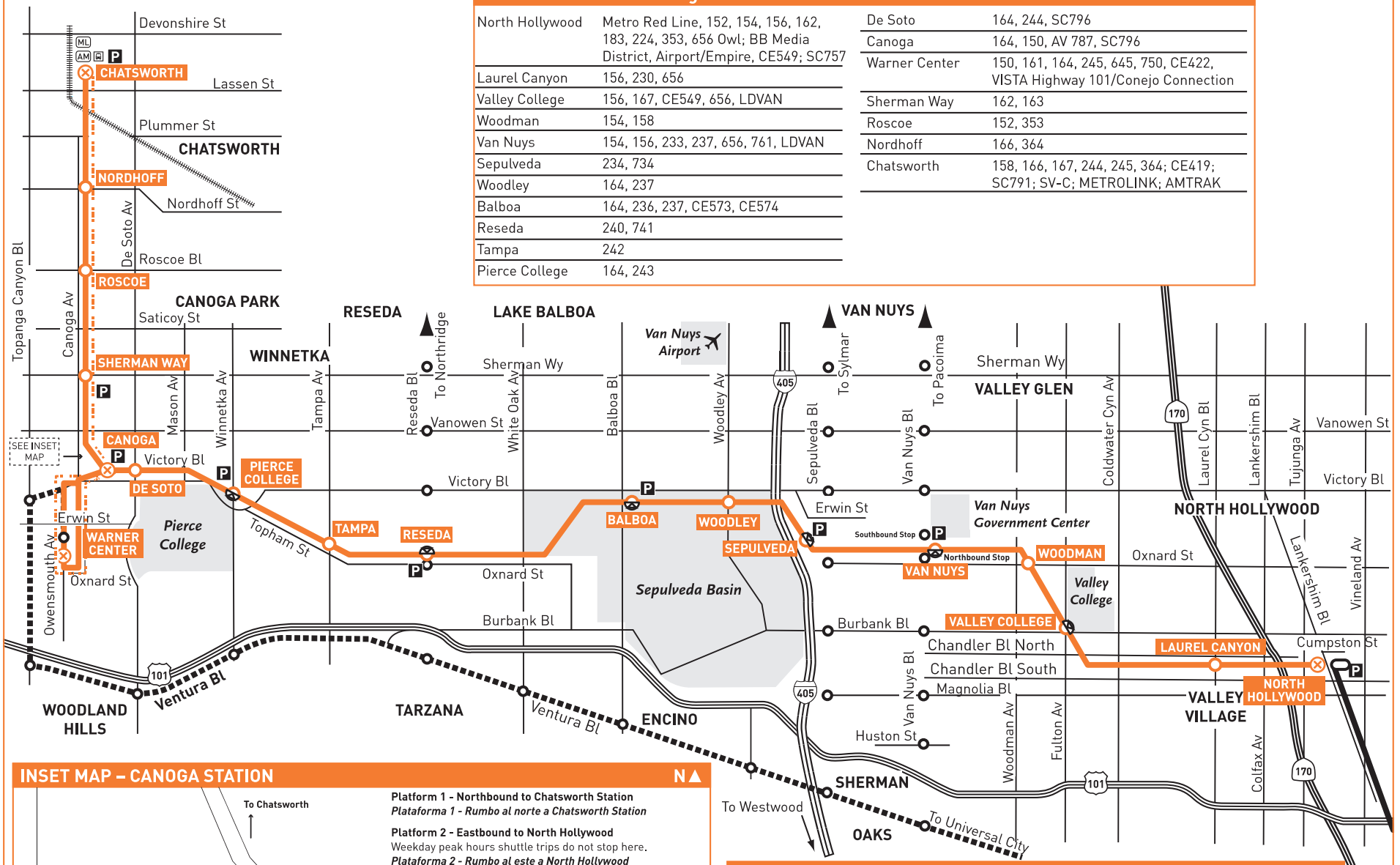
Westbound (Approximate Times)

NORTH HOLLYWOOD	VALLEY GLEN	VAN NUYS	TARZANA	CANOGA PARK	WARNER CENTER	CHATSWORTH
North Hollywood Station	Valley College Station	Sepulveda Station	Reseda Station	Canoga Station B	Warner Center Station	Chatsworth Station
4:32A	4:41A	4:50A	5:00A	5:11A	—	5:23A
4:48	4:57	5:06	5:16	5:27	—	5:39
5:04	5:13	5:22	5:32	5:44	5:49A	—
5:20	5:29	5:38	5:48	5:59	—	6:12
5:35	5:44	5:53	6:03	6:15	6:20	—
5:49	5:58	6:08	6:19	6:31	—	6:44
6:03	6:12	6:22	6:33	6:45	6:50	—
6:18	6:27	6:37	6:48	7:00	—	7:13
6:31	6:40	6:50	7:01	7:13	7:18	—
6:44	6:53	7:03	7:14	7:26	—	7:39
6:57	7:06	7:16	7:27	7:39	7:44	—
7:10	7:19	7:29	7:40	7:52	—	8:05
7:19	7:28	7:38	7:49	8:01	8:06	—
7:31	7:40	7:50	8:01	8:13	—	8:26
7:43	7:52	8:02	8:13	8:25	8:30	—
7:55	8:04	8:14	8:25	8:37	—	8:50
8:07	8:16	8:26	8:37	8:49	8:54	—
8:19	8:28	8:38	8:49	9:01	—	9:14
8:30	8:39	8:49	9:00	9:12	9:17	—
8:42	8:51	9:01	9:12	9:24	—	9:37
8:53	9:02	9:12	9:23	9:35	9:40	—
9:03	9:12	9:22	9:33	9:45	—	9:58
9:13	9:22	9:32	9:43	9:55	10:00	—
9:22	9:32	9:42	9:53	10:05	—	10:18
9:32	9:42	9:52	10:03	10:15	10:20	—
9:42	9:52	10:02	10:13	10:25	—	10:38
9:52	10:02	10:12	10:23	10:35	10:40	—
10:02	10:12	10:22	10:33	10:45	—	10:58
10:12	10:22	10:32	10:43	10:55	11:00	—
10:22	10:32	10:42	10:53	11:05	—	11:18
10:32	10:42	10:52	11:03	11:15	11:20	—
10:42	10:52	11:02	11:13	11:25	—	11:38
10:52	11:02	11:12	11:23	11:35	11:40	—
11:02	11:12	11:22	11:33	11:45	—	11:58
11:12	11:22	11:32	11:43	11:55	11:59	—
11:22	11:32	11:42	11:53	12:05P	—	12:18P
11:32	11:42	11:52	12:03P	12:15	12:20P	—
11:42	11:52	12:02P	12:13	12:25	—	12:38
11:52	12:02P	12:12	12:23	12:35	12:40	—
12:02P	12:12	12:22	12:33	12:45	—	12:58
12:12	12:22	12:32	12:43	12:55	1:00	—
12:22	12:32	12:42	12:53	1:05	—	1:18
12:32	12:42	12:52	1:03	1:15	1:20	—
12:42	12:52	1:02	1:13	1:25	—	1:38
12:52	1:02	1:12	1:23	1:35	1:40	—
1:02	1:12	1:22	1:33	1:45	—	1:58
1:12	1:22	1:32	1:43	1:55	2:00	—
1:22	1:32	1:42	1:53	2:05	—	2:18
1:32	1:42	1:52	2:03	2:15	2:20	—
1:42	1:52	2:02	2:13	2:25	—	2:38
1:52	2:02	2:12	2:23	2:35	2:40	—
2:02	2:12	2:22	2:33	2:45	—	2:58
2:12	2:22	2:32	2:43	2:55	3:00	—
2:22	2:32	2:42	2:53	3:05	—	3:18
2:32	2:42	2:52	3:03	3:15	3:20	—
2:42	2:52	3:02	3:13	3:25	—	3:38
2:52	3:02	3:12	3:23	3:35	3:40	—
3:02	3:12	3:22	3:33	3:45	—	3:58
3:12	3:22	3:32	3:43	3:55	4:00	—
3:22	3:32	3:42	3:53	4:05	—	4:18
3:32	3:42	3:52	4:03	4:15	4:20	—
3:42	3:52	4:02	4:13	4:25	—	4:38
3:52	4:02	4:12	4:23	4:35	4:40	—
4:02	4:12	4:22	4:33	4:45	—	4:58
4:12	4:22	4:32	4:43	4:55	5:00	—
4:22	4:32	4:42	4:53	5:05	—	5:18
4:32	4:42	4:52	5:03	5:15	5:20	—
4:42	4:52	5:02	5:13	5:25	—	5:38
4:52	5:02	5:12	5:23	5:35	5:40	—
5:02	5:12	5:22	5:33	5:45	—	5:58
5:12	5:22	5:32	5:43	5:55	6:00	—
5:22	5:32	5:42	5:53	6:05	—	6:18
5:32	5:42	5:52	6:03	6:15	6:20	—
5:42	5:52	6:02	6:13	6:25	—	6:38
5:52	6:02	6:12	6:23	6:35	6:40	—
6:02	6:12	6:22	6:33	6:45	—	6:58
6:12	6:22	6:32	6:43	6:55	7:00	—
6:22	6:32	6:42	6:53	7:05	—	7:18
6:33	6:43	6:53	7:04	7:16	7:21	—
6:45	6:55	7:05	7:16	7:27	—	7:40
6:57	7:06	7:16	7:27	7:38	7:43	8:00
7:09	7:18	7:28	7:39	7:50	7:55	8:12
7:21	7:30	7:40	7:51	8:02	8:07	8:24
7:32	7:41	7:51	8:02	8:13	8:18	8:35
7:45	7:54	8:04	8:15	8:26	8:31	8:48
7:58	8:07	8:17	8:28	8:39	8:44	9:01
8:11	8:20	8:30	8:41	8:52	8:57	9:14
8:24	8:33	8:43	8:54	9:05	9:10	9:27
8:39	8:48	8:58	9:09	9:20	9:25	9:42
8:54	9:03	9:13	9:24	9:35	9:40	9:57
9:09	9:18	9:28	9:39	9:50	9:55	10:12
9:24	9:33	9:43	9:54	10:05	10:10	10:27
9:39	9:48	9:58	10:08	10:19	10:24	10:41
9:54	10:03	10:13	10:23	10:34	10:39	10:56
10:09	10:18	10:28	10:38	10:49	10:54	11:11
10:24	10:33	10:43	10:53	11:04	11:09	11:26
10:39	10:48	10:58	11:08	11:19	11:24	11:41
10:55	11:04	11:14	11:24	11:35	11:40	11:57
11:15	11:24	11:34	11:44	11:55	11:59	12:17A
11:35	11:44	11:54	12:04A	12:15A	12:20A	12:37
11:55	12:04A	12:14A	12:24	12:35	12:40	12:57
12:16A	12:25	12:35	12:45	12:56	1:01	1:18
12:35	12:44	12:54	1:04	1:15	1:20	1:37
12:55	1:04	1:14	1:24	1:35	1:40	1:57

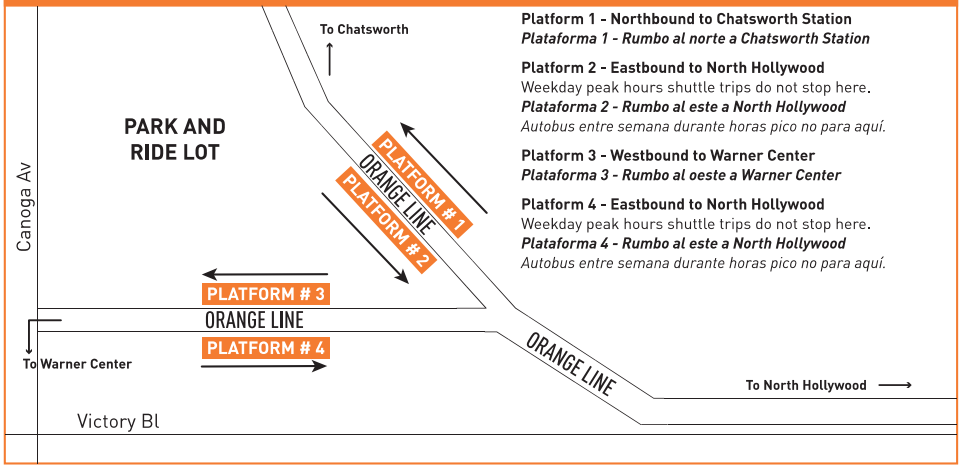
ROUTE MAP N

Bus and Rail Lines Serving Metro Stations

North Hollywood	Metro Red Line, 152, 154, 156, 162, 183, 224, 353, 656 Owl; BB Media District, Airport/Empire, CE549; SC757
Laurel Canyon	156, 230, 656
Valley College	156, 167, CE549, 656, LDVAN
Woodman	154, 158
Van Nuys	154, 156, 233, 237, 656, 761, LDVAN
Sepulveda	234, 734
Woodley	164, 237
Balboa	164, 236, 237, CE573, CE574
Reseda	240, 741
Tampa	242
Pierce College	164, 243
De Soto	164, 244, SC796
Canoga	164, 150, AV 787, SC796
Warner Center	150, 161, 164, 245, 645, 750, CE422, VISTA Highway 101/Conejo Connection
Sherman Way	162, 163
Roscoe	152, 353
Nordhoff	166, 364
Chatsworth	158, 166, 167, 244, 245, 364; CE419; SC791; SV-C; METROLINK; AMTRAK



INSET MAP – CANOGA STATION N



Platform 1 - Northbound to Chatsworth Station
Plataforma 1 - Rumbo al norte a Chatsworth Station

Platform 2 - Eastbound to North Hollywood
Weekday peak hours shuttle trips do not stop here.
Plataforma 2 - Rumbo al este a North Hollywood
Autobus entre semana durante horas pico no para aquí.

Platform 3 - Westbound to Warner Center
Plataforma 3 - Rumbo al oeste a Warner Center

Platform 4 - Eastbound to North Hollywood
Weekday peak hours shuttle trips do not stop here.
Plataforma 4 - Rumbo al este a North Hollywood
Autobus entre semana durante horas pico no para aquí.

LEGEND

- Metro Orange Line
- Metro Red Line (To Union Station)
- Metro Rapid Lines
- Chatsworth-Warner Ctr Shuttle
- Metrolink/Amtrak
- Metro Rapid Stops
- Metro Orange Line Station
- Westbound only Timepoint
- Eastbound only Timepoint
- Timetable Timepoint
- P Parking
- AM Amtrak Station
- ML Metrolink Station
- Transit Center
- AV Antelope Valley Transit Authority
- BB Burbank Bus
- CE LADOT Commuter Express
- LD LADOT Dash
- SC Santa Clarita Transit
- SV Simi Valley Transit
- VISTA Ventura Intercity Service Transit Authority

178524

Monday through Friday

Effective Dec 15 2013

750

Westbound (Approximate Times)

STUDIO CITY	SHERMAN OAKS	TARZANA	WARNER CENTER
Universal/Studio City Station	Ventura & Van Nuys	Ventura & Reseda	Warner Center Transit Hub (Owensmouth & Erwin)
5:15A	5:29A	5:41A	5:55A
5:33	5:47	5:59	6:15
5:46	6:00	6:14	6:30
5:56	6:11	6:25	6:41
6:05	6:20	6:35	6:52
6:13	6:28	6:45	7:02
6:21	6:37	6:54	7:13
6:29	6:45	7:02	7:22
6:35	6:51	7:09	7:29
6:42	6:58	7:17	7:37
6:49	7:05	7:24	7:44
6:56	7:13	7:32	7:53
7:02	7:19	7:39	8:00
7:09	7:26	7:47	8:08
7:15	7:32	7:54	8:15
7:22	7:40	8:02	8:22
7:31	7:49	8:10	8:30
7:40	7:58	8:19	8:39
7:52	8:10	8:31	8:51
8:04	8:22	8:43	9:03
8:18	8:36	8:57	9:17
8:33	8:51	9:12	9:32
8:48	9:06	9:27	9:47
9:03	9:21	9:42	10:02
9:22	9:40	10:00	10:20
9:44	10:02	10:21	10:41
10:12	10:32	10:51	11:12
10:42	11:02	11:21	11:42
11:11	11:31	11:51	12:13P
11:41	12:01P	12:21P	12:43
12:10P	12:31	12:51	1:13
12:39	1:00	1:20	1:42
1:08	1:30	1:50	2:12
1:41	2:03	2:23	2:45
2:06	2:29	2:49	3:13
2:23	2:46	3:06	3:30
2:36	3:00	3:20	3:44
2:48	3:12	3:32	3:56
3:02	3:26	3:46	4:11
3:16	3:39	3:59	4:23
3:29	3:52	4:12	4:36
3:42	4:05	4:25	4:49
3:56	4:19	4:38	5:02
4:08	4:31	4:51	5:15
4:21	4:44	5:04	5:28
4:34	4:57	5:17	5:40
4:47	5:10	5:30	5:53
5:00	5:23	5:43	6:06
5:13	5:36	5:56	6:19
5:26	5:49	6:09	6:32
5:39	6:02	6:22	6:45
5:53	6:16	6:36	6:58
6:07	6:30	6:49	7:10
6:22	6:45	7:04	7:24
6:37	7:00	7:18	7:37
6:51	7:14	7:32	7:51
7:05	7:28	7:46	8:04
7:25	7:46	8:04	8:22
7:49	8:08	8:26	8:44
8:08	8:26	8:43	9:01
8:29	8:47	9:03	9:20
8:50	9:08	9:23	9:40
9:11	9:28	9:43	10:00

Eastbound (Approximate Times)

WARNER CENTER	TARZANA	SHERMAN OAKS	STUDIO CITY
Warner Center Transit Hub (Owensmouth & Erwin)	Ventura & Reseda	Ventura & Van Nuys	Universal/Studio City Station
A5:36A	5:49A	5:59A	6:13A
A5:54	6:09	6:22	6:37
6:10	6:25	6:38	6:53
6:23	6:38	6:52	7:07
6:36	6:51	7:06	7:22
6:48	7:04	7:20	7:36
7:02	7:18	7:35	7:52
7:14	7:30	7:48	8:05
7:24	7:42	8:00	8:19
7:37	7:56	8:14	8:33
7:53	8:11	8:30	8:48
8:10	8:28	8:46	9:04
8:31	8:49	9:07	9:25
8:59	9:17	9:35	9:53
9:28	9:46	10:04	10:22
9:58	10:16	10:35	10:53
10:28	10:46	11:05	11:23
10:57	11:16	11:36	11:55
11:27	11:46	12:06P	12:25P
11:57	12:16P	12:36	12:55
12:27P	12:46	1:07	1:26
12:57	1:16	1:37	1:58
1:25	1:45	2:06	2:27
1:54	2:14	2:35	2:56
2:15	2:35	2:56	3:20
2:36	2:56	3:17	3:41
2:55	3:17	3:38	4:02
—	B3:28	3:49	4:13
3:20	3:42	4:03	4:27
3:29	3:52	4:13	4:37
3:43	4:05	4:26	4:50
3:57	4:18	4:39	5:03
4:11	4:32	4:53	5:17
4:23	4:44	5:05	5:29
4:36	4:57	5:19	5:43
4:49	5:10	5:32	5:56
5:01	5:23	5:45	6:09
5:14	5:36	5:58	6:22
5:29	5:51	6:12	6:34
5:44	6:06	6:27	6:48
6:02	6:23	6:43	7:04
6:20	6:39	6:59	7:20
6:39	6:57	7:16	7:37
6:58	7:16	7:35	7:54
7:18	7:36	7:54	8:13
7:45	8:02	8:18	8:36
8:12	8:28	8:44	9:01

Saturday, Sunday and Holiday Schedule

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

A Trip originates at Topanga Canyon Blvd. & Victory Blvd., 2 minutes before time shown.

B Trip originates at Ventura & Winnetka at 3:21 p.m.

Note: To complete their trips, patrons traveling between Universal/Studio City Station and Warner Center must ride Line 150 (Ventura Blvd.) after 9:11 p.m. westbound, and 8:12 p.m. eastbound. Please obtain a Line 150 timetable for exact travel times.

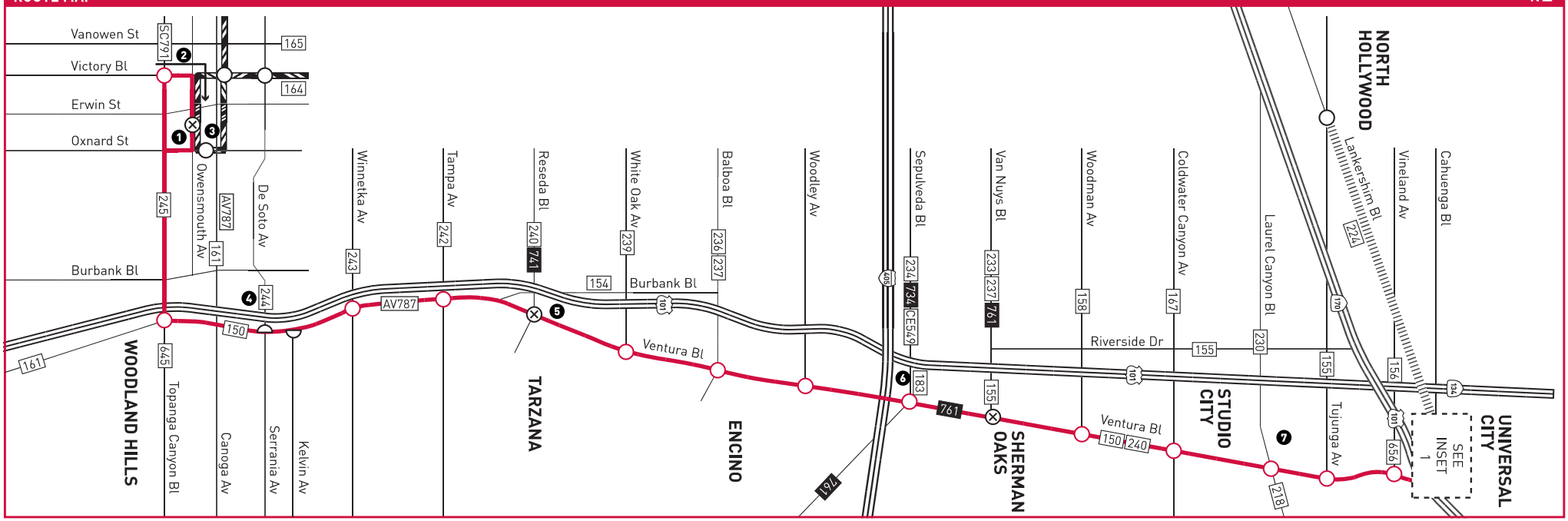
Avisos especiales

A *Viaje comienza en Topanga Canyon Blvd. y Victory Blvd. 2 minutos antes de la hora mostrada.*

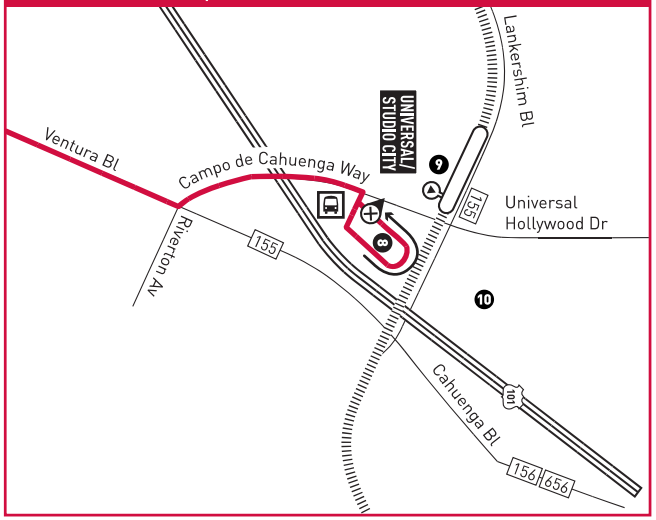
B *Viaje comienza en Ventura y Winnetka a las 3:21 p.m.*

Nota: Los pasajeros que viajan entre Universal/Studio City Station y Warner Center deben tomar la Línea 150 (Ventura Blvd.) con rumbo al oeste después de las 9:11 p.m. aproximadamente y con rumbo al este a las 8:12 p.m., para poder completar sus viajes. Por favor obtenga un horario de la Línea 150 para las horas de viaje exactas.

ROUTE MAP



INSET 1 – UNIVERSAL/STUDIO CITY STATION



LEGEND

- Route of Line 750
- Rapid Stop
- Rapid Stop & Timepoint
- Metro Red Line
- Metro Orange Line
- Metro Orange Line Station
- Transit Center
- AV — Antelope Valley Transit Authority
- CE — LADOT Commuter Express
- SC — Santa Clarita Transit

INSET 1 – UNIVERSAL CITY STATION

- Rapid Stop & Timepoint
- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **Westfield Promenade**
2. **Westfield Topanga**
3. **Warner Center Transit Hub**
   Metro 161, 164, 245, 645, 750, Metro Orange Line; Conejo Connection; Nearby transfers to Metro 150; CE422
4. **Kaiser Permanente Hospital Woodland Hills**
5. **Providence Tarzana Medical Center**
6. **Sherman Oaks Galleria**
7. **CBS Studio Center**
8. **Universal/Studio City Station**
   Metro Bus Lines 150, 155, 224, 240, 750
9. **Campo de Cahuenga**
10. **Universal Studios/CityWalk**

Monday through Friday Schedule

Effective Dec 15 2013

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Northbound (Approximate Times)

WESTWOOD		SHERMAN OAKS	VAN NUYS	PANORAMA CITY	PACOIMA
Veteran & Wilshire	Westwood & Lindbrook	Van Nuys & Ventura	Van Nuys Orange Line Station	Van Nuys & Roscoe	Van Nuys & Glenoaks
TRIP OPERATES VIA LOCAL 233 SERVICE. OBTAIN LINE 233 TIMETABLE FOR DETAILS.					
5:05A	5:11A	5:45A	5:54A	6:09A	6:30A
5:46	5:53	6:29	6:38	6:48	7:14
6:01	6:09	6:47	6:56	7:06	7:33
6:17	6:25	7:04	7:14	7:24	7:51
6:34	6:42	7:22	7:32	7:42	8:09
6:50	6:58	7:40	7:50	8:00	8:27
7:07	7:16	7:58	8:08	8:18	8:45
7:24	7:33	8:16	8:26	8:36	9:02
7:43	7:52	8:34	8:44	8:54	9:18
8:00	8:09	8:51	9:01	9:12	9:36
8:20	8:29	9:11	9:21	9:32	9:57
8:39	8:48	9:30	9:40	9:52	10:17
8:59	9:08	9:50	10:00	10:12	10:37
9:18	9:27	10:10	10:20	10:32	10:57
9:39	9:47	10:30	10:40	10:52	11:17
9:59	10:07	10:50	11:00	11:12	11:37
10:19	10:27	11:10	11:21	11:34	11:59
10:40	10:48	11:31	11:42	11:56	12:22P
11:01	11:09	11:53	12:04P	12:18P	12:44
11:23	11:31	12:15P	12:26	12:40	1:07
11:45	11:53	12:37	12:48	1:02	1:29
12:07P	12:15P	12:59	1:10	1:24	1:51
12:29	12:37	1:21	1:32	1:46	2:13
12:49	12:57	1:41	1:52	2:06	2:34
1:08	1:16	2:01	2:12	2:26	2:54
1:26	1:34	2:21	2:32	2:46	3:15
—	—	C2:36	2:47	3:01	3:30
1:54	2:02	2:51	3:02	3:17	3:46
2:09	2:17	3:07	3:18	3:33	4:02
2:24	2:32	3:22	3:33	3:48	4:17
2:36	2:44	3:34	3:45	4:00	4:29
2:48	2:56	3:46	3:57	4:13	4:42
2:57	3:06	3:56	4:08	4:24	4:53
3:08	3:17	4:08	4:20	4:36	5:05
3:19	3:28	4:20	4:32	4:48	5:17
3:30	3:39	4:32	4:44	5:00	5:29
3:41	3:50	4:44	4:56	5:12	5:41
3:53	4:02	4:56	5:08	5:24	5:53
4:05	4:14	5:08	5:20	5:36	6:05
4:18	4:27	5:21	5:33	5:48	6:16
4:28	4:38	5:33	5:45	6:00	6:28
4:42	4:52	5:47	5:59	6:12	6:40
4:57	5:07	6:01	6:12	6:25	6:52
5:13	5:23	6:16	6:27	6:40	7:07
5:30	5:40	6:31	6:42	6:55	7:21
5:48	5:58	6:47	6:58	7:10	7:36
6:04	6:14	7:02	7:13	7:25	7:51
6:21	6:31	7:17	7:28	7:40	8:05
6:38	6:48	7:33	7:43	7:55	8:19
6:55	7:05	7:48	7:58	8:09	8:33
7:14	7:23	8:05	8:14	8:25	8:48
7:36	7:45	8:26	8:35	8:45	9:08
8:00	8:08	8:46	8:55	9:05	9:28
8:27	8:35	9:11	9:20	9:30	9:53
8:57	9:05	9:41	9:50	10:00	10:22
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.					
9:33	9:44	10:14	10:23	10:36	E10:55
10:45	10:56	11:25	11:34	11:47	12:14A
11:43	11:54	12:23A	12:32A	12:45A	F1:03
12:44A	12:55A	1:23	1:31	1:44	F2:00

Monday through Friday Schedule

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Southbound (Approximate Times)

PACOIMA		PANORAMA CITY		VAN NUYS	SHERMAN OAKS	WESTWOOD
Van Nuys & Glenoaks	Van Nuys & San Fernando	Van Nuys & Nordhoff	Van Nuys & Roscoe	Van Nuys Orange Line Station	Ventura & Sepulveda	Veteran & Wilshire
TRIP OPERATES VIA LOCAL 233 SERVICE. OBTAIN LINE 233 TIMETABLE FOR DETAILS.						
3:49A	3:52A	4:01A	4:05A	4:15A	4:25A	4:59A
B4:44	4:47	4:57	5:01	5:11	5:22	6:02
B5:04	5:07	5:17	5:21	5:31	5:42	6:18
B5:23	5:26	5:36	5:41	5:51	6:02	6:39
B5:35	5:40	5:50	5:55	6:06	6:17	6:56
B5:46	5:51	6:01	6:06	6:17	6:28	7:09
B5:55	6:00	6:11	6:16	6:27	6:39	7:22
B6:05	6:10	6:21	6:26	6:37	6:49	7:35
B6:14	6:19	6:30	6:36	6:48	7:00	7:49
B6:23	6:28	6:40	6:46	6:58	7:13	8:03
B6:33	6:38	6:50	6:56	7:08	7:23	8:13
B6:43	6:48	7:00	7:06	7:19	7:36	8:27
B6:52	6:57	7:10	7:16	7:29	7:47	8:37
B7:02	7:07	7:20	7:26	7:39	7:57	8:47
B7:12	7:17	7:30	7:36	7:50	8:08	8:58
7:22	7:27	7:40	7:46	8:00	8:18	9:07
7:31	7:37	7:50	7:56	8:10	8:28	9:16
7:41	7:47	8:00	8:06	8:19	8:37	9:25
7:51	7:57	8:10	8:16	8:29	8:46	9:33
8:01	8:07	8:20	8:26	8:39	8:56	9:43
8:11	8:17	8:30	8:36	8:48	9:03	9:49
8:24	8:30	8:42	8:48	9:00	9:14	9:59
8:38	8:44	8:56	9:02	9:14	9:28	10:11
8:56	9:02	9:14	9:20	9:32	9:46	10:28
9:15	9:21	9:33	9:39	9:51	10:05	10:46
9:34	9:41	9:53	9:59	10:11	10:25	11:06
9:53	10:00	10:13	10:19	10:31	10:45	11:25
10:13	10:20	10:33	10:39	10:51	11:05	11:44
10:33	10:40	10:53	10:59	11:11	11:25	12:04P
10:54	11:01	11:13	11:19	11:31	11:45	12:24
11:15	11:21	11:33	11:39	11:52	12:06P	12:45
11:35	11:41	11:53	11:59	12:12P	12:26	1:05
11:55	12:01P	12:13P	12:19P	12:32	12:46	1:25
12:17P	12:23	12:35	12:41	12:54	1:08	1:47
12:40	12:46	12:57	1:03	1:16	1:30	2:09
1:01	1:07	1:19	1:25	1:38	1:52	2:31
1:23	1:29	1:41	1:47	2:00	2:14	2:53
1:45	1:51	2:03	2:09	2:22	2:36	3:19
2:07	2:13	2:25	2:31	2:44	2:59	3:40
2:26	2:33	2:45	2:51	3:04	3:19	4:00
2:46	2:53	3:05	3:11	3:24	3:39	4:21
3:01	3:08	3:20	3:26	3:39	3:54	4:36
3:17	3:24	3:36	3:42	3:54	4:09	4:51
3:31	3:38	3:51	3:57	4:09	4:23	5:05
3:46	3:53	4:06	4:12	4:24	4:38	5:22
4:01	4:08	4:21	4:27	4:39	4:53	5:38
4:17	4:24	4:36	4:42	4:54	5:09	5:52
4:32	4:39	4:51	4:57	5:09	5:24	6:07
4:47	4:54	5:06	5:12	5:24	5:39	6:21
5:05	5:12	5:24	5:30	5:41	5:56	6:35
5:30	5:37	5:49	5:55	6:06	6:20	6:59
5:55	6:02	6:14	6:20	6:31	6:44	7:22
6:22	6:29	6:41	6:47	6:58	7:11	7:47
6:50	6:56	7:08	7:14	7:25	7:38	8:13
7:22	7:28	7:39	7:44	7:54	8:06	8:41
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.						
7:45	8:00	8:13	8:20	8:36	8:48	9:23
9:01	9:16	9:27	9:33	9:46	9:58	10:33
10:07	10:21	10:31	10:36	10:48	11:00	11:34
11:13	11:27	11:36	11:40	11:50	12:01A	12:35A

Saturday Schedule

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Northbound (Approximate Times)

WESTWOOD		SHERMAN OAKS	VAN NUYS	PANORAMA CITY	PACOIMA
Veteran & Wilshire	Westwood & Lindbrook	Van Nuys & Ventura	Van Nuys Orange Line Station	Van Nuys & Roscoe	Van Nuys & Glenoaks
6:01A	6:08A	6:41A	6:47A	6:56A	7:18A
6:27	6:34	7:08	7:15	7:26	7:49
6:56	7:03	7:37	7:45	7:56	8:19
7:25	7:32	8:07	8:15	8:26	8:49
7:54	8:01	8:36	8:45	8:56	9:22
8:22	8:29	9:06	9:15	9:26	9:52
8:51	8:58	9:35	9:45	9:56	10:22
9:21	9:28	10:05	10:15	10:26	10:52
9:45	9:55	10:34	10:44	10:56	11:23
10:16	10:24	11:03	11:13	11:26	11:53
10:43	10:52	11:33	11:43	11:56	12:23P
11:13	11:21	12:02P	12:12P	12:26P	12:53
11:42	11:50	12:33	12:43	12:56	1:24
12:12P	12:21P	1:04	1:14	1:26	1:53
12:39	12:47	1:33	1:43	1:56	2:23
1:08	1:16	2:03	2:13	2:26	2:53
1:37	1:46	2:33	2:43	2:56	3:23
2:08	2:16	3:02	3:12	3:26	3:54
2:37	2:46	3:32	3:42	3:56	4:23
3:08	3:16	4:02	4:12	4:26	4:52
3:40	3:48	4:33	4:43	4:56	5:22
4:05	4:13	4:58	5:09	5:22	5:48
4:33	4:41	5:26	5:37	5:50	6:16
5:06	5:14	5:57	6:07	6:20	6:45
5:39	5:47	6:27	6:37	6:50	7:15
6:08	6:16	6:57	7:06	7:18	7:43
6:41	6:49	7:27	7:36	7:48	8:12
7:14	7:22	7:59	8:08	8:18	8:40
7:46	7:54	8:29	8:38	8:48	9:10
8:20	8:26	9:00	9:08	9:18	9:40
8:49	8:55	9:29	9:37	9:47	10:09
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.					
9:33	9:44	10:14	10:23	10:36	E10:55
10:45	10:56	11:25	11:34	11:47	12:14A
11:43	11:54	12:23A	12:32A	12:45A	F1:03
12:44A	12:55A	1:23	1:31	1:44	F2:00

Saturday Schedule

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Southbound (Approximate Times)

PACOIMA		PANORAMA CITY		VAN NUYS	SHERMAN OAKS	WESTWOOD
Van Nuys & Glenoaks	Van Nuys & San Fernando	Van Nuys & Nordhoff	Van Nuys & Roscoe	Van Nuys Orange Line Station	Ventura & Sepulveda	Veteran & Wilshire
B5:12A	5:15A	5:24A	5:28A	5:37A	5:47A	6:17A
B5:41	5:45	5:54	5:58	6:08	6:20	6:52
B6:10	6:14	6:24	6:28	6:38	6:50	7:22
B6:39	6:43	6:53	6:58	7:08	7:20	7:54
B7:07	7:11	7:22	7:28	7:39	7:51	8:26
7:36	7:41	7:52	7:58	8:10	8:23	8:58
8:07	8:12	8:23	8:28	8:40	8:53	9:28
8:36	8:41	8:52	8:58	9:10	9:23	9:58
9:05	9:10	9:22	9:28	9:40	9:54	10:30
9:35	9:40	9:52	9:58	10:10	10:24	11:00
10:05	10:10	10:22	10:28	10:40	10:53	11:29
10:35	10:40	10:52	10:58	11:10	11:24	11:59
11:05	11:10	11:22	11:28	11:41	11:55	12:32P
11:34	11:39	11:52	11:58	12:11P	12:26P	1:06
12:04P	12:09P	12:22P	12:28P	12:41	12:56	1:36
12:34	12:39	12:52	12:58	1:11	1:26	2:05
1:04	1:09	1:22	1:28	1:41	1:56	2:36
1:36	1:41	1:52	1:58	2:11	2:25	3:05
2:06	2:11	2:22	2:28	2:41	2:55	3:34
2:35	2:40	2:52	2:58	3:11	3:26	4:07
3:05	3:10	3:22	3:28	3:41	3:56	4:36
3:35	3:40	3:52	3:58	4:11	4:26	5:02
4:05	4:10	4:21	4:27	4:39	4:53	5:29
4:35	4:40	4:51	4:57	5:09	5:22	5:58
5:05	5:10	5:21	5:27	5:39	5:52	6:28
5:36	5:41	5:52	5:58	6:09	6:22	6:58
6:06	6:11	6:22	6:28	6:38	6:51	7:25
6:36	6:41	6:52	6:58	7:08	7:21	7:54
7:08	7:13	7:23	7:28	7:38	7:50	8:22
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.						
7:45	8:00	8:13	8:20	8:36	8:48	9:23
9:01	9:16	9:27	9:33	9:46	9:58	10:33
10:07	10:21	10:31	10:36	10:48	11:00	11:34
11:13	11:27	11:36	11:40	11:50	12:01A	12:35A

Sunday and Holiday Schedule

Effective Dec 15 2013

761

Northbound (Approximate Times)

WESTWOOD		SHERMAN OAKS	VAN NUYS	PANORAMA CITY	PACOIMA
Veteran & Wilshire	Westwood & Lindbrook	Van Nuys & Ventura	Van Nuys Orange Line Station	Van Nuys & Roscoe	Van Nuys & Glenoaks
5:58A	6:05A	6:39A	6:46A	6:56A	7:18A
6:27	6:34	7:08	7:15	7:25	7:47
6:56	7:03	7:38	7:45	7:55	8:18
7:25	7:32	8:07	8:14	8:24	8:47
7:51	7:58	8:33	8:41	8:53	9:17
8:18	8:25	9:02	9:11	9:23	9:49
8:47	8:54	9:33	9:42	9:53	10:19
9:17	9:24	10:03	10:12	10:23	10:49
9:46	9:53	10:32	10:41	10:53	11:19
10:13	10:21	11:02	11:11	11:23	11:50
10:43	10:51	11:32	11:41	11:53	12:20P
11:13	11:21	12:02P	12:11P	12:23P	12:50
11:42	11:51	12:32	12:41	12:53	1:20
12:09P	12:19P	1:01	1:11	1:23	1:52
12:42	12:49	1:31	1:41	1:53	2:21
1:12	1:19	2:01	2:11	2:23	2:50
1:41	1:48	2:30	2:40	2:53	3:20
2:10	2:18	3:00	3:10	3:23	3:50
2:41	2:49	3:31	3:41	3:53	4:20
3:12	3:20	4:01	4:11	4:23	4:50
3:42	3:50	4:31	4:41	4:53	5:20
4:12	4:20	5:01	5:11	5:23	5:50
4:42	4:50	5:31	5:41	5:53	6:20
5:14	5:22	6:01	6:11	6:23	6:50
5:44	5:53	6:32	6:41	6:53	7:18
6:14	6:23	7:03	7:12	7:22	7:47
6:43	6:52	7:32	7:41	7:51	8:16
7:14	7:21	8:01	8:10	8:20	8:44
7:45	7:52	8:30	8:39	8:49	9:12
8:16	8:23	9:01	9:09	9:18	9:41
8:49	8:56	9:31	9:38	9:47	10:09
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.					
9:33	9:44	10:14	10:23	10:36	E10:55
10:45	10:56	11:25	11:34	11:47	12:14A
11:43	11:54	12:23A	12:32A	12:45A	F1:03
12:44A	12:55A	1:23	1:31	1:44	F2:00

Sunday and Holiday Schedule

761

Southbound (Approximate Times)

PACOIMA		PANORAMA CITY		VAN NUYS	SHERMAN OAKS	WESTWOOD
Van Nuys & Glenoaks	Van Nuys & San Fernando	Van Nuys & Nordhoff	Van Nuys & Roscoe	Van Nuys Orange Line Station	Ventura & Sepulveda	Veteran & Wilshire
B5:34A	5:37A	5:46A	5:50A	6:00A	6:11A	6:46A
B6:07	6:10	6:19	6:23	6:33	6:44	7:19
B6:38	6:42	6:51	6:55	7:05	7:16	7:52
B7:07	7:11	7:21	7:25	7:35	7:46	8:21
7:37	7:41	7:51	7:55	8:05	8:17	8:53
8:07	8:11	8:21	8:25	8:35	8:47	9:23
8:36	8:40	8:50	8:55	9:05	9:17	9:54
9:03	9:08	9:20	9:25	9:35	9:47	10:25
9:33	9:38	9:50	9:55	10:05	10:17	10:54
10:03	10:08	10:20	10:25	10:35	10:48	11:25
10:33	10:38	10:50	10:55	11:06	11:19	11:55
11:03	11:08	11:20	11:25	11:36	11:49	12:25P
11:32	11:37	11:49	11:55	12:07P	12:20P	12:56
12:01P	12:06P	12:19P	12:25P	12:37	12:50	1:27
12:31	12:36	12:49	12:55	1:07	1:20	1:58
1:01	1:06	1:19	1:25	1:37	1:50	2:28
1:32	1:37	1:49	1:55	2:07	2:20	2:58
2:02	2:07	2:19	2:25	2:37	2:50	3:28
2:32	2:37	2:49	2:55	3:07	3:20	3:58
3:02	3:07	3:19	3:25	3:37	3:50	4:29
3:32	3:37	3:49	3:55	4:07	4:20	4:59
4:04	4:09	4:21	4:27	4:39	4:52	5:31
4:34	4:39	4:51	4:57	5:09	5:21	6:01
5:05	5:10	5:21	5:27	5:39	5:51	6:30
5:36	5:41	5:52	5:57	6:08	6:20	6:58
6:07	6:12	6:22	6:27	6:37	6:49	7:25
6:37	6:42	6:53	6:58	7:08	7:20	7:56
7:08	7:13	7:24	7:29	7:39	7:51	8:27
NIGHT SERVICE OPERATES VIA LOCAL LINE 233. PLEASE OBTAIN LINE 233 TIMETABLE FOR EXACT TIMES.						
7:45	8:00	8:13	8:20	8:36	8:48	9:23
9:01	9:16	9:27	9:33	9:46	9:58	10:33
10:07	10:21	10:31	10:36	10:48	11:00	11:34
11:13	11:27	11:36	11:40	11:50	12:01A	12:35A

Special Notes

- B Trip originates at Van Nuys and Foothill 2 minutes before time shown.
- C Trip originates at Ventura and Sepulveda 6 minutes before time shown.
- E Trip terminates at Eldridge and Terra Bella 9 to 10 minutes after time shown.
- F Trip terminates at Foothill & Terra Bella 4 minutes after time shown.

Avisos especiales

- B *Viaje empieza en Van Nuys y Foothill 2 minutos antes de la hora mostrada.*
- C *Viaje empieza en Ventura y Sepulveda 6 minutos antes de la hora mostrada.*
- E *Viaje termina en Eldridge y Terra Bella 9 a 10 minutos despues de la hora mostrada.*
- F *Viaje termina en Foothill y Terra Bella 4 minutos despues de la hora mostrada*

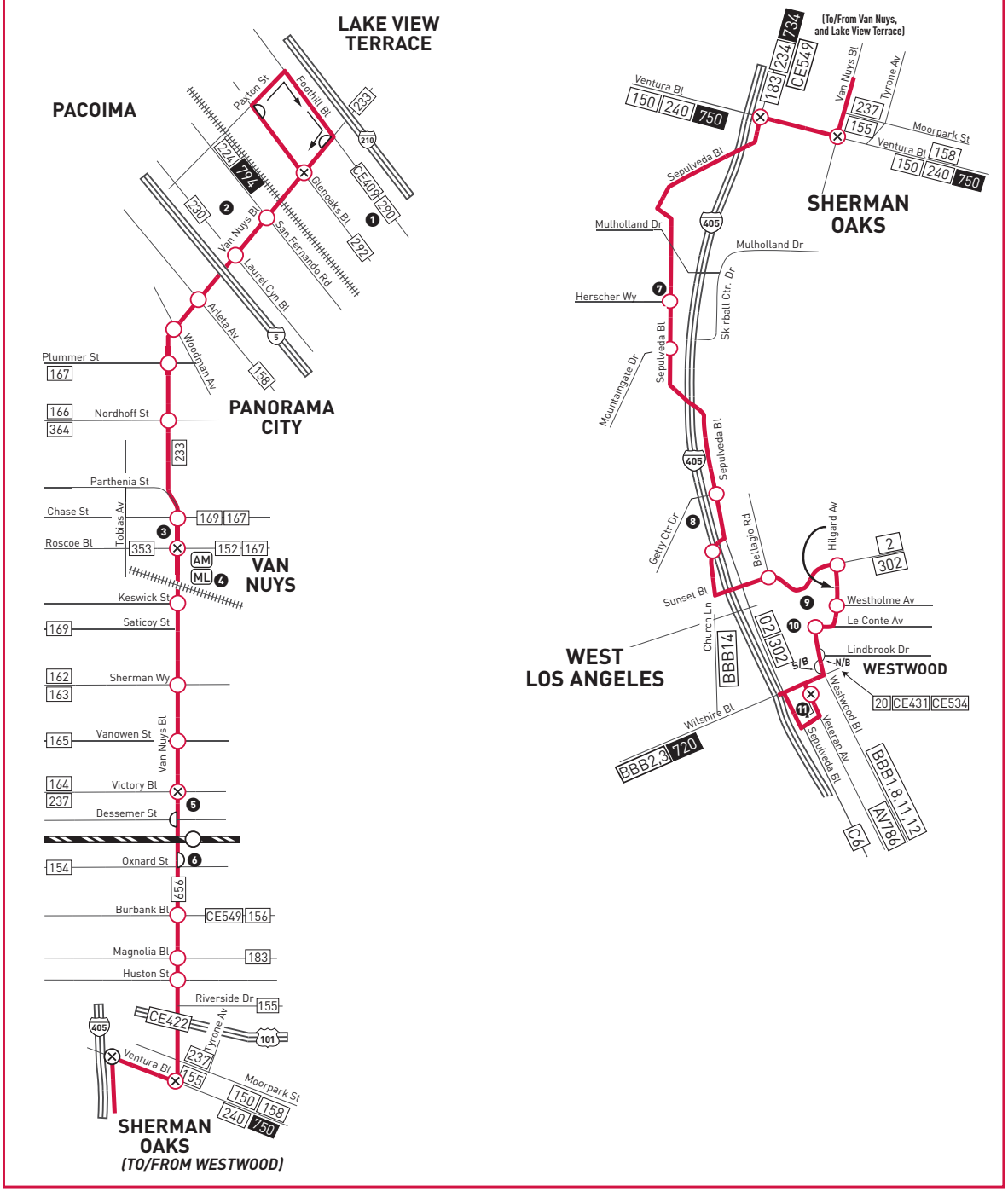
Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

ROUTE MAP



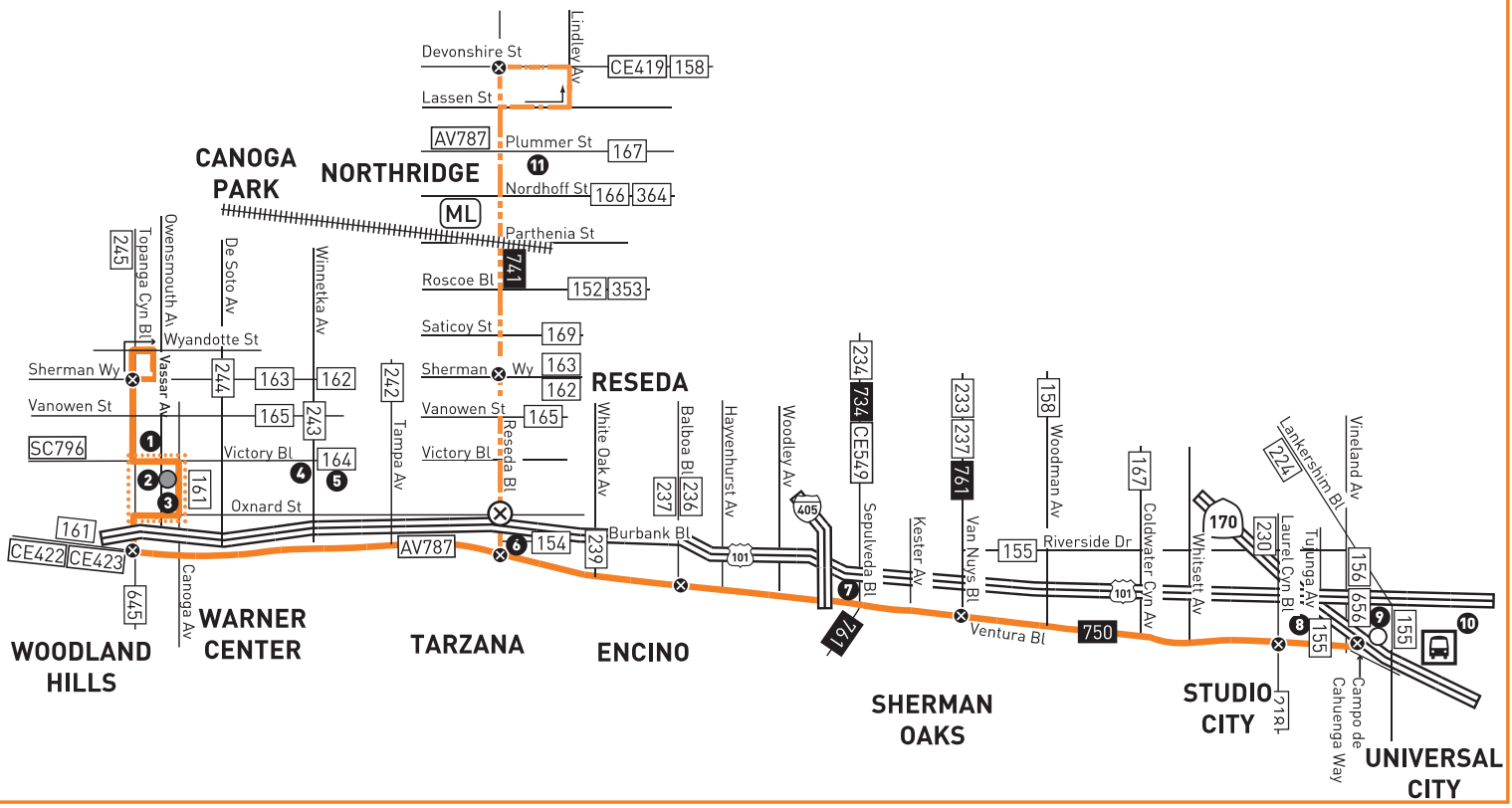
MAP NOTES

- ❶ **Hansen Dam Recreation Area**
- ❷ **Pacoima City Hall**
- ❸ **Panorama Mall**
- ❹ **Van Nuys Metrolink Station**
  Metro 169, 233, 656 Owl, 761; Metrolink Ventura County Line; Amtrak
- ❺ **Van Nuys Civic Center**
- ❻ **Van Nuys Orange Line Station**
  Metro 154, 156, 233, 237, 656 Owl, 761; LDVAN
- ❼ **Skirball Cultural Center and Museum**
- ❽ **Getty Center Museum**
- ❾ **UCLA**
- ❿ **Le Conte & Westwood**
  Metro 2, 302, 761; CE573; BBB1, 2, 3, 8, 11, 12; Super 12; SC792, 797, C6, C6 RAPID
- ⓫ **Federal Building**

LEGEND

- Route of Line 761
- Route of Orange Line
- ⊗ Rapid Stop & Timepoint
- ○ Rapid Stop
- AM Amtrak Station
- ML Metrolink Station
- ○ Metro Orange Line Station
- AV Antelope Valley Transit Authority
- C CulverCity Bus
- CE LADOT Commuter Express
- LD LADOT DASH
- BBB Santa Monica's Big Blue Bus
- SC Santa Clarita Transit

ROUTE MAP



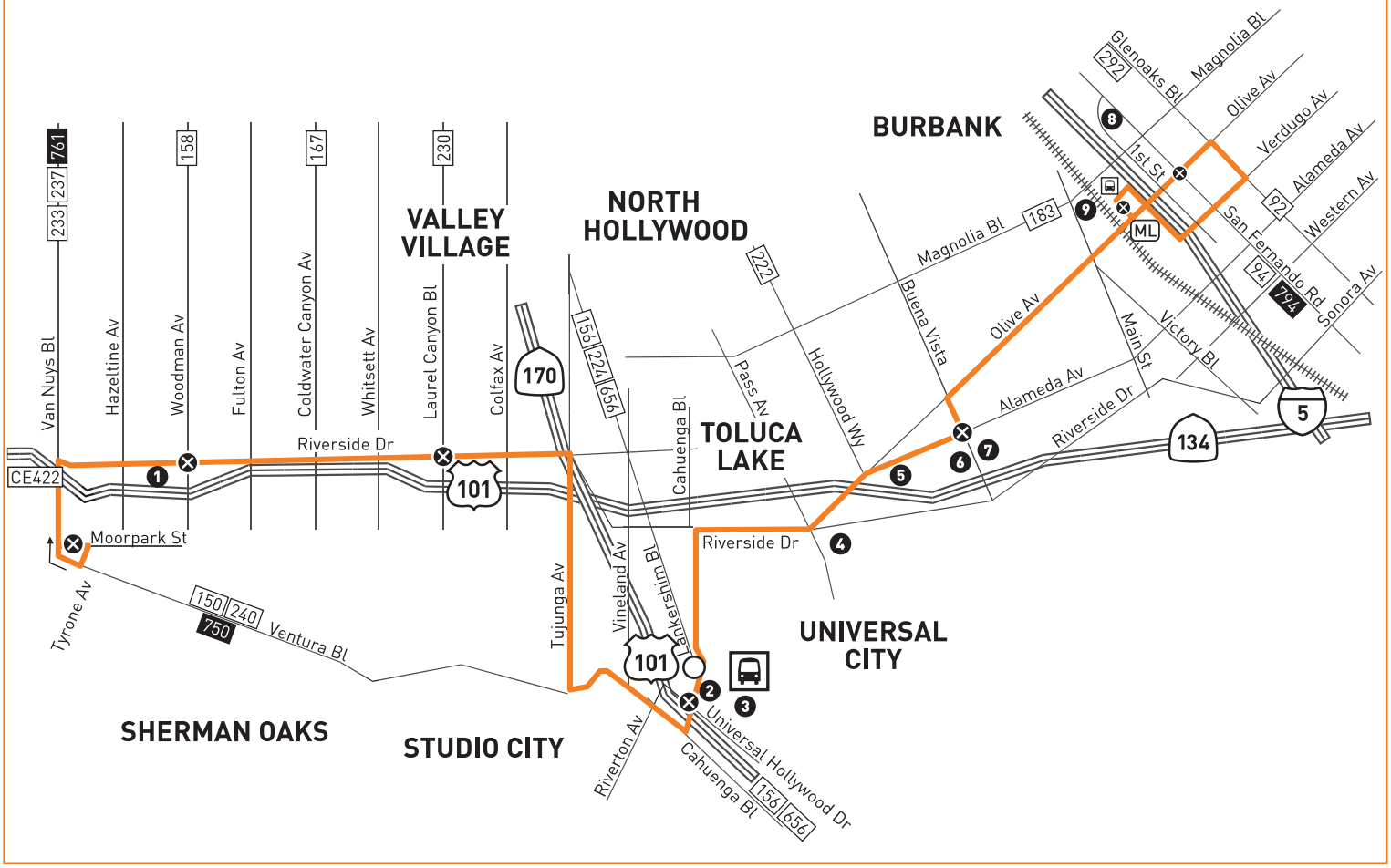
MAP NOTES

1. **Westfield Topanga**
2. **Westfield Promenade**
3. **Warner Center Transit Hub**
   Metro 161, 164, 245, 645, 750, Metro Orange Line; Conejo Connection; Nearby tranfers to Metro 150; CE422
4. **Pierce College**
5. **West Valley Occupational Center**
6. **Providence Tarzana Medical Center**
7. **Sherman Oaks Galleria**
8. **CBS Studios**
9. **Universal/Studio City Station**
   Metro 150, 155, 224, 240, 750
10. **Universal Studios CityWalk**
11. **California State University, Northridge**

LEGEND

- Route of Line 150
- Route of Line 240 (same as 150 between Ventura Bl / Reseda Bl and Universal/Studio City Station)
- Owl Route of Line 150
- Timepoint
- Metro Red Line Station
- Metro Orange Line Station
- Metro Orange Line Station & Timepoint
- Transit Center
- ML — Metrolink Station
- AV — Antelope Valley Transit Authority
- CE — LADOT Commuter Express
- SC — Santa Clarita Transit

ROUTE MAP OF LINE 155



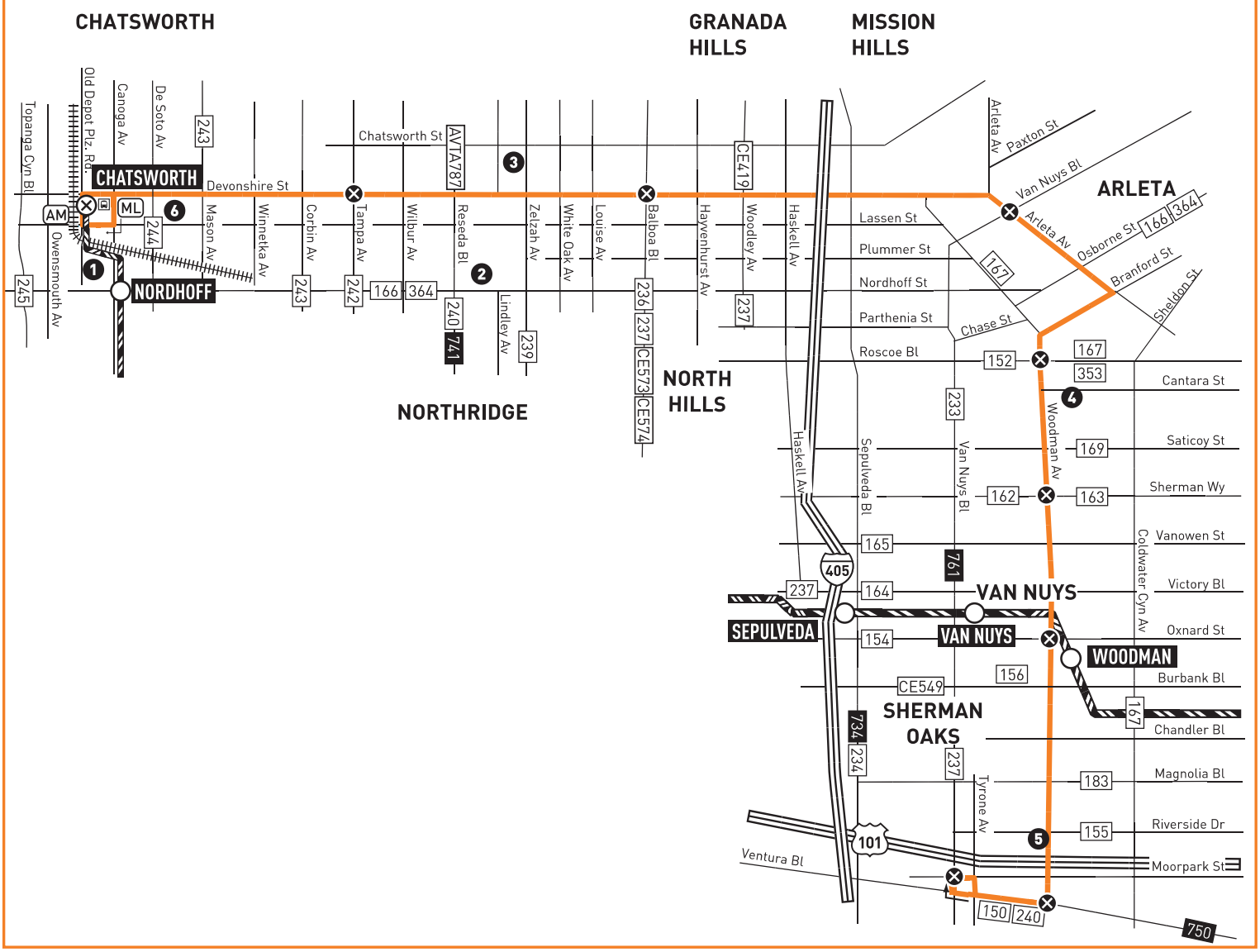
MAP NOTES

1. **Sherman Oaks Fashion Square**
2. **Universal/Studio City Station**
   Metro 150, 155, 224, 240, 750
3. **Universal City Walk**
4. **Warner Bros. Studios**
5. **The Burbank Studios**
6. **Providence St. Joseph Medical Center**
7. **Disney Studios**
8. **Burbank Town Center**
9. **Burbank Station**
   Metro 92, 96, 154, 155, 164, 165, 292; SC794; BB Media District, Airport/Empire; Metrolink Antelope Valley Line, Ventura County Line. Transfers in Downtown Burbank to Metro 94, 183 & 794; CE419

LEGEND

———	Route of Line 155
⊗	Timepoint
○	Metro Red Line Station
ML	Metrolink Station
	Transit Center
BB	Burbank Bus
CE	LADOT Commuter Express
SC	Santa Clarita Transit

ROUTE MAP



MAP NOTES

❶ **Chatsworth Station**
Metro 158, 166, 167, 244, 245, 364, Metro Orange Line; CE419, SV-C; SC791; Metrolink Ventura County Line; Amtrak

❷ **California State University, Northridge**

❸ **Granada Hills High School**

❹ **Kaiser Permanente Hospital**

❺ **Sherman Oaks Fashion Square**

❻ **Chatsworth High School**

LEGEND

———	Route of Line 158
▬▬▬	Route of Orange Line
⊗	Timepoint
AM	Amtrak Station
ML	Metrolink Station
	Transit Center
○	Metro Orange Line Station
⊗	Metro Orange Line Station & Timepoint
CE	LADOT Commuter Express
SV	Simi Valley Transit
AVTA	Antelope Valley Transit Authority

Monday through Friday Schedule

Effective Dec 15 2013

183

Eastbound (Approximate times)

SHERMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK			GLENDALE			
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	First & Angeleno	San Fernando & Western	Broadway & Central	Verdugo & Colorado	Glendale Station
5:10A	5:16A	5:25A	5:32A	5:41A	5:50A	—	6:04A	6:16A	6:24A	6:35A
6:05	6:11	6:20	6:27	6:36	6:46	—	7:00	7:13	7:21	7:34
6:44	6:51	7:00	7:09	7:19	7:30	7:34A	—	—	—	—
7:14	7:21	7:31	7:42	7:53	8:05	—	8:22	8:35	8:43	8:56
7:44	7:51	8:02	8:13	8:24	8:36	8:40	—	—	—	—
8:12	8:19	8:29	8:38	8:50	9:02	—	9:19	9:33	9:42	9:54
9:02	9:09	9:19	9:29	9:41	9:53	—	10:10	10:24	10:33	10:45
10:02	10:09	10:19	10:29	10:41	10:53	—	11:09	11:23	11:33	11:46
11:04	11:10	11:19	11:29	11:42	11:54	—	12:11P	12:26P	12:36P	12:49P
12:03P	12:09P	12:18P	12:29P	12:43P	12:56P	—	1:13	1:28	1:39	1:52
1:09	1:16	1:27	1:39	1:53	2:06	—	2:23	2:38	2:49	3:02
2:09	2:16	2:27	2:39	2:53	3:06	—	3:23	3:38	3:48	4:01
3:16	3:23	3:34	3:46	4:00	4:13	—	4:30	4:45	4:56	5:09
3:40	3:47	3:58	4:09	4:23	4:36	4:40P	—	—	—	—
4:21	4:28	4:38	4:49	5:03	5:16	—	5:34	5:50	6:01	6:13
4:42	4:49	4:59	5:11	5:25	5:37	5:41	—	—	—	—
5:28	5:35	5:45	5:57	6:11	6:23	—	6:39	6:53	7:03	7:14
6:24	6:31	6:41	6:53	7:06	7:17	—	7:33	7:46	7:56	8:07
7:20	7:27	7:36	7:46	7:58	8:08	8:12	—	—	—	—
8:17	8:23	8:32	8:40	8:50	9:00	9:04	—	—	—	—
9:14	9:20	9:29	9:37	9:47	9:56	10:00	—	—	—	—

Monday through Friday Schedule

183

Westbound (Approximate Times)

GLENDALE				BURBANK			NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS
Glendale Station	Verdugo & Colorado	Broadway & Brand	San Fernando & Western	First & Angeleno	Olive & San Fernando	Magnolia & Hollywood Way	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Sepulveda & Ventura
5:14A	5:26A	5:33A	5:43A	—	5:57A	6:05A	6:14A	6:21A	6:36A
6:00	6:13	6:20	6:32	—	6:47	6:56	7:06	7:14	7:34
—	—	—	—	7:12A	7:15	7:24	7:34	7:42	8:04
7:04	7:18	7:27	7:40	—	7:57	8:08	8:19	8:27	8:47
—	—	—	—	8:25	8:28	8:38	8:49	8:57	9:13
8:05	8:19	8:28	8:41	—	8:58	9:08	9:18	9:25	9:41
—	—	—	—	9:26	9:29	9:40	9:50	9:57	10:12
9:10	9:24	9:33	9:46	—	10:03	10:14	10:26	10:33	10:48
10:10	10:24	10:34	10:48	—	11:05	11:16	11:27	11:35	11:51
11:07	11:21	11:31	11:45	—	12:03P	12:15P	12:27P	12:35P	12:53P
12:04P	12:18P	12:31P	12:45P	—	1:03	1:15	1:27	1:36	1:54
1:03	1:18	1:30	1:44	—	2:02	2:15	2:28	2:37	2:55
2:12	2:27	2:38	2:52	—	3:10	3:23	3:35	3:45	4:03
—	—	—	—	3:41P	3:44	3:56	4:08	4:17	4:35
3:20	3:36	3:47	4:02	—	4:20	4:33	4:45	4:54	5:12
—	—	—	—	4:46	4:49	5:02	5:14	5:23	5:41
4:21	4:37	4:48	5:03	—	5:21	5:33	5:46	5:55	6:12
—	—	—	—	5:48	5:51	6:02	6:15	6:24	6:41
5:22	5:37	5:48	6:02	—	6:20	6:31	6:43	6:52	7:09
6:24	6:39	6:50	7:03	—	7:20	7:29	7:40	7:47	8:03
7:28	7:41	7:51	8:03	—	8:18	8:27	8:37	8:44	8:59

Saturday Schedule

183

Eastbound (Approximate Times)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	First & Angeleno
6:55A	7:00A	7:08A	7:16A	7:26A	7:36A	7:40A
7:53	7:58	8:07	8:15	8:25	8:36	8:40
8:53	8:58	9:07	9:16	9:26	9:37	9:41
9:47	9:53	10:02	10:12	10:23	10:34	10:38
10:48	10:55	11:04	11:14	11:26	11:38	11:42
11:42	11:49	11:59	12:09P	12:21P	12:33P	12:37P
12:49P	12:56P	1:05P	1:16	1:28	1:40	1:44
1:49	1:56	2:05	2:16	2:28	2:40	2:44
2:52	2:59	3:07	3:17	3:29	3:40	3:44
3:51	3:57	4:06	4:16	4:27	4:38	4:42
4:53	4:59	5:08	5:16	5:27	5:37	5:41
5:54	6:00	6:08	6:16	6:26	6:36	6:40
6:54	7:00	7:08	7:16	7:26	7:36	7:40
7:54	8:00	8:08	8:16	8:25	8:33	8:37

Saturday Schedule

183

Westbound (Approximate Times)

BURBANK			NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS
First & Angeleno	Olive & San Fernando	Magnolia & Hollywood Way	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Sepulveda & Ventura
6:56A	6:59A	7:08A	7:17A	7:24A	7:38A
7:55	7:58	8:07	8:16	8:23	8:38
8:53	8:56	9:06	9:15	9:22	9:38
9:51	9:54	10:05	10:16	10:23	10:40
10:46	10:49	11:00	11:11	11:18	11:34
11:50	11:53	12:04P	12:16P	12:25P	12:41P
12:48P	12:51P	1:03	1:15	1:24	1:41
1:52	1:55	2:06	2:18	2:27	2:44
2:52	2:55	3:06	3:18	3:27	3:43
3:52	3:55	4:06	4:17	4:25	4:41
4:51	4:54	5:05	5:16	5:24	5:39
5:52	5:55	6:05	6:16	6:23	6:39
6:54	6:57	7:06	7:16	7:23	7:38
7:56	7:59	8:07	8:16	8:23	8:38
8:56	8:59	9:07	9:16	9:23	9:37

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Sunday and Holiday Schedule

Effective Dec 15 2013

183

Eastbound (Approximate Times)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	First & Angeleno
6:53A	6:58A	7:06A	7:13A	7:22A	7:31A	7:35A
7:52	7:57	8:05	8:13	8:24	8:33	8:37
8:49	8:55	9:04	9:13	9:24	9:34	9:38
9:49	9:55	10:04	10:13	10:24	10:34	10:38
10:49	10:55	11:04	11:13	11:24	11:35	11:39
11:48	11:54	12:03P	12:13P	12:25P	12:35P	12:39P
12:48P	12:54P	1:03	1:13	1:25	1:35	1:39
1:49	1:55	2:04	2:14	2:26	2:36	2:40
2:49	2:55	3:04	3:14	3:26	3:36	3:40
3:48	3:54	4:03	4:13	4:25	4:35	4:39
4:49	4:55	5:04	5:12	5:23	5:33	5:37
5:48	5:54	6:03	6:11	6:21	6:30	6:34
6:48	6:54	7:02	7:10	7:20	7:29	7:33
7:49	7:55	8:03	8:10	8:19	8:27	8:31

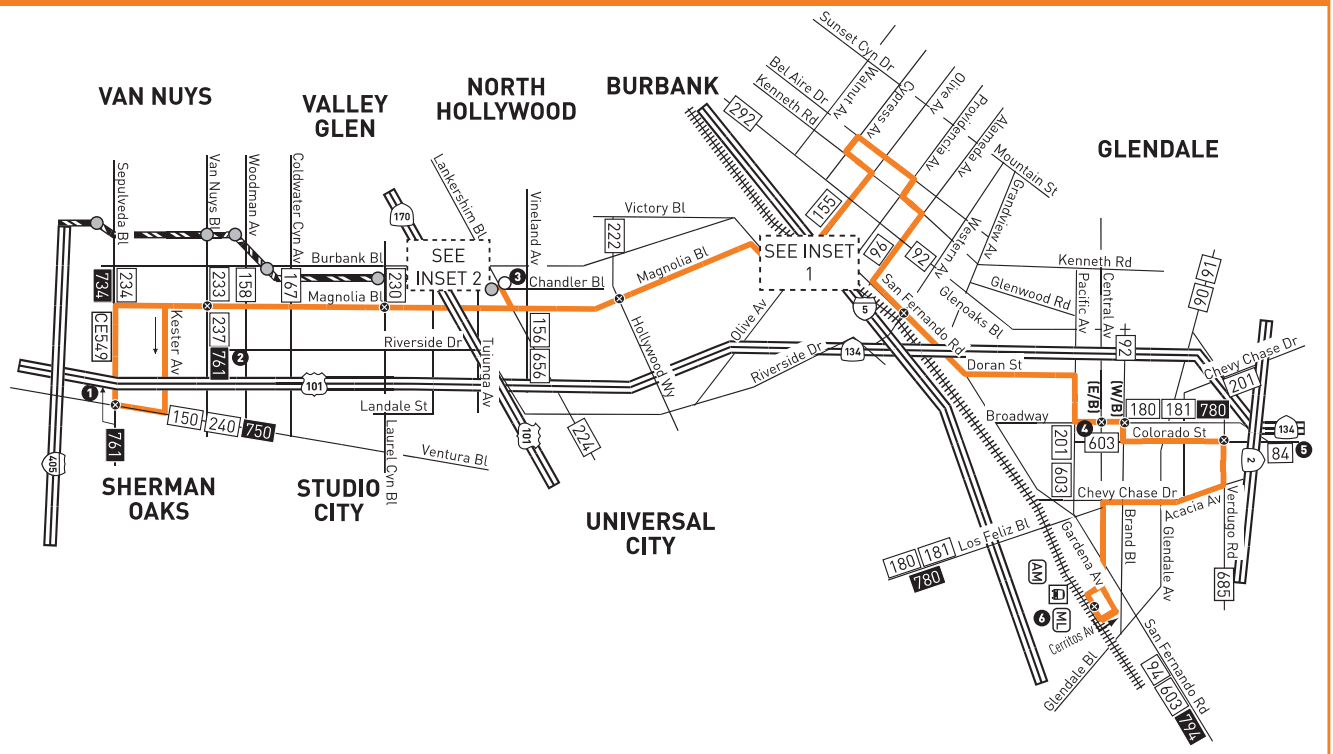
Sunday and Holiday Schedule

183

Westbound (Approximate Times)

BURBANK			NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS
First & Angeleno	Olive & San Fernando	Magnolia & Hollywood Way	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Sepulveda & Ventura
7:54A	7:57A	8:06A	8:16A	8:23A	8:39A
8:53	8:56	9:06	9:16	9:23	9:39
9:53	9:56	10:06	10:16	10:23	10:39
10:53	10:56	11:06	11:16	11:23	11:39
11:53	11:56	12:06P	12:16P	12:23P	12:39P
12:52P	12:55P	1:05	1:16	1:24	1:40
1:52	1:55	2:05	2:16	2:24	2:40
2:52	2:55	3:05	3:16	3:24	3:40
3:50	3:53	4:04	4:15	4:23	4:39
4:51	4:54	5:04	5:14	5:22	5:38
5:50	5:53	6:03	6:13	6:20	6:36
6:51	6:54	7:03	7:13	7:20	7:36
7:51	7:54	8:03	8:13	8:20	8:36

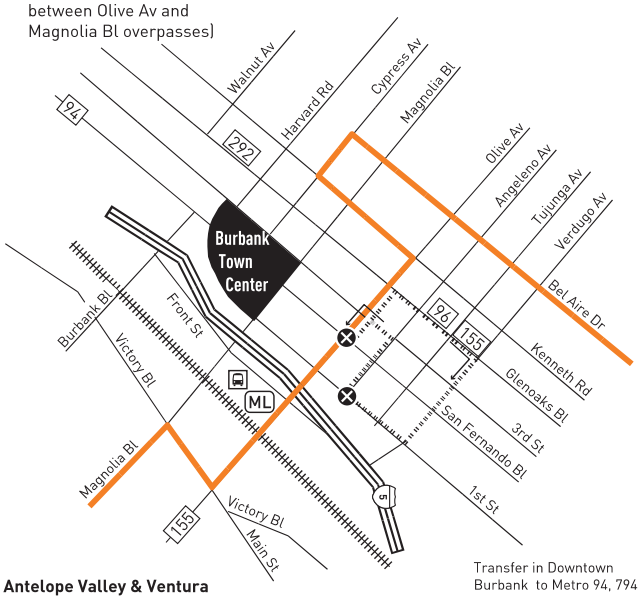
ROUTE MAP LINE 183



INSET MAP 1

N▲

Burbank Station
(Located on Front St, between Olive Av and Magnolia Bl overpasses)

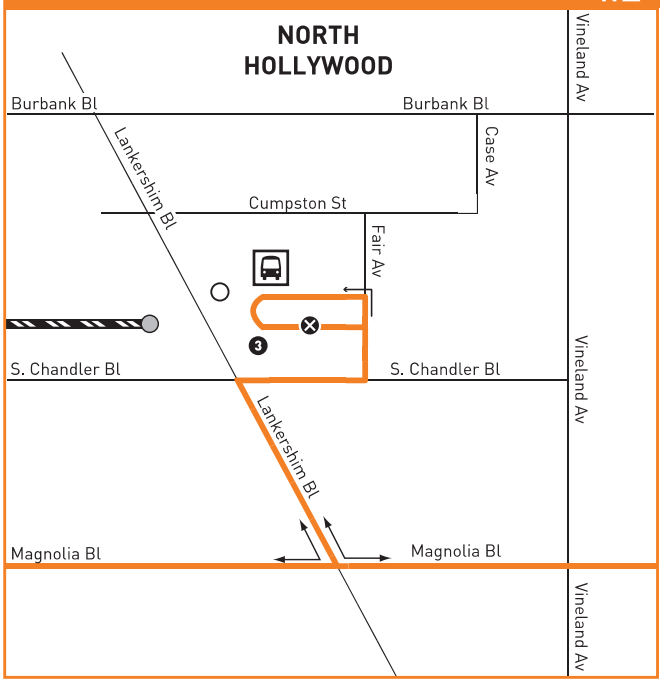


Transfer in Downtown Burbank to Metro 94, 794

Antelope Valley & Ventura County Metrolink Lines
Metro 92, 96, 154, 155, 164, 165, 292; SC794; BB Media District, Airport/Empire

INSET MAP 2

N▲



LEGEND

- Route of Line 183
- Route of Orange Line
- Transit Center
- AM Amtrak Station
- ML Metrolink Station
- Timepoint
- Metro Rail Station
- Metro Orange Line Station
- BB Burbank Bus
- CE LADOT Commuter Express
- GB Glendale Beeline
- SC Santa Clarita Transit

INSET MAP 1 LEGEND

- Route of Burbank Shortline turnaround at 1st St & Angeleno Av

MAP NOTES

❶ **Sherman Oaks Galleria**

❷ **Sherman Oaks Fashion Square**

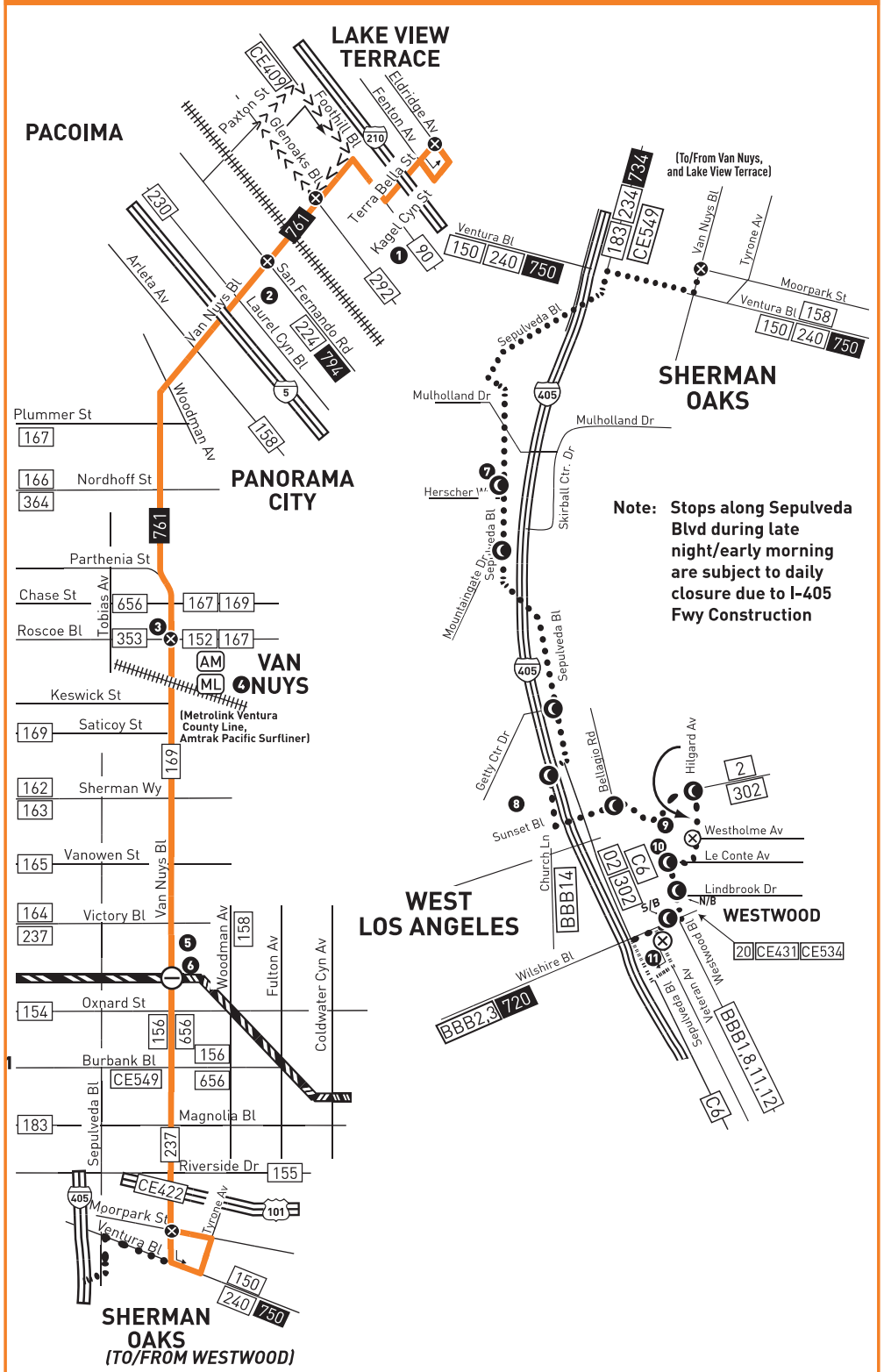
❸ **North Hollywood Red & Orange Line Stations**
Metro 152, 154, 156, 162, 183, 224, 353, 656 Owl, Orange Line; BB Media District, NoHo/Empire; CE549; SC757

❹ **Glendale Galleria**

❺ **Eagle Rock Plaza**

❻ **Glendale Station**
Metro 183, GB1, 2, 11, 12; Metrolink Antelope Valley Line, Ventura County Line; Amtrak

ROUTE MAP



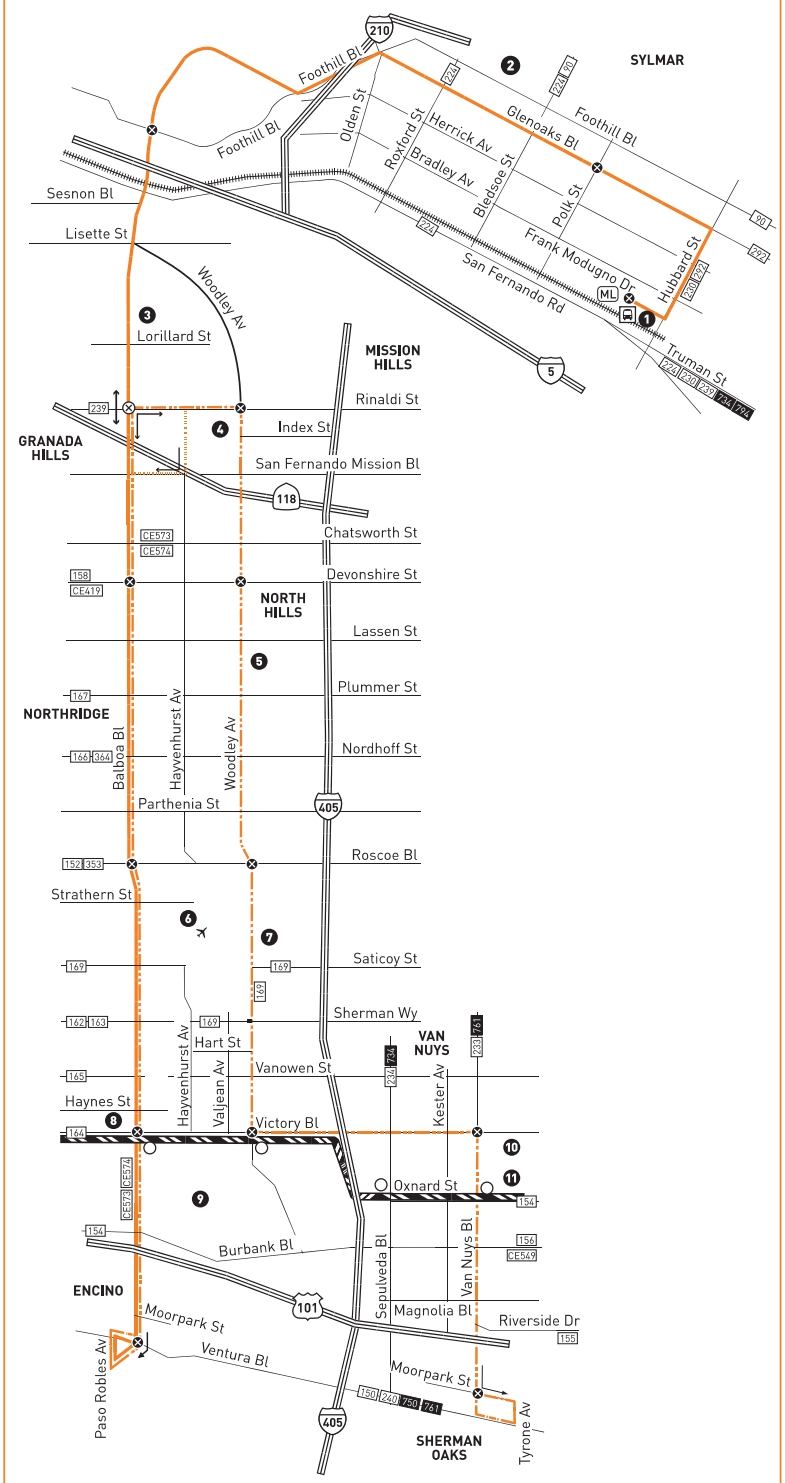
LEGEND

- Route of Line 233
- Early Morning & Late Night Service via Line 761 Route
- Van Nuys & Glenoaks Short Line Turnaround Loop
- Metro Orange Line
- Northbound Only Early Morning & Late Night Service
- Timepoint
- Line 233 Early Morning & Late Night Stop
- Timepoint and Early Morning & Late Night Stop
- AM Amtrak Station
- ML Metrolink Station
- Metro Orange Line Station & Timepoint
- C Culver City Bus
- CE LADOT Commuter Express
- LD LADOT DASH
- BBB Santa Monica's Big Blue Bus

MAP NOTES

1. **Hansen Dam Recreation Area**
2. **Pacoima City Hall**
3. **Panorama Mall**
4. **Van Nuys Metrolink Station**
   Metro 169, 233, 656, 761; Metrolink Ventura County Line; Amtrak
5. **Van Nuys Civic Center**
6. **Van Nuys Orange Line Station**
   Metro 154, 156, 233, 237, 656, 761; LDVAN
7. **Skirball Cultural Center and Museum**
8. **Getty Center Museum**
9. **UCLA**
10. **Le Conte Av & Westwood Bl**
    Metro 2, 302, 761; BBB1, 2, 3, 8, 11, 12; CE573; SC792, 797
11. **Federal Building**

ROUTE MAP N▲

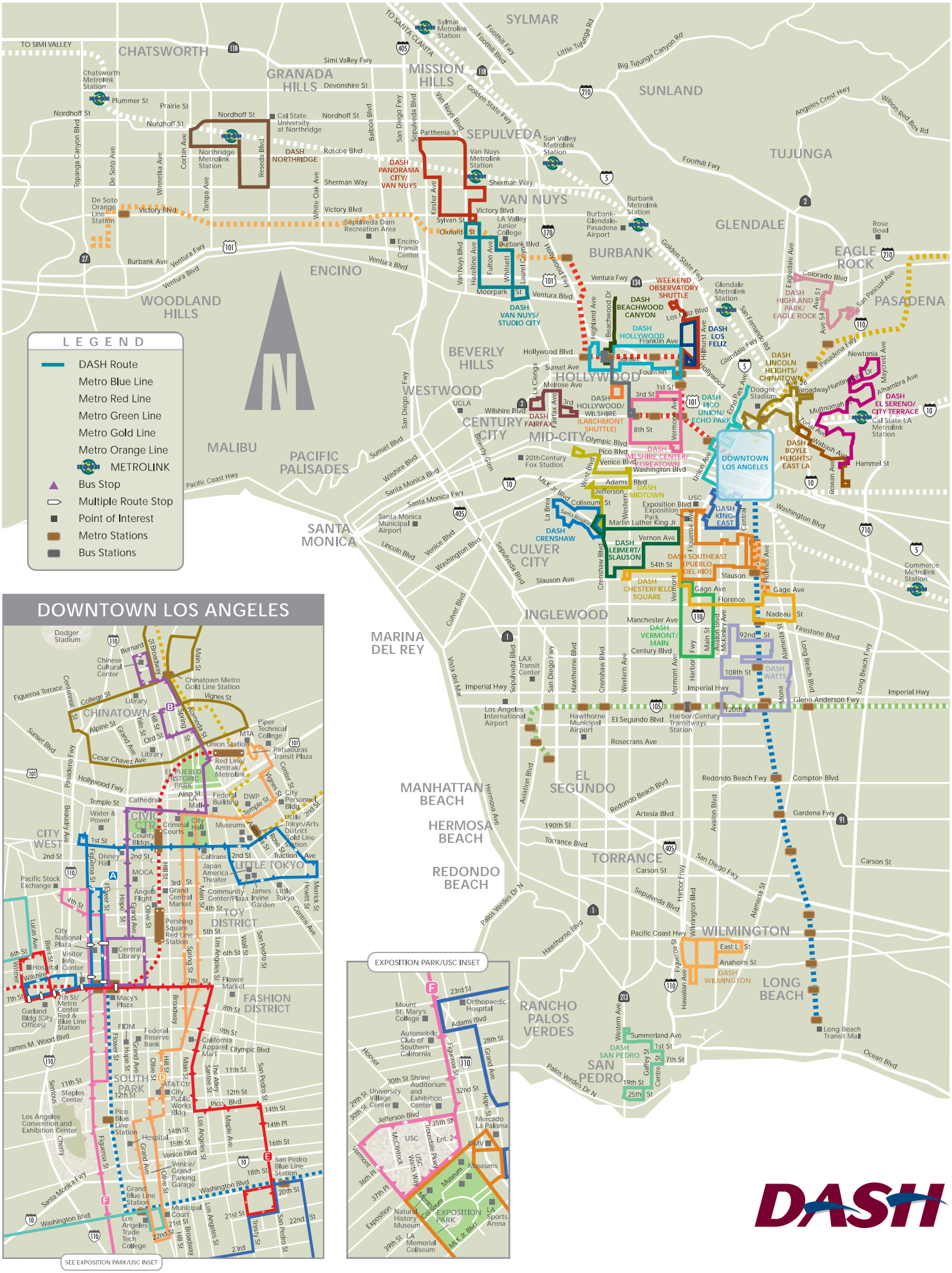


MAP NOTES

1. **Sylmar Station**
   Metro 230, 236, 239, 292, 734, 794 (94 Weeekends Only); CE574; Antelope Valley Metrolink
2. **Olive View Medical Center**
3. **Knollwood Golf Course**
4. **Kennedy High School**
5. **Sepulveda V.A. Ambulatory Care Center**
6. **Van Nuys Airport**
7. **Van Nuys Fly Away Terminal**
   (Bus Service to LAX)
8. **Birmingham High School**
9. **Sepulveda Dam Recreation Area**
10. **Van Nuys Civic Center**
11. **Van Nuys Orange Line Station**
    Metro 154, 156, 233, 237, 656 (Owl), 761; LDVAN

LEGEND

- Route of Line 236
- Route of Line 237 (Route 237 does not operate on Saturday & Sunday).
- Shortline turnaround Loop
- Route of Metro Orange Line
- (ML) Metrolink Station
- Transit Center
- Timepoint
- Timepoint Note - Line 237 southbound bus stop located at Balboa & Index
- Metro Orange Line Station
- LDVAN LADOT Dash Van Nuys
- CE LADOT Commuter Express


LEGEND
DASH Route
Metro Blue Line
Metro Red Line
Metro Green Line
Metro Gold Line
Metro Orange Line
METROLINK
Bus Stop
Multiple Route Stop
Point of Interest
Metro Stations
Bus Stations
DOWNTOWN LOS ANGELES
EXPOSITION PARK/USC INSET
SEE EXPOSITION PARK/USC INSET
CHATSWORTH
GRANADA HILLS
MISSION HILLS
SYLMAR
SUNLAND
TUJUNGA
SEPULVEDA
VAN NUYS
GLENDALE
BURBANK
EAGLE ROCK
PASADENA
ENCINO
WOODLAND HILLS
BEVERLY HILLS
HOLLYWOOD
WESTWOOD
CENTURY CITY
MID-CITY
MALIBU
PACIFIC PALISADES
SANTA MONICA
CULVER CITY
INGLEWOOD
MARINA DEL REY
MANHATTAN BEACH
HERMOSA BEACH
REDONDO BEACH
EL SEGUNDO
TORRANCE
CARSON
WILMINGTON
LONG BEACH
RANCHO PALOS VERDES
SAN PEDRO
DASH NORTHRIDGE
DASH PANORAMA CITY/ VAN NUYS
DASH VAN NUYS/ STUDIO CITY
DASH BEACHWOOD CANYON
WEEKEND OBSERVATORY SHUTTLE
DASH HOLLYWOOD
DASH LOS FELIZ
DASH HOLLYWOOD/ WILSHIRE (LARCHMONT SHUTTLE)
DASH FAIRFAX
DASH PICO UNION/ ECHO PARK
DASH LINCOLN HEIGHTS/ CHINATOWN
DASH HIGHLAND PARK/ EAGLE ROCK
DASH EL SERENO/ CITY TERRACE
DASH BOYLE HEIGHTS/ EAST LA
DOWNTOWN LOS ANGELES
DASH MIDTOWN WILSHIRE CENTER/ KOREATOWN
DASH KING-EAST
DASH CRENSHAW
DASH LEIMERT/ SLAUSON
DASH SOUTHEAST (PUEBLO DEL RIO)
DASH CHESTERFIELD SQUARE
DASH VERMONT/ MAIN
DASH WATTS
DASH WILMINGTON
DASH SAN PEDRO
CHINATOWN
CIVIC CTR
LITTLE TOKYO
TOY DISTRICT
FASHION DISTRICT
SOUTH PARK
CITY WEST
EXPOSITION PARK
USC
Dodger Stadium
Griffith Observatory
Hollywood Bowl
Universal Studios
Warner Bros. Studios
Forest Lawn Memorial Park
Los Angeles Zoo
Griffith Park
Rose Bowl
Pasadena City College
Caltech
Huntington Library
Art Museum & Botanical Gardens
Norton Simon Museum
Descanso Gardens
Angeles Crest Hwy
Big Tujunga Canyon Rd
Little Tujunga Rd
Foothill Fwy
Golden State Fwy
Ventura Fwy
Hollywood Fwy
Glendale Fwy
Pasadena Fwy
Harbor Fwy
San Diego Fwy
Santa Monica Fwy
Long Beach Fwy
Century Fwy
Simi Valley Fwy
Ventura Blvd
Sunset Blvd
Wilshire Blvd
Santa Monica Blvd
Pacific Coast Hwy
Hollywood Blvd
Melrose Ave
Fairfax Ave
La Cienega
Beverly Glen
Sepulveda Blvd
Van Nuys Blvd
Roscoe Blvd
Sherman Way
Victory Blvd
Burbank Blvd
Foothill Blvd
Colorado Blvd
Glendale Blvd
Broadway
Figueroa St
Vermont Ave
Western Ave
Crenshaw Blvd
Vermont Ave
Normandie Ave
Avalon Blvd
Alameda St
Wilmington Blvd
Pacific Coast Hwy
Hawthorne Blvd
Redondo Beach Blvd
Torrance Blvd
Artesia Blvd
Gardena Fwy
Compton Blvd
Imperial Hwy
Rosecrans Ave
Manchester Ave
Century Blvd
Slauson Ave
Florence Ave
Gage Ave
Vernon Ave
Washington Blvd
Adams Blvd
Olympic Blvd
Pico Blvd
Venice Blvd
Jefferson Blvd
Exposition Blvd
Martin Luther King Jr
Coliseum St
Lincoln Blvd
Venice Blvd
Washington Blvd
Sunset Blvd
Pacific Coast Hwy
Santa Monica Municipal Airport
Los Angeles International Airport
Hawthorne Municipal Airport
LAX Transit Center
Harbor/Century Transitways Station
Metro Blue Line
Metro Red Line
Metro Green Line
Metro Gold Line
Metro Orange Line
Sylmar Metrolink Station
Chatsworth Metrolink Station
Northridge Metrolink Station
Sun Valley Metrolink Station
Van Nuys Metrolink Station
Burbank Metrolink Station
Glendale Metrolink Station
Cal State LA Metrolink Station
Commerce Metrolink Station
Long Beach Transit Ma
Union Station
Chinatown Metro Gold Line Station
Red Line/ Amtrak/ Metrolink
Civic Center/ Grand Park Station
Pershing Square Red Line Station
7th St/ Metro Center Red & Blue Line Station
Pico Blue Line Station
Grand Blue Line Station
San Pedro Blue Line Station
Expo Park/ USC Station
Expo/ Vermont Station
Expo/ Western Station
Expo/ Crenshaw Station
Expo/ Vermont Station
Harbor/Century Transitways Station
Metro Rapid
Metro Local
Metro Limited
Metro Express
Metro Silver Line
Metro Orange Line
Foothill Transit
Santa Monica Big Blue Bus
Culver City Bus
Torrance Transit
Long Beach Transit
Gardena Muni Bus
Antelope Valley Transit Authority
Los Angeles Convention and Exhibition Center
Staples Center
Los Angeles Trade Tech College
Los Angeles Mission College
Cal State University at Northridge
Orthopaedic Hospital
University Village
Shrine Auditorium and Exhibition Center
Natural History Museum
LA Sports Arena
LA Memorial Coliseum
Museums
Museum
Mercado La Paloma
Automobile Club of Southern California
Mount St. Mary's College
Los Angeles Valley Junior College
Sepulveda Dam Recreation Area
Encino Transit Center
Sylvan St
Oxnard St
Parthenia St
Nordhoff St
Prairie St
Plummer St
Devonshire St
Rinaldi St
Lassen St
Chatsworth St
Topanga Canyon Blvd
De Soto Ave
Winnetka Ave
Corbin Ave
Tampa Ave
Reseda Blvd
White Oak Ave
Balboa Blvd
Kester Ave
Van Nuys Blvd
Hazeltine Ave
Fulton Ave
Whitsett
Laurel Canyon
Coldwater Canyon
Beachwood Dr
Highland Ave
Cahuenga Blvd
Hillhurst Ave
Vermont Ave
Western Ave
Normandie Ave
Alvarado St
Glendale Fwy
Eagle Rock Blvd
Figueroa St
Avenue 54
Avenue 26
Broadway
Huntington Dr
Mayflower Ave
Alhambra Ave
Multnomah St
Zoraida Ave
Wabash Ave
Rowan Ave
Hammel St
Union Ave
Central
Holmes Ave
Mona
Alameda St
Long Beach Blvd
Firestone Blvd
Nadeau St
92nd St
108th St
120th St
Glenn Anderson Fwy
Redondo Beach Fwy
Gardena Fwy
Carson St
Anaheim St
East L St
Pacific Coast Hwy
Harbor Fwy
Sepulveda Blvd
Wilmington Blvd
Alameda St
Palos Verdes Dr N
Hawthorne Blvd
Western Ave
Hawaiian Ave
Figueroa St
Summerland Ave
Gaffey St
Centre St
19th St
25th St
7th St
1st St
Ocean Blvd
Long Beach Transit Ma
Dodger Stadium
Chinese Cultural Center
Bernard St
Broadway
Main St
Vignes St
Center St
Alameda St
Spring St
Hill St
Olive St
Grand Ave
Hope St
Flower St
Figueroa St
Francisco St
Wall St
San Pedro St
Los Angeles St
Central Ave
Merrick St
Hewitt St
Little Tokyo Ave
Traction Ave
Alameda St
Commercial St
Aliso St
Temple St
1st St
2nd St
3rd St
4th St
5th St
6th St
7th St
8th St
9th St
11th St
12th St
14th St
15th St
16th St
18th St
20th St
21st St
22nd St
23rd St
Pico Blvd
Olympic Blvd
Washington Blvd
Venice Blvd
Jefferson Blvd
Exposition Blvd
Adams Blvd
Orthopaedic Hospital
Mercado La Paloma
Museums
Museum
Exposition Park
Natural History Museum
LA Sports Arena
LA Memorial Coliseum
Mt St. Mary's College
Automobile Club of Southern California
University Village
Shrine Auditorium and Exhibition Center
Jefferson Blvd
USC
Ent. 2
Trousdale Pkwy
McClintock
Vermont
Figueroa St
Hoover
Grand Ave
Hope St
Olive St
Flower St
Hill St
Main St
Los Angeles St
San Pedro St
Maple Ave
Broadway
Harbor Fwy
Hollywood Fwy
Pasadena Fwy
Santa Monica Fwy
Century Fwy
Glendale Fwy
Golden State Fwy
Ventura Fwy
Foothill Fwy
Simi Valley Fwy
Sepulveda Blvd
Wilshire Blvd
Olympic Blvd
Pico Blvd
Venice Blvd
Jefferson Blvd
Exposition Blvd
Adams Blvd
Washington Blvd
Martin Luther King Jr
Coliseum St
Vernon Ave
Slauson Ave
Florence Ave
Gage Ave
Manchester Ave
Century Blvd
Rosecrans Ave
Imperial Hwy
Artesia Blvd
Torrance Blvd
Carson St
Pacific Coast Hwy
Anaheim St
Ocean Blvd
Long Beach Transit Ma
Summerland Ave
Gaffey St
Centre St
19th St
25th St
7th St
1st St
Palos Verdes Dr N
Hawthorne Blvd
Western Ave
Hawaiian Ave
Figueroa St
Wilmington Blvd
Alameda St
Long Beach Blvd
Long Beach Fwy
Glenn Anderson Fwy
Imperial Hwy
Redondo Beach Fwy
Compton Blvd
Gardena Fwy
Carson St
Torrance Blvd
Artesia Blvd
Redondo Beach Blvd
Rosecrans Ave
El Segundo Blvd
Hawthorne Blvd
Aviation Blvd
Sepulveda Blvd
Vista del Mar
Culver Blvd
Slauson Ave
Crenshaw Blvd
Vermont Ave
Western Ave
Normandie Ave
Alvarado St
Glendale Fwy
Eagle Rock Blvd
Figueroa St
Avenue 54
Avenue 26
Broadway
Huntington Dr
Mayflower Ave
Alhambra Ave
Multnomah St
Zoraida Ave
Wabash Ave
Rowan Ave
Hammel St
Union Ave
Central
Holmes Ave
Mona
Alameda St
Long Beach Blvd
Firestone Blvd
Nadeau St
92nd St
108th St
120th St
Glenn Anderson Fwy
Redondo Beach Fwy
Gardena Fwy
Carson St
Anaheim St
East L St
Pacific Coast Hwy
Harbor Fwy
Sepulveda Blvd
Wilmington Blvd
Alameda St
Palos Verdes Dr N
Hawthorne Blvd
Western Ave
Hawaiian Ave
Figueroa St
Summerland Ave
Gaffey St
Centre St
19th St
25th St
7th St
1st St
Ocean Blvd
Long Beach Transit Ma

DASH

VAN NUYS/STUDIO CITY

EFFECTIVE JULY 1, 2013
EFECTIVO 1 JULIO, 2013

CLOCKWISE
EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

	Leaves/ Sale Laurel Cyn & Ventura (A)	Moorpark & Coldwater (B)	Hazeltine & Riverside (C)	Sylvan & Sylmar (D)	Fulton & Hatteras (E)	Whitsett & Magnolia (F)	Arrives/ Llega Laurel Cyn & Ventura (A)
MONDAY-FRIDAY/LUNES-VIERNES							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	6:55AM	7:05	7:14	7:23
then every/ entonces cada 30 minutes until/ minutos hasta	7:00AM :30 :00 5:00PM	7:07 :37 :07 5:07	7:15 :45 :15 5:15	7:25 :55 :25 5:25	7:35 :05 :35 5:35	7:44 :14 :44 5:44	7:53 :23 :53 5:53
LAST BUS/ EL ÚLTIMO AUTOBÚS	5:30PM	5:37	5:45	5:55	—	—	—
SATURDAY/SÁBADO							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	8:55AM	9:05	9:14	9:23
then every/ entonces cada 30 minutes until/ minutos hasta	9:00AM :30 :00 5:00PM	9:07 :37 :07 5:07	9:15 :45 :15 5:15	9:25 :55 :25 5:25	9:35 :05 :35 5:35	9:44 :14 :44 5:44	9:53 :23 :53 5:53
LAST BUS/ EL ÚLTIMO AUTOBÚS	5:30PM	5:37	5:45	5:55	—	—	—

COUNTERCLOCKWISE
EN EL SENTIDO OPUESTO DE LAS MANECILLAS DEL RELOJ

	Leaves/ Sale Laurel Cyn & Ventura (A)	Whitsett & Magnolia (F)	Fulton & Hatteras (E)	Sylvan & Sylmar (D)	Hazeltine & Riverside (C)	Moorpark & Coldwater (B)	Arrives/ Llega Laurel Cyn & Ventura (A)
MONDAY-FRIDAY/LUNES-VIERNES							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	7:00AM	7:09	7:18	7:25
then every/ entonces cada 30 minutes until/ minutos hasta	7:00AM :30 :00 5:00PM	7:10 :40 :10 5:10	7:18 :48 :18 5:18	7:28 :58 :28 5:28	7:37 :07 :37 5:37	7:46 :16 :46 5:46	7:53 :23 :53 5:53
LAST BUS/ EL ÚLTIMO AUTOBÚS	5:30PM	5:40	5:48	5:58	—	—	—
SATURDAY/SÁBADO							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	8:58AM	9:07	9:16	9:23
then every/ entonces cada 30 minutes until/ minutos hasta	9:00AM :30 :00	9:10 :40 :10	9:18 :48 :18	9:28 :58 :28	9:37 :07 :37	9:46 :16 :46	9:53 :23 :53
LAST BUS/ EL ÚLTIMO AUTOBÚS	5:30PM	5:40	5:48	5:58	6:07	6:16	6:23

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

LADOT
City of Los Angeles
Department of Transportation

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www.ladottransit.com

DASH
VAN NUYS/STUDIO CITY

EFFECTIVE JULY 1, 2013
EFECTIVO 1 JULIO, 2013

- DASH Van Nuys/Studio City - Clockwise Route (Ruta en el Sentido de las Manecillas del Reloj)
- DASH Van Nuys/Studio City - Counterclockwise Route (Ruta en el Sentido Opuesto de las Manecillas del Reloj)
- DASH Panorama City/Van Nuys
- Commuter Express Route 549
- Metro Orange Line
- Bus Stop (Parada de Autobús)
- Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- A Time Point (Punto Clave de Horario)
- T Transfer Point (Punto de Transbordo)
- Metro Orange Line Station



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DASH

PANORAMA CITY/VAN NUYS

EFFECTIVE JULY 1, 2013
EFECTIVO 1 JULIO, 2013

CLOCKWISE ROUTE
EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

	Leaves/Sale Van Nuys Metrolink Station (A)	Sylvan & Sylmar (B)	Saticoy & Kester (C)	Lanark & Sepulveda (D)	Parthenia & Kester (E)	Van Nuys & Roscoe (F)	Arrives/Llega Van Nuys Metrolink Station (A)
MONDAY-FRIDAY/LUNES-VIERNES							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	6:56AM	7:09	7:15	7:23	7:27	7:33
	7:00AM	7:16	7:29	7:35	7:43	7:47	7:53
then every/ entonces cada 20 minutes until/ minutos hasta	:20	:36	:49	:55	:03	:07	:13
	:40	:56	:09	:15	:23	:27	:33
	:00	:16	:29	:35	:43	:47	:53
	1:00PM	1:16	1:29	1:35	1:43	1:47	1:53
then every/ entonces cada 15 minutes until/ minutos hasta	:15	:31	:44	:50	:58	:02	:08
	:30	:46	:59	:05	:13	:17	:23
	:45	:01	:14	:20	:28	:32	:38
	:00	:16	:29	:35	:43	:47	:53
	4:00PM	4:16	4:29	4:35	4:43	4:47	4:53
then every/ entonces cada 20 minutes until/ minutos hasta	:20	:36	:49	:55	:03	:07	:13
	:40	:56	:09	:15	:23	:27	:33
	:00	:16	:29	:35	:43	:47	:53
	6:20PM	6:36	6:49	6:55	7:03	7:07	7:13
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:40PM	6:56	7:09	7:15	7:23	—	—
SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	8:56AM	9:09	9:15	9:23	9:27	9:33
	9:00AM	9:16	9:29	9:35	9:43	9:47	9:53
then every/ entonces cada 20 minutes until/ minutos hasta	:20	:36	:49	:55	:03	:07	:13
	:40	:56	:09	:15	:23	:27	:33
	:00	:16	:29	:35	:43	:47	:53
	5:40PM	5:56	6:09	6:15	6:23	7:07	7:13
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:00PM	6:16	6:29	6:35	6:43	—	—

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

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DASH

PANORAMA CITY/VAN NUYS

EFFECTIVE JULY 1, 2013
EFECTIVO 1 JULIO, 2013

COUNTERCLOCKWISE ROUTE
EN EL SENTIDO OPUESTO DE LAS MANECILLAS DEL RELOJ

	Leaves/Sale Van Nuys Metrolink Station (A)	Van Nuys & Roscoe (F)	Parthenia & Kester (E)	Sepulveda & Lanark (D)	Saticoy & Kester (C)	Sylvan & Sylmar (B)	Arrives/Llega Van Nuys Metrolink Station (A)
MONDAY-FRIDAY/LUNES-VIERNES							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	—	—	7:18AM	7:32
	7:00AM	7:05	7:11	7:21	7:27	7:41	7:55
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 1:00PM	:25 :45 :05 1:05	:31 :51 :11 1:11	:41 :01 :21 1:21	:47 :07 :27 1:27	:01 :21 :41 1:41	:15 :35 :55 1:55
then every/ entonces cada 15 minutes until/ minutos hasta	:15 :30 :45 :00 4:00PM	:20 :35 :50 :05 4:05	:26 :41 :56 :11 4:11	:36 :51 :06 :21 4:21	:42 :57 :12 :27 4:27	:56 :11 :26 :41 4:41	:10 :25 :40 :55 4:55
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 6:20PM	:25 :45 :05 6:25	:31 :51 :11 6:31	:41 :01 :21 6:41	:47 :07 :27 6:47	:01 :21 :41 7:01	:15 :35 :55 7:15
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:40PM	6:45	6:51	7:01	7:07	7:21	—
SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS							
FIRST BUS/ EL PRIMERO AUTOBÚS	—	—	—	—	9:07AM	9:21	9:35
	9:00AM	9:05	9:11	9:21	9:27	9:41	9:55
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 5:40PM	:25 :45 :05 5:45	:31 :51 :11 5:51	:41 :01 :21 6:01	:47 :07 :27 6:07	:01 :21 :41 6:21	:15 :35 :55 6:35
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:00PM	6:05	6:11	6:21	6:27	6:41	—

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

LADOT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH

PANORAMA CITY/VAN NUYS

EFFECTIVE JULY 1, 2013
EFECTIVO 1 JULIO, 2013



- DASH Panorama City/Van Nuys - Clockwise Route (Ruta en el Sentido de las Manecillas del Reloj)
- DASH Panorama City/Van Nuys - Counterclockwise Route (Ruta en el Sentido Opuesto de las Manecillas del Reloj)
- DASH Van Nuys/Studio City Route
- Bus Stop (Parada de Autobús)
- Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- A Time Point (Punto Clave de Horario)
- T Transfer Point (Punto de Transbordo)
- Amtrak/Metrolink Station (Estación de Amtrak/Metrolink)

LADOT
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Department of Transportation

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APPENDIX E

TRAFFIC VOLUME DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Van Nuys Blvd

East/West Magnolia Blvd

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	103	94	61	44
BIKES	19	16	9	16
BUSES	71	61	18	22

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	315	8.45	383	7.45	293	7.30	330	7.45
PM PK 15 MIN	430	17.00	330	15.15	351	17.30	277	17.45
AM PK HOUR	1149	8.15	1460	7.00	1055	7.30	###	7.30
PM PK HOUR	1644	16.30	1228	15.00	1225	17.00	960	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	704	79	858
8-9	107	941	87	1135
9-10	88	885	110	1083
15-16	139	1273	121	1533
16-17	132	1297	162	1591
17-18	138	1341	151	1630
TOTAL	679	6441	710	7830

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	114	1244	102	1460
8-9	109	1078	88	1275
9-10	92	993	93	1178
15-16	103	1006	119	1228
16-17	88	934	119	1141
17-18	72	933	110	1115
TOTAL	578	6188	631	7397

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2318	14	0	20	0
2410	22	0	20	0
2261	30	0	20	0
2761	25	0	24	0
2732	29	0	26	0
2745	31	0	17	0
15227	151	0	127	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	698	126	880
8-9	70	796	130	996
9-10	55	638	124	817
15-16	97	750	120	967
16-17	95	932	122	1149
17-18	112	985	128	1225
TOTAL	485	4799	750	6034

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	758	99	953
8-9	126	788	67	981
9-10	104	517	66	687
15-16	107	714	112	933
16-17	86	741	106	933
17-18	84	789	87	960
TOTAL	603	4307	537	5447

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1833	6	0	26	0
1977	12	0	14	0
1504	25	0	14	0
1900	8	0	27	0
2082	26	0	28	0
2185	14	0	40	0
11481	91	0	149	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Van Nuys Blvd and Magnolia Blvd , Sherman Oaks

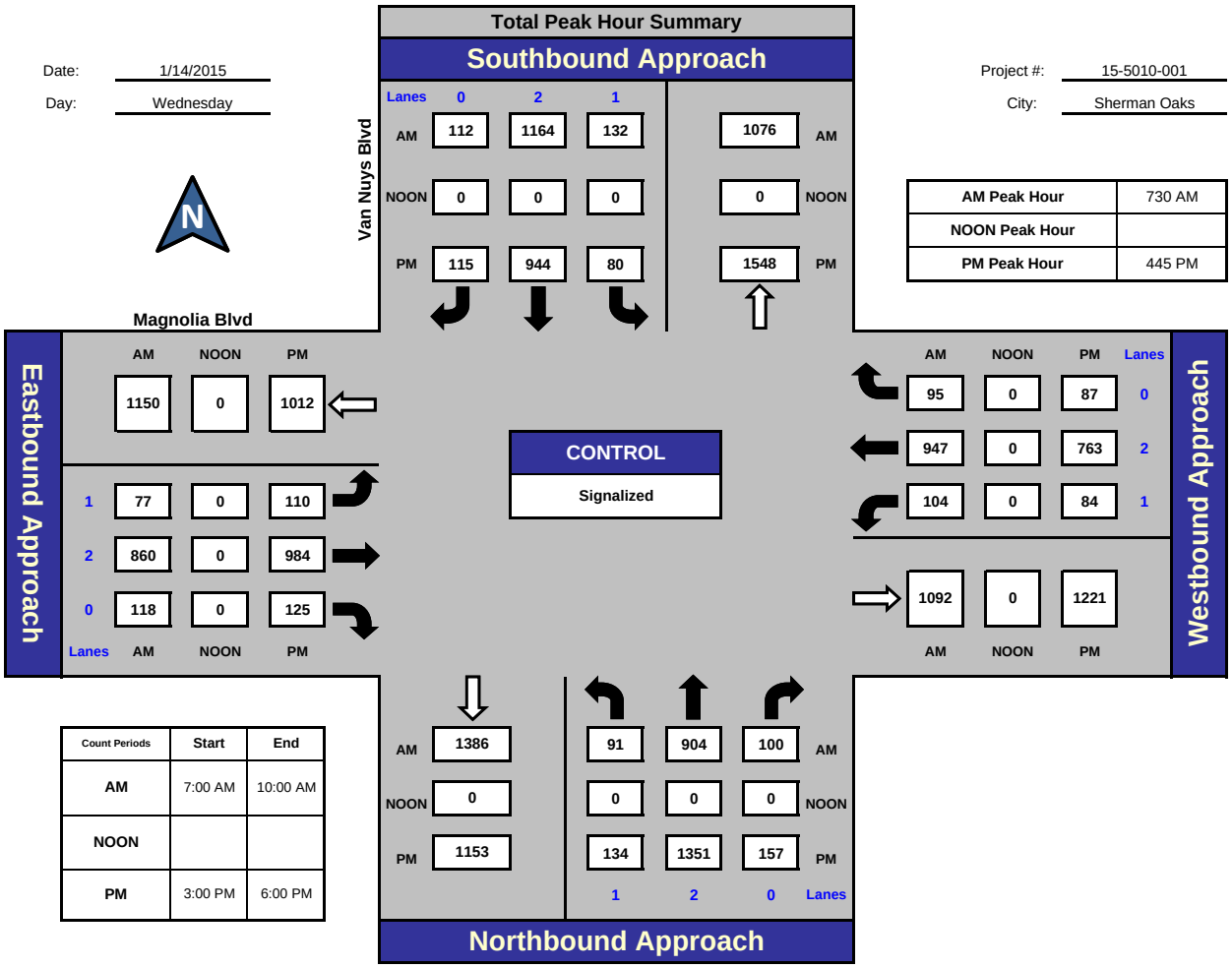
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-001

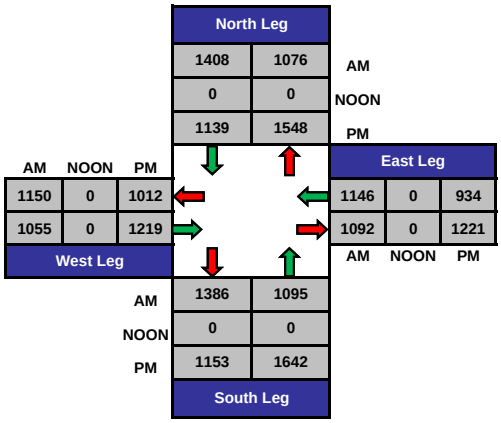
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

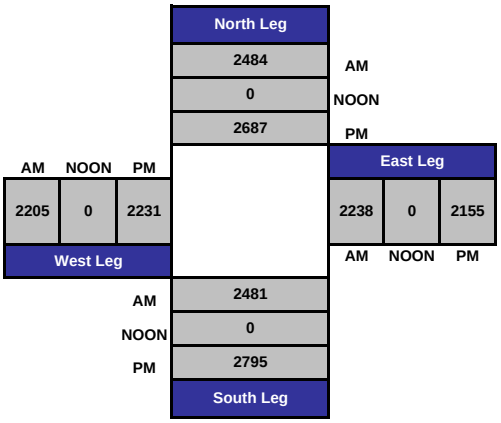


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	10	124	6	16	329	16	8	74	48	26	97	18	772
7:15 AM	22	133	12	24	334	23	6	148	27	28	161	25	943
7:30 AM	25	211	36	39	276	20	18	248	27	15	227	26	1168
7:45 AM	18	236	25	35	305	43	24	228	24	27	273	30	1268
8:00 AM	21	209	23	33	294	31	19	205	32	28	246	17	1158
8:15 AM	27	248	16	25	289	18	16	179	35	34	201	22	1110
8:30 AM	29	220	27	29	251	18	20	215	34	36	190	11	1080
8:45 AM	30	264	21	22	244	21	15	197	29	28	151	17	1039
9:00 AM	19	225	23	26	202	25	13	154	24	31	184	15	941
9:15 AM	21	235	28	28	262	19	14	152	35	29	108	18	949
9:30 AM	18	196	28	19	270	30	17	191	33	22	131	22	977
9:45 AM	30	229	31	19	259	19	11	141	32	22	94	11	898
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	270	2530	276	315	3315	283	181	2132	380	326	2063	232	12303
APPROACH %'s :	8.78%	82.25%	8.97%	8.05%	84.72%	7.23%	6.72%	79.17%	14.11%	12.44%	78.71%	8.85%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	91	904	100	132	1164	112	77	860	118	104	947	95	4704
PEAK HR FACTOR :		0.941			0.919			0.900			0.868		0.927

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	37	322	28	28	261	28	19	186	22	28	152	30	1141
3:15 PM	29	310	25	28	275	27	22	175	25	28	197	27	1168
3:30 PM	38	322	28	23	242	28	27	191	42	22	195	33	1191
3:45 PM	35	319	40	24	228	36	29	198	31	29	170	22	1161
4:00 PM	34	328	46	22	236	29	21	240	34	17	176	23	1206
4:15 PM	31	313	36	22	236	21	23	219	33	18	181	29	1162
4:30 PM	30	322	45	18	222	37	30	243	26	25	186	27	1211
4:45 PM	37	334	35	26	240	32	21	230	29	26	198	27	1235
5:00 PM	24	364	42	19	250	28	28	227	31	21	169	23	1226
5:15 PM	42	325	44	18	241	32	30	244	28	13	180	22	1219
5:30 PM	31	328	36	17	213	23	31	283	37	24	216	15	1254
5:45 PM	41	324	29	18	229	27	23	231	32	26	224	27	1231
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	409	3911	434	263	2873	348	304	2667	370	277	2244	305	14405
APPROACH %'s :	8.60%	82.27%	9.13%	7.55%	82.46%	9.99%	9.10%	79.83%	11.07%	9.80%	79.41%	10.79%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	134	1351	157	80	944	115	110	984	125	84	763	87	4934
PEAK HR FACTOR :		0.955			0.956			0.868			0.916		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	10	115	6	16	320	15	8	74	46	25	96	17	748
7:15 AM	22	129	12	24	325	23	6	146	27	25	158	25	922
7:30 AM	25	207	34	38	269	20	17	244	25	14	224	25	1142
7:45 AM	17	229	25	35	301	43	24	225	23	26	271	30	1249
8:00 AM	19	204	23	29	286	30	18	202	31	28	244	17	1131
8:15 AM	27	238	15	24	282	18	16	176	34	32	198	21	1081
8:30 AM	28	212	26	29	246	18	20	213	34	35	186	11	1058
8:45 AM	29	257	21	22	235	20	14	194	29	28	148	17	1014
9:00 AM	18	220	23	25	192	24	13	152	24	31	182	14	918
9:15 AM	21	226	28	28	252	19	14	148	33	29	107	17	922
9:30 AM	16	187	27	19	266	30	17	185	32	22	129	22	952
9:45 AM	28	223	31	19	252	17	10	136	30	22	93	10	871
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	260	2447	271	308	3226	277	177	2095	368	317	2036	226	12008
APPROACH %'s :	8.73%	82.17%	9.10%	8.08%	84.65%	7.27%	6.70%	79.36%	13.94%	12.29%	78.95%	8.76%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	88	878	97	126	1138	111	75	847	113	100	937	93	4603
PEAK HR FACTOR :		0.949			0.907			0.905			0.864		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	37	318	27	28	259	27	19	184	22	28	151	30	1130
3:15 PM	29	301	25	28	270	27	22	173	25	28	195	27	1150
3:30 PM	38	315	27	22	235	28	26	188	42	21	195	33	1170
3:45 PM	34	314	40	24	226	36	29	196	30	28	169	22	1148
4:00 PM	34	323	46	22	231	29	21	238	34	17	173	23	1191
4:15 PM	31	307	36	22	229	21	23	216	33	18	179	29	1144
4:30 PM	30	313	44	18	221	36	30	243	26	24	184	27	1196
4:45 PM	36	329	35	26	235	32	21	228	29	26	197	26	1220
5:00 PM	23	359	42	19	246	28	27	225	31	20	167	23	1210
5:15 PM	42	322	43	18	238	31	30	243	28	13	179	22	1209
5:30 PM	31	321	36	17	208	23	30	280	37	24	214	15	1236
5:45 PM	41	320	29	18	226	27	23	231	32	26	222	27	1222
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	406	3842	430	262	2824	345	301	2645	369	273	2225	304	14226
APPROACH %'s :	8.68%	82.13%	9.19%	7.64%	82.31%	10.06%	9.08%	79.79%	11.13%	9.74%	79.41%	10.85%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	132	1331	156	80	927	114	108	976	125	83	757	86	4875
PEAK HR FACTOR :		0.955			0.956			0.871			0.915		0.986

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-001
N/S Street: Van Nuys Blvd
E/W Street: Magnolia Blvd
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	5	2	1	0	1	2
7:15 AM	2	1	5	0	4	3	0	1
7:30 AM	3	3	0	0	7	3	0	2
7:45 AM	2	6	2	0	6	2	0	0
8:00 AM	4	2	3	1	1	3	0	1
8:15 AM	3	5	4	1	1	0	0	3
8:30 AM	2	0	5	2	2	3	1	4
8:45 AM	3	1	3	3	2	2	2	1
9:00 AM	0	5	6	3	0	2	2	3
9:15 AM	3	0	5	4	2	3	1	8
9:30 AM	1	2	6	0	2	0	1	6
9:45 AM	2	7	3	3	2	3	1	3
TOTALS	**25**	**35**	**47**	**19**	**30**	**24**	**9**	**34**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	3	6	1	4	11	1	1
3:15 PM	6	0	1	3	2	7	1	1
3:30 PM	4	3	7	1	1	0	1	1
3:45 PM	1	1	4	2	2	0	0	2
4:00 PM	4	3	5	3	4	1	0	9
4:15 PM	6	2	6	0	1	10	1	3
4:30 PM	4	1	7	3	5	1	4	4
4:45 PM	3	3	4	1	2	4	2	3
5:00 PM	4	1	1	5	6	8	3	1
5:15 PM	3	1	2	5	6	6	3	2
5:30 PM	3	1	9	3	4	4	0	2
5:45 PM	2	2	5	1	5	1	0	3
TOTALS	**46**	**21**	**57**	**28**	**42**	**53**	**16**	**32**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	1	0	1	0	1	1	0	4
9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	2
9:30 AM	0	0	0	0	1	0	0	1	0	0	2	0	4
9:45 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	5	2	0	6	0	3	4	0	22
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	71.43%	28.57%	0.00%	100.00%	0.00%	42.86%	57.14%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	0	0	2	0	0	1	0	0	1	0	5
PEAK HR FACTOR :		0.250			0.500			0.250			0.250		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	2	0	0	1	0	0	0	0	0	1	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	4
4:00 PM	0	1	0	0	1	0	0	2	0	0	1	2	7
4:15 PM	0	2	0	0	1	0	0	1	0	0	1	0	5
4:30 PM	0	2	0	0	0	0	0	0	0	0	2	1	5
4:45 PM	0	3	0	0	0	0	0	0	0	0	1	0	4
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	1	1	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	1	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	1	3	6	0	0	3	0	0	6	3	38
APPROACH %'s :	0.00%	94.12%	5.88%	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	8	1	2	1	0	0	0	0	0	1	0	13
PEAK HR FACTOR :		0.750			0.375			0.000			0.250		0.813

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	5	0	0	3	1	0	0	0	0	0	1	10
7:15 AM	0	2	0	0	3	0	0	0	0	2	2	0	9
7:30 AM	0	2	0	0	1	0	0	4	0	1	1	0	9
7:45 AM	0	4	0	0	0	0	0	0	0	0	1	0	5
8:00 AM	0	2	0	1	5	0	0	2	0	0	0	0	10
8:15 AM	0	3	0	0	2	0	0	1	0	0	0	0	6
8:30 AM	0	3	1	0	1	0	0	1	0	0	1	0	7
8:45 AM	0	2	0	0	3	0	0	1	0	0	1	0	7
9:00 AM	0	1	0	0	2	0	0	1	0	0	1	0	5
9:15 AM	0	5	0	0	3	0	0	0	0	0	0	0	8
9:30 AM	0	2	0	0	3	0	0	0	0	0	1	0	6
9:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	33	1	1	27	1	0	10	0	3	8	1	85
APPROACH %'s :	0.00%	97.06%	2.94%	3.45%	93.10%	3.45%	0.00%	100.00%	0.00%	25.00%	66.67%	8.33%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	11	0	1	8	0	0	7	0	1	2	0	30
PEAK HR FACTOR :		0.688			0.375			0.438			0.375		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:15 PM	0	5	0	0	2	0	0	1	0	0	2	0	10
3:30 PM	0	2	0	1	5	0	0	1	0	0	0	0	9
3:45 PM	1	3	0	0	1	0	0	1	1	0	1	0	8
4:00 PM	0	2	0	0	4	0	0	0	0	0	3	0	9
4:15 PM	0	3	0	0	4	0	0	1	0	0	1	0	9
4:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	5
4:45 PM	1	3	0	0	3	0	0	1	0	0	0	1	9
5:00 PM	0	4	0	0	3	0	1	0	0	0	1	0	9
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	3	0	0	3	0	0	1	0	0	1	0	8
5:45 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	34	1	1	31	0	1	6	1	0	9	1	87
APPROACH %'s :	5.41%	91.89%	2.70%	3.13%	96.88%	0.00%	12.50%	75.00%	12.50%	0.00%	90.00%	10.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	12	0	0	10	0	1	2	0	0	2	1	29
PEAK HR FACTOR :		0.813			0.833			0.750			0.750		0.806

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	4	0	0	6	0	0	0	2	1	1	0	14
7:15 AM	0	2	0	0	6	0	0	2	0	1	1	0	12
7:30 AM	0	2	2	1	6	0	1	0	2	0	2	1	17
7:45 AM	1	3	0	0	4	0	0	3	1	1	1	0	14
8:00 AM	2	3	0	3	3	1	1	1	1	0	2	0	17
8:15 AM	0	7	1	1	5	0	0	2	1	2	3	1	23
8:30 AM	1	5	0	0	4	0	0	1	0	1	3	0	15
8:45 AM	1	5	0	0	6	1	1	2	0	0	2	0	18
9:00 AM	1	4	0	1	8	1	0	1	0	0	1	1	18
9:15 AM	0	4	0	0	7	0	0	4	2	0	1	1	19
9:30 AM	2	7	1	0	1	0	0	6	1	0	1	0	19
9:45 AM	2	4	0	0	6	2	1	5	2	0	1	1	24
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	50	4	6	62	5	4	27	12	6	19	5	210
APPROACH %'s :	15.63%	78.13%	6.25%	8.22%	84.93%	6.85%	9.30%	62.79%	27.91%	20.00%	63.33%	16.67%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	3	15	3	5	18	1	2	6	5	3	8	2	71
PEAK HR FACTOR :		0.656			0.857			0.813			0.542		0.772

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-001

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	2	1	0	1	1	0	2	0	0	1	0	8
3:15 PM	0	4	0	0	3	0	0	1	0	0	0	0	8
3:30 PM	0	5	1	0	2	0	1	2	0	1	0	0	12
3:45 PM	0	2	0	0	1	0	0	1	0	1	0	0	5
4:00 PM	0	3	0	0	1	0	0	2	0	0	0	0	6
4:15 PM	0	3	0	0	3	0	0	2	0	0	1	0	9
4:30 PM	0	6	0	0	0	1	0	0	0	1	2	0	10
4:45 PM	0	2	0	0	2	0	0	1	0	0	1	0	6
5:00 PM	1	1	0	0	1	0	0	2	0	1	1	0	7
5:15 PM	0	1	1	0	2	1	0	1	0	0	1	0	7
5:30 PM	0	4	0	0	2	0	1	2	0	0	1	0	10
5:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	35	3	0	18	3	2	16	0	4	10	0	92
APPROACH %'s :	2.56%	89.74%	7.69%	0.00%	85.71%	14.29%	11.11%	88.89%	0.00%	28.57%	71.43%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	8	1	0	7	1	1	6	0	1	4	0	30
PEAK HR FACTOR :		0.625			0.667			0.583			0.625		0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Van Nuys Blvd

East/West Riverside Dr

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	103	92	0	31
BIKES	20	19	0	5
BUSES	80	62	0	25

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	433	8.15	441	7.15	0	0.00	195	7.45
PM PK 15 MIN	509	17.30	346	17.15	0	0.00	227	17.45
AM PK HOUR	1695	8.15	1561	7.00	0	0.00	679	7.30
PM PK HOUR	1969	16.45	1300	16.45	0	0.00	808	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	841	393	1234
8-9	0	1110	552	1662
9-10	0	1109	499	1608
15-16	0	1429	418	1847
16-17	0	1440	489	1929
17-18	0	1462	492	1954
TOTAL	0	7391	2843	10234

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	129	1432	0	1561
8-9	159	1201	0	1360
9-10	141	1128	0	1269
15-16	128	1151	0	1279
16-17	115	1119	0	1234
17-18	132	1168	0	1300
TOTAL	804	7199	0	8003

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2795	0	0	9	0
3022	0	0	1	0
2877	0	0	5	0
3126	0	0	5	0
3163	0	0	8	0
3254	0	0	10	0
18237	0	0	38	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	455	0	114	569
8-9	388	0	188	576
9-10	253	0	145	398
15-16	457	0	218	675
16-17	456	0	255	711
17-18	543	0	265	808
TOTAL	2552	0	1185	3737

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
569	0	0	10	0
576	0	0	6	0
398	0	0	10	0
675	0	0	26	1
711	0	0	24	0
808	0	0	13	0
3737	0	0	89	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Van Nuys Blvd and Riverside Dr , Sherman Oaks

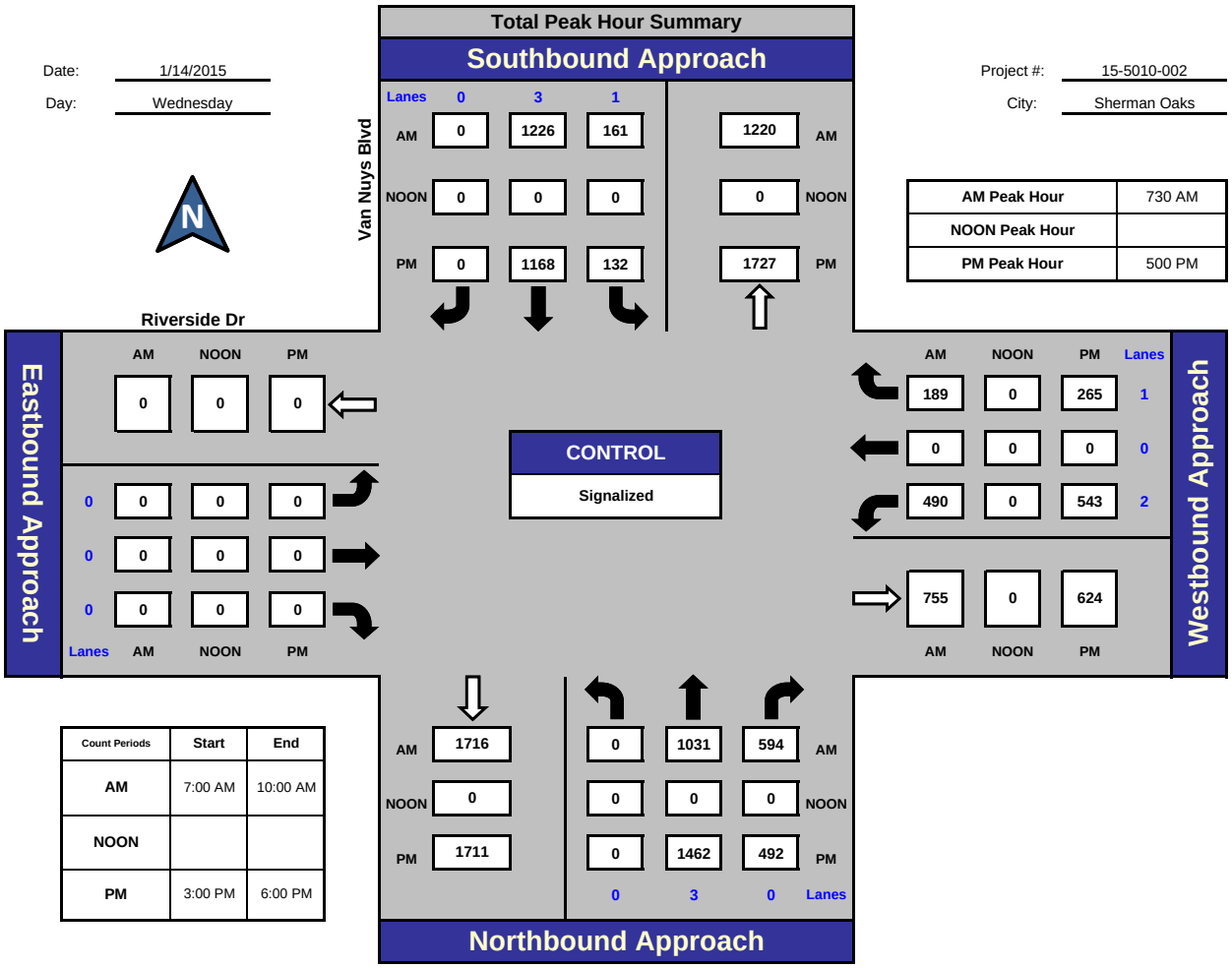
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-002

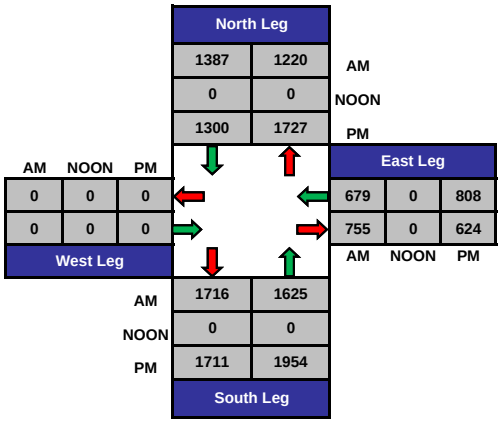
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

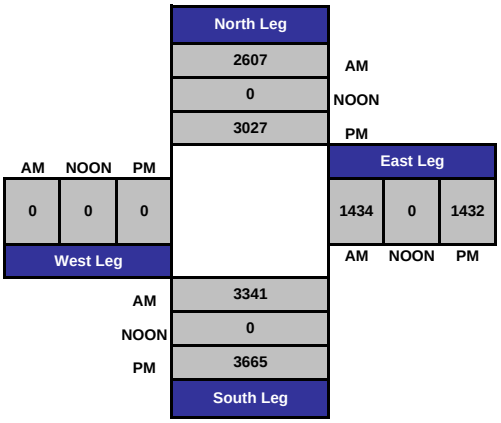


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
7:00 AM	0	168	21	20	417	0	0	0	0	65	0	10	701
7:15 AM	0	173	78	33	408	0	0	0	0	114	0	16	822
7:30 AM	0	247	140	34	305	0	0	0	0	128	0	41	895
7:45 AM	0	253	154	42	302	0	0	0	0	148	0	47	946
8:00 AM	0	246	152	42	331	0	0	0	0	105	0	47	923
8:15 AM	0	285	148	43	288	0	0	0	0	109	0	54	927
8:30 AM	0	282	126	36	303	0	0	0	0	89	0	41	877
8:45 AM	0	297	126	38	279	0	0	0	0	85	0	46	871
9:00 AM	0	298	133	37	233	0	0	0	0	68	0	38	807
9:15 AM	0	286	139	33	309	0	0	0	0	74	0	29	870
9:30 AM	0	236	118	37	318	0	0	0	0	55	0	42	806
9:45 AM	0	289	109	34	268	0	0	0	0	56	0	36	792
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3060	1444	429	3761	0	0	0	0	1096	0	447	10237
APPROACH %'s :	0.00%	67.94%	32.06%	10.24%	89.76%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	71.03%	0.00%	28.97%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1031	594	161	1226	0	0	0	0	490	0	189	3691
PEAK HR FACTOR :		0.938			0.930			0.000			0.871		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
3:00 PM	0	365	84	32	311	0	0	0	0	102	0	49	943
3:15 PM	0	358	105	31	277	0	0	0	0	124	0	34	929
3:30 PM	0	344	98	36	285	0	0	0	0	141	0	70	974
3:45 PM	0	362	131	29	278	0	0	0	0	90	0	65	955
4:00 PM	0	357	133	39	277	0	0	0	0	120	0	77	1003
4:15 PM	0	359	115	25	281	0	0	0	0	122	0	57	959
4:30 PM	0	373	116	20	270	0	0	0	0	117	0	54	950
4:45 PM	0	351	125	31	291	0	0	0	0	97	0	67	962
5:00 PM	0	387	116	36	286	0	0	0	0	135	0	61	1021
5:15 PM	0	363	118	39	307	0	0	0	0	119	0	62	1008
5:30 PM	0	371	138	28	282	0	0	0	0	138	0	66	1023
5:45 PM	0	341	120	29	293	0	0	0	0	151	0	76	1010
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4331	1399	375	3438	0	0	0	0	1456	0	738	11737
APPROACH %'s :	0.00%	75.58%	24.42%	9.83%	90.17%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	66.36%	0.00%	33.64%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1462	492	132	1168	0	0	0	0	543	0	265	4062
PEAK HR FACTOR :		0.960			0.939			0.000			0.890		0.993

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
7:00 AM	0	163	19	18	411	0	0	0	0	64	0	7	682
7:15 AM	0	169	76	32	397	0	0	0	0	111	0	16	801
7:30 AM	0	242	140	32	298	0	0	0	0	124	0	40	876
7:45 AM	0	246	154	40	298	0	0	0	0	148	0	47	933
8:00 AM	0	237	150	41	325	0	0	0	0	102	0	47	902
8:15 AM	0	278	146	41	279	0	0	0	0	107	0	52	903
8:30 AM	0	274	125	35	300	0	0	0	0	87	0	40	861
8:45 AM	0	291	124	38	271	0	0	0	0	84	0	45	853
9:00 AM	0	288	132	37	224	0	0	0	0	66	0	37	784
9:15 AM	0	280	137	32	300	0	0	0	0	73	0	29	851
9:30 AM	0	226	118	37	312	0	0	0	0	52	0	40	785
9:45 AM	0	282	109	31	263	0	0	0	0	52	0	35	772
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2976	1430	414	3678	0	0	0	0	1070	0	435	10003
APPROACH %'s :	0.00%	67.54%	32.46%	10.12%	89.88%	0.00%				71.10%	0.00%	28.90%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1003	590	154	1200	0	0	0	0	481	0	186	3614
PEAK HR FACTOR :		0.939			0.925			0.000			0.855		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
3:00 PM	0	360	83	32	306	0	0	0	0	101	0	49	931
3:15 PM	0	348	104	29	273	0	0	0	0	121	0	34	909
3:30 PM	0	337	97	36	281	0	0	0	0	139	0	70	960
3:45 PM	0	357	127	29	272	0	0	0	0	90	0	65	940
4:00 PM	0	352	133	39	272	0	0	0	0	120	0	77	993
4:15 PM	0	352	112	25	274	0	0	0	0	121	0	57	941
4:30 PM	0	366	116	20	268	0	0	0	0	117	0	53	940
4:45 PM	0	346	122	31	286	0	0	0	0	96	0	66	947
5:00 PM	0	382	116	35	282	0	0	0	0	134	0	60	1009
5:15 PM	0	359	116	39	304	0	0	0	0	118	0	61	997
5:30 PM	0	364	137	28	279	0	0	0	0	137	0	64	1009
5:45 PM	0	339	120	29	288	0	0	0	0	150	0	76	1002
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4262	1383	372	3385	0	0	0	0	1444	0	732	11578
APPROACH %'s :	0.00%	75.50%	24.50%	9.90%	90.10%	0.00%				66.36%	0.00%	33.64%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1444	489	131	1153	0	0	0	0	539	0	261	4017
PEAK HR FACTOR :		0.965			0.936			0.000			0.885		0.995

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-002
N/S Street: Van Nuys Blvd
E/W Street: Riverside Dr
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	1	0	0	0	1	0	0
7:15 AM	1	2	0	0	3	2	0	0
7:30 AM	0	1	0	0	2	2	0	0
7:45 AM	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0
8:45 AM	0	0	0	0	1	2	0	0
9:00 AM	1	0	0	0	2	0	0	0
9:15 AM	1	0	0	0	2	0	0	0
9:30 AM	0	2	0	0	0	0	0	0
9:45 AM	0	1	0	0	2	4	0	0
TOTALS	**7**	**8**	**0**	**0**	**12**	**14**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	0	0	0	2	1	0	0
3:15 PM	0	0	0	0	6	2	0	0
3:30 PM	0	0	0	0	5	4	0	0
3:45 PM	1	3	0	0	4	2	0	0
4:00 PM	1	0	0	0	0	1	0	0
4:15 PM	2	1	0	0	4	7	0	0
4:30 PM	0	0	0	0	8	2	0	0
4:45 PM	1	3	0	0	2	0	0	0
5:00 PM	4	0	0	0	2	2	0	0
5:15 PM	2	1	0	0	1	2	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	3	0	0	0	2	4	0	0
TOTALS	**15**	**8**	**0**	**0**	**36**	**27**	**0**	**0**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	1	3	7	0	0	0	0	1	0	0	14
APPROACH %'s :	0.00%	66.67%	33.33%	30.00%	70.00%	0.00%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	2	1	0	0	0	0	0	0	0	3
PEAK HR FACTOR :		0.000			0.375			0.000			0.000		0.375

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
3:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
3:45 PM	0	1	0	0	2	0	0	0	0	1	0	0	4
4:00 PM	0	5	0	0	1	0	0	0	0	1	0	0	7
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	3	0	0	1	0	0	0	0	1	0	0	5
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	17	0	2	7	0	0	0	0	4	0	0	30
APPROACH %'s :	0.00%	100.00%	0.00%	22.22%	77.78%	0.00%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	4	0	0	1	0	0	0	0	2	0	0	7
PEAK HR FACTOR :		0.333			0.250			0.000			0.500		0.350

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
7:00 AM	0	3	2	0	3	0	0	0	0	1	0	1	10
7:15 AM	0	2	2	0	5	0	0	0	0	2	0	0	11
7:30 AM	0	3	0	0	2	0	0	0	0	2	0	0	7
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	3	1	0	4	0	0	0	0	1	0	0	9
8:15 AM	0	2	0	0	3	0	0	0	0	1	0	0	6
8:30 AM	0	3	0	0	1	0	0	0	0	0	0	1	5
8:45 AM	0	2	2	0	3	0	0	0	0	1	0	0	8
9:00 AM	0	2	0	0	2	0	0	0	0	1	0	1	6
9:15 AM	0	3	1	0	2	0	0	0	0	0	0	0	6
9:30 AM	0	2	0	0	4	0	0	0	0	1	0	0	7
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	30	8	0	29	0	0	0	0	10	0	3	80
APPROACH %'s :	0.00%	78.95%	21.05%	0.00%	100.00%	0.00%				76.92%	0.00%	23.08%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	11	1	0	9	0	0	0	0	4	0	0	25
PEAK HR FACTOR :		0.750			0.563			0.000			0.500		0.694

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
3:00 PM	0	2	0	0	3	0	0	0	0	1	0	0	6
3:15 PM	0	5	1	0	2	0	0	0	0	3	0	0	11
3:30 PM	0	2	0	0	2	0	0	0	0	2	0	0	6
3:45 PM	0	3	1	0	4	0	0	0	0	0	0	0	8
4:00 PM	0	2	0	0	4	0	0	0	0	0	0	0	6
4:15 PM	0	4	2	0	4	0	0	0	0	1	0	0	11
4:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:45 PM	0	3	1	0	3	0	0	0	0	1	0	1	9
5:00 PM	0	4	0	0	3	0	0	0	0	1	0	0	8
5:15 PM	0	2	2	0	1	0	0	0	0	0	0	0	5
5:30 PM	0	4	0	0	1	0	0	0	0	1	0	0	6
5:45 PM	0	1	0	0	5	0	0	0	0	1	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	35	7	0	33	0	0	0	0	11	0	1	87
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	100.00%	0.00%				91.67%	0.00%	8.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	11	2	0	10	0	0	0	0	3	0	0	26
PEAK HR FACTOR :		0.813			0.500			0.000			0.750		0.813

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
7:00 AM	0	2	0	2	3	0	0	0	0	0	0	2	9
7:15 AM	0	2	0	1	6	0	0	0	0	1	0	0	10
7:30 AM	0	2	0	2	5	0	0	0	0	2	0	1	12
7:45 AM	0	4	0	2	4	0	0	0	0	0	0	0	10
8:00 AM	0	6	1	1	2	0	0	0	0	2	0	0	12
8:15 AM	0	5	2	2	6	0	0	0	0	1	0	2	18
8:30 AM	0	5	1	1	2	0	0	0	0	2	0	0	11
8:45 AM	0	4	0	0	5	0	0	0	0	0	0	1	10
9:00 AM	0	8	1	0	7	0	0	0	0	1	0	0	17
9:15 AM	0	3	1	1	7	0	0	0	0	1	0	0	13
9:30 AM	0	8	0	0	2	0	0	0	0	2	0	2	14
9:45 AM	0	5	0	3	5	0	0	0	0	4	0	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	54	6	15	54	0	0	0	0	16	0	9	154
APPROACH %'s :	0.00%	90.00%	10.00%	21.74%	78.26%	0.00%				64.00%	0.00%	36.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	17	3	7	17	0	0	0	0	5	0	3	52
PEAK HR FACTOR :		0.714			0.750			0.000			0.667		0.722

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-002

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	0	0	0	2	0	1	
3:00 PM	0	3	1	0	2	0	0	0	0	0	0	0	6
3:15 PM	0	5	0	2	2	0	0	0	0	0	0	0	9
3:30 PM	0	5	1	0	2	0	0	0	0	0	0	0	8
3:45 PM	0	2	3	0	2	0	0	0	0	0	0	0	7
4:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:15 PM	0	3	1	0	3	0	0	0	0	0	0	0	7
4:30 PM	0	4	0	0	1	0	0	0	0	0	0	1	6
4:45 PM	0	2	2	0	2	0	0	0	0	0	0	0	6
5:00 PM	0	1	0	1	1	0	0	0	0	0	0	1	4
5:15 PM	0	2	0	0	2	0	0	0	0	1	0	1	6
5:30 PM	0	3	1	0	2	0	0	0	0	0	0	2	8
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	34	9	3	20	0	0	0	0	1	0	5	72
APPROACH %'s :	0.00%	79.07%	20.93%	13.04%	86.96%	0.00%				16.67%	0.00%	83.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	7	1	1	5	0	0	0	0	1	0	4	19
PEAK HR FACTOR :		0.500			0.750			0.000			0.625		0.594

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Van Nuys Blvd

East/West US-101 NB Ramps

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	93	91	0	61
BIKES	25	23	0	0
BUSES	78	83	0	11

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	440	7.45	540	7.15	0	0.00	266	9.45
PM PK 15 MIN	571	17.15	440	17.45	0	0.00	188	15.00
AM PK HOUR	1610	7.30	1886	7.00	0	0.00	931	9.00
PM PK HOUR	2195	15.45	1689	17.00	0	0.00	639	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	335	937	0	1272
8-9	322	1207	0	1529
9-10	308	1120	0	1428
15-16	556	1480	0	2036
16-17	494	1646	0	2140
17-18	517	1678	0	2195
TOTAL	2532	8068	0	10600

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1056	830	1886
8-9	0	911	683	1594
9-10	0	908	467	1375
15-16	0	1034	587	1621
16-17	0	997	570	1567
17-18	0	1042	647	1689
TOTAL	0	5948	3784	9732

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
3158	0	0	0	0
3123	0	0	0	0
2803	0	0	0	0
3657	0	0	0	0
3707	0	0	0	0
3884	0	0	0	0
20332	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	223	5	302	530
8-9	293	4	450	747
9-10	455	6	470	931
15-16	269	3	367	639
16-17	209	3	273	485
17-18	234	3	265	502
TOTAL	1683	24	2127	3834

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
530	7	0	11	0
747	5	0	5	1
931	3	0	14	0
639	3	0	21	0
485	9	0	23	0
502	1	0	14	0
3834	28	0	88	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Van Nuys Blvd and US-101 NB Ramps , Sherman Oaks

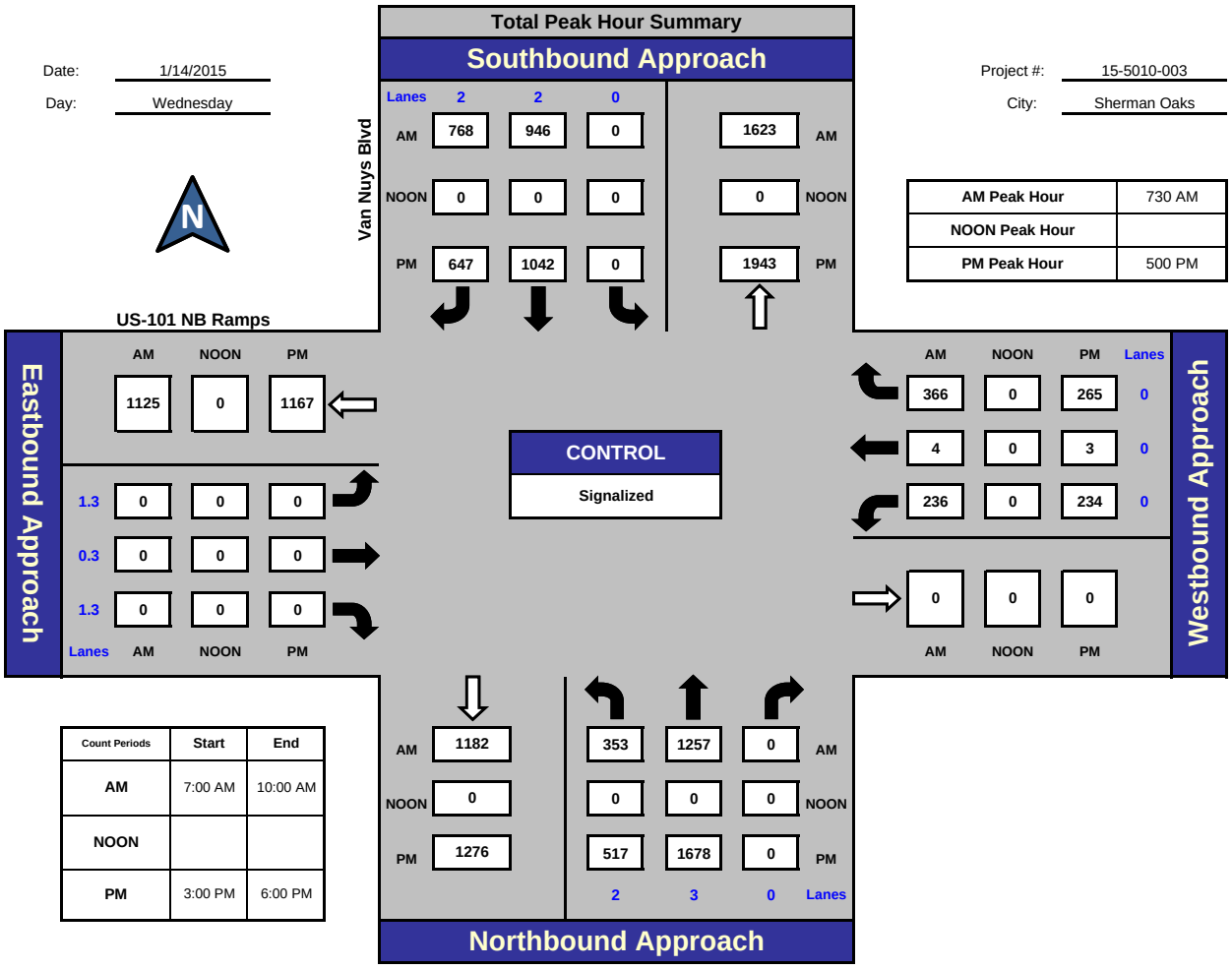
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-003

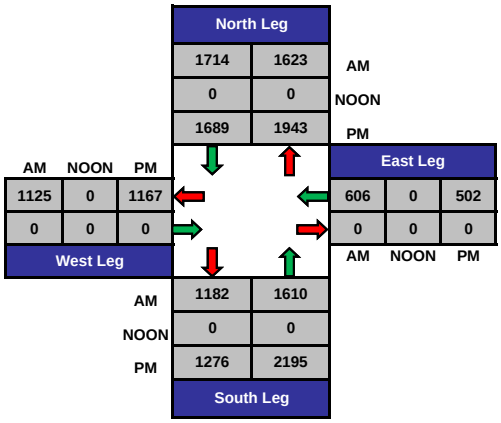
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

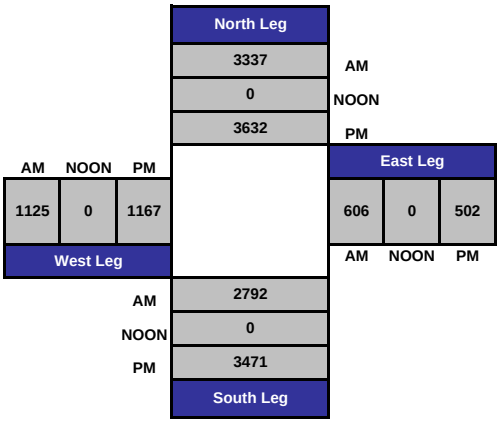


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
7:00 AM	52	108	0	0	308	159	0	0	0	75	2	79	783
7:15 AM	97	190	0	0	291	249	0	0	0	52	1	69	949
7:30 AM	86	299	0	0	219	211	0	0	0	41	1	79	936
7:45 AM	100	340	0	0	238	211	0	0	0	55	1	75	1020
8:00 AM	93	285	0	0	254	187	0	0	0	73	1	101	994
8:15 AM	74	333	0	0	235	159	0	0	0	67	1	111	980
8:30 AM	62	273	0	0	213	188	0	0	0	64	1	119	920
8:45 AM	93	316	0	0	209	149	0	0	0	89	1	119	976
9:00 AM	70	285	0	0	192	113	0	0	0	103	2	130	895
9:15 AM	72	315	0	0	243	133	0	0	0	91	0	120	974
9:30 AM	73	233	0	0	267	104	0	0	0	104	2	113	896
9:45 AM	93	287	0	0	206	117	0	0	0	157	2	107	969
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	965	3264	0	0	2875	1980	0	0	0	971	15	1222	11292
APPROACH %'s :	22.82%	77.18%	0.00%	0.00%	59.22%	40.78%	#DIV/0!	#DIV/0!	#DIV/0!	43.98%	0.68%	55.34%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	353	1257	0	0	946	768	0	0	0	236	4	366	3930
PEAK HR FACTOR :		0.915			0.954			0.000			0.846		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
3:00 PM	177	352	0	0	269	151	0	0	0	75	1	112	1137
3:15 PM	120	348	0	0	243	169	0	0	0	77	0	99	1056
3:30 PM	128	348	0	0	259	148	0	0	0	56	0	87	1026
3:45 PM	131	432	0	0	263	119	0	0	0	61	2	69	1077
4:00 PM	128	440	0	0	231	138	0	0	0	46	0	46	1029
4:15 PM	125	396	0	0	277	142	0	0	0	55	2	71	1068
4:30 PM	136	407	0	0	252	142	0	0	0	52	1	72	1062
4:45 PM	105	403	0	0	237	148	0	0	0	56	0	84	1033
5:00 PM	121	421	0	0	262	150	0	0	0	48	1	68	1071
5:15 PM	145	426	0	0	269	164	0	0	0	71	0	65	1140
5:30 PM	129	430	0	0	241	163	0	0	0	58	1	66	1088
5:45 PM	122	401	0	0	270	170	0	0	0	57	1	66	1087
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1567	4804	0	0	3073	1804	0	0	0	712	9	905	12874
APPROACH %'s :	24.60%	75.40%	0.00%	0.00%	63.01%	36.99%	#DIV/0!	#DIV/0!	#DIV/0!	43.79%	0.55%	55.66%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	517	1678	0	0	1042	647	0	0	0	234	3	265	4386
PEAK HR FACTOR :		0.961			0.960			0.000			0.923		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
7:00 AM	51	101	0	0	303	157	0	0	0	74	1	79	766
7:15 AM	97	185	0	0	282	245	0	0	0	49	0	68	926
7:30 AM	84	296	0	0	211	208	0	0	0	38	0	77	914
7:45 AM	100	334	0	0	236	210	0	0	0	54	0	74	1008
8:00 AM	91	277	0	0	246	185	0	0	0	70	1	97	967
8:15 AM	72	326	0	0	228	155	0	0	0	67	0	110	958
8:30 AM	61	267	0	0	209	186	0	0	0	63	0	116	902
8:45 AM	92	310	0	0	201	148	0	0	0	86	1	117	955
9:00 AM	69	275	0	0	184	111	0	0	0	101	1	129	870
9:15 AM	71	309	0	0	235	131	0	0	0	89	0	117	952
9:30 AM	70	226	0	0	261	101	0	0	0	103	2	111	874
9:45 AM	91	281	0	0	201	112	0	0	0	155	2	106	948
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	949	3187	0	0	2797	1949	0	0	0	949	8	1201	11040
APPROACH %'s :	22.94%	77.06%	0.00%	0.00%	58.93%	41.07%				43.98%	0.37%	55.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	347	1233	0	0	921	758	0	0	0	229	1	358	3847
PEAK HR FACTOR :		0.910			0.941			0.000			0.831		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
3:00 PM	176	347	0	0	264	150	0	0	0	75	1	111	1124
3:15 PM	120	340	0	0	240	165	0	0	0	77	0	95	1037
3:30 PM	126	345	0	0	253	148	0	0	0	55	0	83	1010
3:45 PM	130	426	0	0	257	119	0	0	0	60	2	66	1060
4:00 PM	127	436	0	0	227	138	0	0	0	46	0	45	1019
4:15 PM	123	386	0	0	269	141	0	0	0	55	2	70	1046
4:30 PM	136	403	0	0	251	141	0	0	0	52	1	70	1054
4:45 PM	104	397	0	0	231	148	0	0	0	56	0	82	1018
5:00 PM	120	415	0	0	260	149	0	0	0	48	0	68	1060
5:15 PM	143	420	0	0	264	163	0	0	0	71	0	65	1126
5:30 PM	128	424	0	0	238	162	0	0	0	58	1	65	1076
5:45 PM	122	399	0	0	264	170	0	0	0	57	1	66	1079
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1555	4738	0	0	3018	1794	0	0	0	710	8	886	12709
APPROACH %'s :	24.71%	75.29%	0.00%	0.00%	62.72%	37.28%				44.26%	0.50%	55.24%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	513	1658	0	0	1026	644	0	0	0	234	2	264	4341
PEAK HR FACTOR :		0.964			0.962			0.000			0.919		0.964

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-003
N/S Street: Van Nuys Blvd
E/W Street: US-101 NB Ramps
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

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

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	2	1	0	0
3:15 PM	0	0	0	0	7	2	0	1
3:30 PM	0	0	0	0	3	3	0	1
3:45 PM	0	0	0	0	2	1	0	1
4:00 PM	0	0	0	0	0	2	1	1
4:15 PM	0	0	0	0	5	4	0	1
4:30 PM	0	0	0	0	8	2	1	0
4:45 PM	0	0	0	0	2	0	3	2
5:00 PM	0	0	0	0	3	1	1	0
5:15 PM	0	0	0	0	1	1	0	0
5:30 PM	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	3	4	0	0
TOTALS	**0**	**0**	**0**	**0**	**36**	**22**	**6**	**7**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	7	1	0	0	0	0	0	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	87.50%	12.50%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000			0.250			0.000			0.000			0.250

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
3:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
4:00 PM	2	5	0	0	2	0	0	0	0	0	0	0	9
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	3	1	0	2	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	20	1	0	15	0	0	0	0	0	0	0	38
APPROACH %'s :	8.70%	86.96%	4.35%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	5	1	0	4	0	0	0	0	0	0	0	10
PEAK HR FACTOR :		0.375			0.500			0.000			0.000		0.417

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
7:00 AM	0	5	0	0	3	1	0	0	0	0	1	0	10
7:15 AM	0	4	0	0	4	2	0	0	0	0	1	0	11
7:30 AM	0	2	0	0	4	1	0	0	0	0	1	1	9
7:45 AM	0	3	0	0	0	0	0	0	0	0	1	0	4
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	8
8:15 AM	1	2	0	0	4	1	0	0	0	0	1	0	9
8:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	8
9:00 AM	0	2	0	0	3	0	0	0	0	0	1	0	6
9:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
9:30 AM	0	2	0	0	4	0	0	0	0	0	0	0	6
9:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	37	0	0	34	5	0	0	0	0	6	1	84
APPROACH %'s :	2.63%	97.37%	0.00%	0.00%	87.18%	12.82%				0.00%	85.71%	14.29%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	11	0	0	12	2	0	0	0	0	3	1	30
PEAK HR FACTOR :		0.750			0.700			0.000			0.500		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
3:00 PM	0	2	0	0	4	0	0	0	0	0	0	0	6
3:15 PM	0	5	0	0	2	3	0	0	0	0	0	1	11
3:30 PM	1	1	0	0	4	0	0	0	0	0	0	1	7
3:45 PM	0	3	0	0	4	0	0	0	0	0	0	1	8
4:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
4:15 PM	0	7	0	0	6	0	0	0	0	0	0	0	13
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	8
5:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	7
5:15 PM	1	4	0	0	2	1	0	0	0	0	0	0	8
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	5
5:45 PM	0	1	0	0	6	0	0	0	0	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	38	0	0	40	4	0	0	0	0	0	4	88
APPROACH %'s :	5.00%	95.00%	0.00%	0.00%	90.91%	9.09%				0.00%	0.00%	100.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	12	0	0	12	1	0	0	0	0	0	1	27
PEAK HR FACTOR :		0.650			0.542			0.000			0.250		0.844

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
7:00 AM	1	2	0	0	2	1	0	0	0	1	0	0	7
7:15 AM	0	1	0	0	5	2	0	0	0	3	0	1	12
7:30 AM	2	1	0	0	4	2	0	0	0	3	0	1	13
7:45 AM	0	3	0	0	2	1	0	0	0	1	0	1	8
8:00 AM	2	4	0	0	4	2	0	0	0	3	0	4	19
8:15 AM	1	5	0	0	3	3	0	0	0	0	0	1	13
8:30 AM	1	3	0	0	3	2	0	0	0	1	1	3	14
8:45 AM	1	2	0	0	4	1	0	0	0	3	0	2	13
9:00 AM	1	8	0	0	5	2	0	0	0	2	0	1	19
9:15 AM	1	2	0	0	6	2	0	0	0	2	0	3	16
9:30 AM	3	5	0	0	2	3	0	0	0	1	0	2	16
9:45 AM	2	4	0	0	4	5	0	0	0	2	0	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	40	0	0	44	26	0	0	0	22	1	20	168
APPROACH %'s :	27.27%	72.73%	0.00%	0.00%	62.86%	37.14%				51.16%	2.33%	46.51%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	5	13	0	0	13	8	0	0	0	7	0	7	53
PEAK HR FACTOR :		0.750			0.875			0.000			0.500		0.697

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-003

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	2	1.3	0.3	1.3	0	0	0	
3:00 PM	1	3	0	0	1	1	0	0	0	0	0	1	7
3:15 PM	0	3	0	0	1	1	0	0	0	0	0	3	8
3:30 PM	1	2	0	0	2	0	0	0	0	1	0	3	9
3:45 PM	1	3	0	0	2	0	0	0	0	1	0	2	9
4:00 PM	1	2	0	0	1	0	0	0	0	0	0	1	5
4:15 PM	2	3	0	0	2	1	0	0	0	0	0	1	9
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	2	5
4:45 PM	1	2	0	0	2	0	0	0	0	0	0	2	7
5:00 PM	1	1	0	0	0	1	0	0	0	0	1	0	4
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	6
5:30 PM	1	4	0	0	1	1	0	0	0	0	0	0	7
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	28	0	0	15	6	0	0	0	2	1	15	77
APPROACH %'s :	26.32%	73.68%	0.00%	0.00%	71.43%	28.57%				11.11%	5.56%	83.33%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	8	0	0	4	2	0	0	0	0	1	0	18
PEAK HR FACTOR :		0.550			0.500			0.000			0.250		0.643

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Van Nuys Blvd

East/West US-101 SB Ramps

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	95	83	46	0
BIKES	21	12	0	0
BUSES	73	74	18	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	242	7.15	394	7.00	377	9.00	0	0.00
PM PK 15 MIN	463	17.15	337	15.00	354	17.30	0	0.00
AM PK HOUR	944	7.15	1359	9.00	1416	8.45	0	0.00
PM PK HOUR	1736	17.00	1291	15.00	1329	17.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	640	229	869
8-9	0	679	202	881
9-10	0	652	150	802
15-16	0	1365	319	1684
16-17	0	1358	249	1607
17-18	0	1437	299	1736
TOTAL	0	6131	1448	7579

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	498	792	0	1290
8-9	315	893	0	1208
9-10	300	1059	0	1359
15-16	319	972	0	1291
16-17	280	932	0	1212
17-18	278	986	0	1264
TOTAL	1990	5634	0	7624

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2159	0	0	0	0
2089	0	0	0	0
2161	0	0	0	0
2975	0	0	0	0
2819	0	0	0	0
3000	0	0	0	0
15203	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	614	2	351	967
8-9	851	6	524	1381
9-10	776	5	623	1404
15-16	681	6	490	1177
16-17	782	4	501	1287
17-18	758	9	562	1329
TOTAL	4462	32	3051	7545

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
967	6	0	11	0
1381	4	0	5	0
1404	1	0	13	0
1177	3	0	21	1
1287	7	0	24	0
1329	1	0	13	0
7545	22	0	87	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Van Nuys Blvd and US-101 SB Ramps , Sherman Oaks

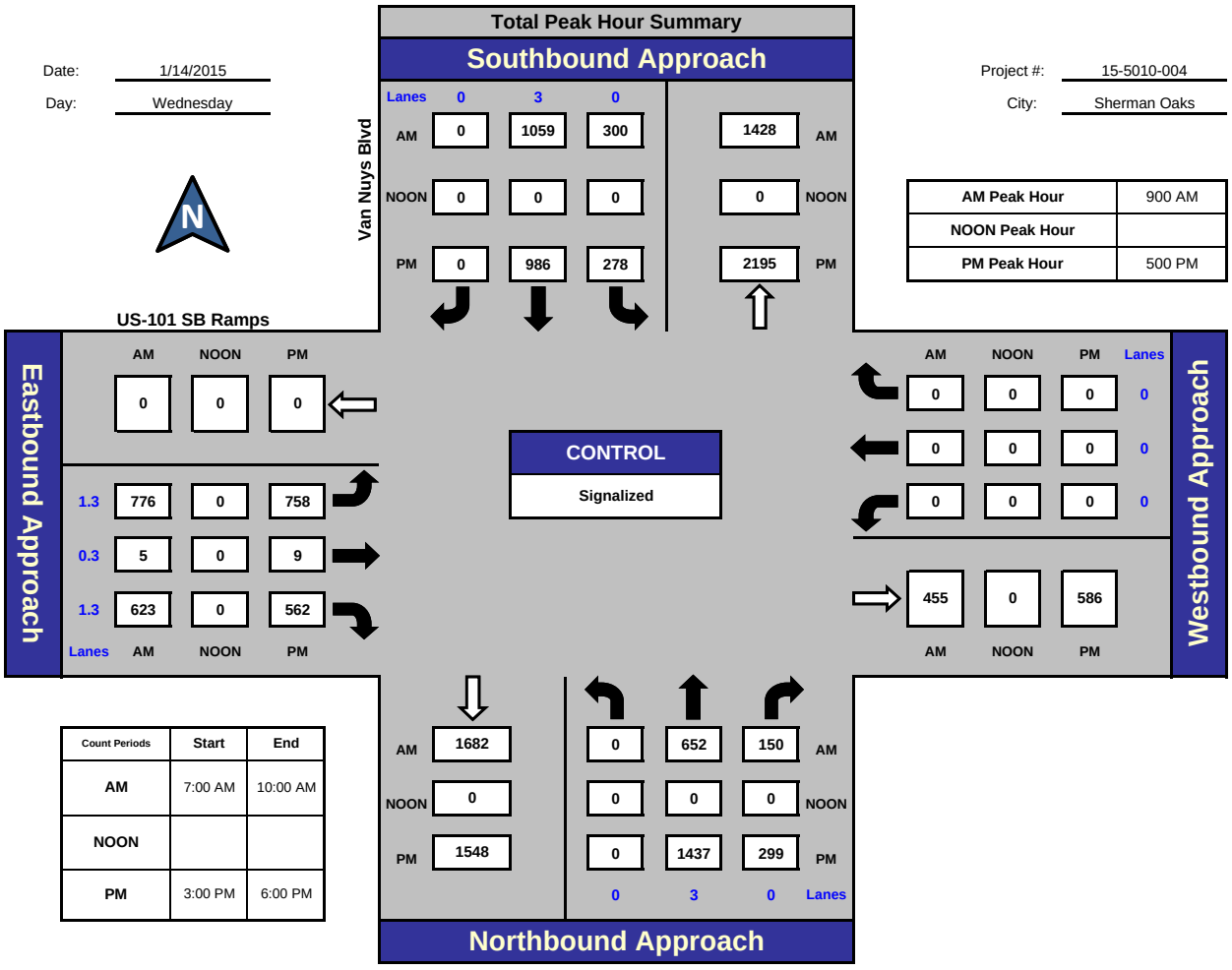
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-004

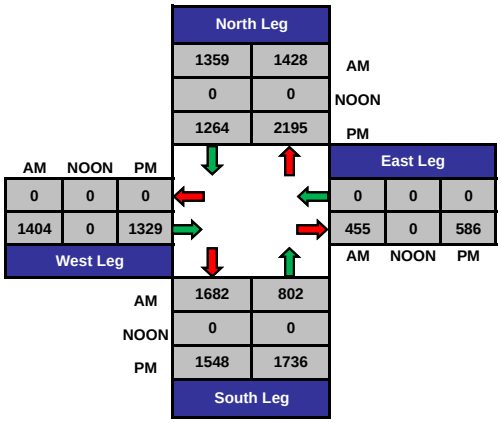
City: Sherman Oaks

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	500 PM

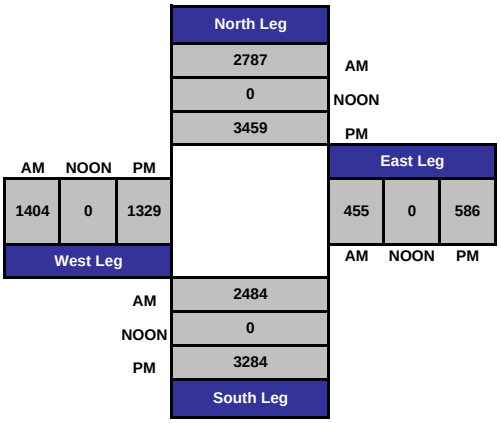


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	93	62	177	217	0	60	0	74	0	0	0	683
7:15 AM	0	161	81	143	184	0	116	0	74	0	0	0	759
7:30 AM	0	185	45	98	182	0	213	2	86	0	0	0	811
7:45 AM	0	201	41	80	209	0	225	0	117	0	0	0	873
8:00 AM	0	183	47	91	240	0	217	1	146	0	0	0	925
8:15 AM	0	169	52	81	219	0	219	5	113	0	0	0	858
8:30 AM	0	142	51	76	208	0	208	0	114	0	0	0	799
8:45 AM	0	185	52	67	226	0	207	0	151	0	0	0	888
9:00 AM	0	151	38	59	223	0	213	2	162	0	0	0	848
9:15 AM	0	165	41	83	261	0	208	0	131	0	0	0	889
9:30 AM	0	145	30	80	298	0	168	1	173	0	0	0	895
9:45 AM	0	191	41	78	277	0	187	2	157	0	0	0	933
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1971	581	1113	2744	0	2241	13	1498	0	0	0	10161
APPROACH %'s :	0.00%	77.23%	22.77%	28.86%	71.14%	0.00%	59.73%	0.35%	39.93%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	652	150	300	1059	0	776	5	623	0	0	0	3565
PEAK HR FACTOR :		0.864			0.899			0.931			0.000		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	369	93	100	237	0	150	0	105	0	0	0	1054
3:15 PM	0	302	70	73	242	0	177	2	126	0	0	0	992
3:30 PM	0	305	90	78	241	0	161	1	124	0	0	0	1000
3:45 PM	0	389	66	68	252	0	193	3	135	0	0	0	1106
4:00 PM	0	356	68	64	220	0	204	0	131	0	0	0	1043
4:15 PM	0	325	53	81	244	0	207	1	113	0	0	0	1024
4:30 PM	0	344	58	77	223	0	201	1	123	0	0	0	1027
4:45 PM	0	333	70	58	245	0	170	2	134	0	0	0	1012
5:00 PM	0	344	71	74	240	0	204	4	135	0	0	0	1072
5:15 PM	0	401	62	85	247	0	168	1	135	0	0	0	1099
5:30 PM	0	355	83	57	233	0	196	2	156	0	0	0	1082
5:45 PM	0	337	83	62	266	0	190	2	136	0	0	0	1076
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4160	867	877	2890	0	2221	19	1553	0	0	0	12587
APPROACH %'s :	0.00%	82.75%	17.25%	23.28%	76.72%	0.00%	58.56%	0.50%	40.94%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1437	299	278	986	0	758	9	562	0	0	0	4329
PEAK HR FACTOR :		0.937			0.952			0.939			0.000		0.985

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	86	61	177	211	0	59	0	70	0	0	0	664
7:15 AM	0	157	81	142	173	0	115	0	72	0	0	0	740
7:30 AM	0	181	44	96	174	0	211	2	85	0	0	0	793
7:45 AM	0	197	38	79	206	0	224	0	114	0	0	0	858
8:00 AM	0	173	47	88	233	0	215	1	146	0	0	0	903
8:15 AM	0	163	52	79	214	0	218	5	113	0	0	0	844
8:30 AM	0	136	51	76	203	0	207	0	114	0	0	0	787
8:45 AM	0	178	51	64	217	0	207	0	149	0	0	0	866
9:00 AM	0	143	36	56	217	0	210	2	161	0	0	0	825
9:15 AM	0	159	40	81	252	0	207	0	130	0	0	0	869
9:30 AM	0	136	30	78	293	0	166	1	171	0	0	0	875
9:45 AM	0	184	40	75	273	0	187	2	155	0	0	0	916
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1893	571	1091	2666	0	2226	13	1480	0	0	0	9940
APPROACH %'s :	0.00%	76.83%	23.17%	29.04%	70.96%	0.00%	59.85%	0.35%	39.80%				
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	622	146	290	1035	0	770	5	617	0	0	0	3485
PEAK HR FACTOR :		0.857			0.893			0.933			0.000		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	364	92	100	231	0	149	0	105	0	0	0	1041
3:15 PM	0	295	67	72	240	0	176	1	126	0	0	0	977
3:30 PM	0	300	88	77	236	0	161	0	122	0	0	0	984
3:45 PM	0	383	62	65	247	0	192	3	134	0	0	0	1086
4:00 PM	0	352	67	63	217	0	202	0	130	0	0	0	1031
4:15 PM	0	315	53	79	239	0	206	0	112	0	0	0	1004
4:30 PM	0	340	57	76	222	0	201	0	123	0	0	0	1019
4:45 PM	0	329	67	57	240	0	167	1	132	0	0	0	993
5:00 PM	0	339	70	74	237	0	202	4	133	0	0	0	1059
5:15 PM	0	396	62	83	245	0	166	1	135	0	0	0	1088
5:30 PM	0	348	82	56	231	0	195	1	156	0	0	0	1069
5:45 PM	0	336	83	62	261	0	189	1	136	0	0	0	1068
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4097	850	864	2846	0	2206	12	1544	0	0	0	12419
APPROACH %'s :	0.00%	82.82%	17.18%	23.29%	76.71%	0.00%	58.64%	0.32%	41.04%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1419	297	275	974	0	752	7	560	0	0	0	4284
PEAK HR FACTOR :		0.937			0.952			0.937			0.000		0.984

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-004
N/S Street: Van Nuys Blvd
E/W Street: US-101 SB Ramps
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	3	0
7:15 AM	0	0	0	0	3	1	2	1
7:30 AM	0	0	0	0	2	2	0	0
7:45 AM	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	0	0	2	1	0
8:15 AM	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	1	0	2	0
8:45 AM	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	3	0	0	0
9:15 AM	0	0	0	0	3	0	0	0
9:30 AM	0	0	0	0	1	0	0	0
9:45 AM	0	0	0	0	1	5	0	1
TOTALS	**0**	**0**	**0**	**0**	**14**	**15**	**8**	**3**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	2	1	0	0
3:15 PM	0	0	0	0	7	2	0	1
3:30 PM	0	0	0	0	3	3	0	0
3:45 PM	0	0	0	0	2	1	1	1
4:00 PM	0	0	0	0	2	2	1	1
4:15 PM	0	0	0	0	4	4	1	1
4:30 PM	0	0	0	0	8	2	0	0
4:45 PM	0	0	0	0	2	0	2	1
5:00 PM	0	0	0	0	3	1	0	0
5:15 PM	0	0	0	0	1	1	0	0
5:30 PM	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	2	4	0	0
TOTALS	**0**	**0**	**0**	**0**	**36**	**22**	**5**	**6**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	0	0	8	0	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	2	0	0	5	0	0	0	0	0	0	0	7
PEAK HR FACTOR :		0.500			0.417			0.000			0.000		0.438

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	7	0	0	1	0	0	0	0	0	0	0	8
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	18	0	1	3	0	0	0	0	0	0	0	22
APPROACH %'s :	0.00%	100.00%	0.00%	25.00%	75.00%	0.00%							
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	1	1	0	0	0	0	0	0	0	5
PEAK HR FACTOR :		0.750			0.500			0.000			0.000		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	4	0	0	3	0	1	0	0	0	0	0	8
7:15 AM	0	3	0	0	4	0	1	0	1	0	0	0	9
7:30 AM	0	2	0	0	4	0	0	0	0	0	0	0	6
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	4	0	1	3	0	0	0	0	0	0	0	8
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	8
9:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
9:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
9:30 AM	0	2	0	1	3	0	0	0	0	0	0	0	6
9:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	36	0	2	32	0	2	0	1	0	0	0	73
APPROACH %'s :	0.00%	100.00%	0.00%	5.88%	94.12%	0.00%	66.67%	0.00%	33.33%				

PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	10	0	1	9	0	0	0	0	0	0	0	20
PEAK HR FACTOR :		0.625			0.625			0.000			0.000		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	2	0	0	5	0	0	0	0	0	0	0	7
3:15 PM	0	5	0	0	2	0	0	1	0	0	0	0	8
3:30 PM	0	2	0	0	4	0	0	1	0	0	0	0	7
3:45 PM	0	3	1	2	2	0	0	0	1	0	0	0	9
4:00 PM	0	2	0	0	3	0	0	0	1	0	0	0	6
4:15 PM	0	6	0	0	5	0	1	1	1	0	0	0	14
4:30 PM	0	2	0	1	1	0	0	1	0	0	0	0	5
4:45 PM	0	3	0	0	4	0	1	1	0	0	0	0	9
5:00 PM	0	4	0	0	3	0	1	0	1	0	0	0	9
5:15 PM	0	3	0	0	1	0	1	0	0	0	0	0	5
5:30 PM	0	3	0	0	2	0	0	1	0	0	0	0	6
5:45 PM	0	1	0	0	5	0	0	1	0	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	36	1	3	37	0	4	7	4	0	0	0	92
APPROACH %'s :	0.00%	97.30%	2.70%	7.50%	92.50%	0.00%	26.67%	46.67%	26.67%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	11	0	0	11	0	2	2	1	0	0	0	27
PEAK HR FACTOR :		0.688			0.550			0.625			0.000		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	3	1	0	3	0	0	0	4	0	0	0	11
7:15 AM	0	1	0	1	7	0	0	0	1	0	0	0	10
7:30 AM	0	2	1	2	4	0	2	0	1	0	0	0	12
7:45 AM	0	1	3	1	3	0	1	0	3	0	0	0	12
8:00 AM	0	6	0	2	4	0	2	0	0	0	0	0	14
8:15 AM	0	3	0	2	2	0	1	0	0	0	0	0	8
8:30 AM	0	3	0	0	3	0	1	0	0	0	0	0	7
8:45 AM	0	3	1	3	5	0	0	0	2	0	0	0	14
9:00 AM	0	6	2	3	3	0	3	0	1	0	0	0	18
9:15 AM	0	2	1	2	7	0	1	0	1	0	0	0	14
9:30 AM	0	7	0	1	2	0	2	0	2	0	0	0	14
9:45 AM	0	5	1	3	3	0	0	0	2	0	0	0	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	42	10	20	46	0	13	0	17	0	0	0	148
APPROACH %'s :	0.00%	80.77%	19.23%	30.30%	69.70%	0.00%	43.33%	0.00%	56.67%				
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	20	4	9	15	0	6	0	6	0	0	0	60
PEAK HR FACTOR :		0.750			0.667			0.750			0.000		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-004

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Van Nuys Blvd			Van Nuys Blvd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	3	1	0	1	0	1	0	0	0	0	0	6
3:15 PM	0	2	3	1	0	0	1	0	0	0	0	0	7
3:30 PM	0	3	2	1	1	0	0	0	2	0	0	0	9
3:45 PM	0	3	3	1	3	0	1	0	0	0	0	0	11
4:00 PM	0	2	1	1	0	0	2	0	0	0	0	0	6
4:15 PM	0	4	0	2	0	0	0	0	0	0	0	0	6
4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	3	1	1	0	2	0	2	0	0	0	10
5:00 PM	0	1	1	0	0	0	1	0	1	0	0	0	4
5:15 PM	0	2	0	2	1	0	1	0	0	0	0	0	6
5:30 PM	0	4	1	1	0	0	1	0	0	0	0	0	7
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	27	16	10	7	0	11	0	5	0	0	0	76
APPROACH %'s :	0.00%	62.79%	37.21%	58.82%	41.18%	0.00%	68.75%	0.00%	31.25%				

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	7	2	3	1	0	4	0	1	0	0	0	18
PEAK HR FACTOR :		0.450			0.333			0.625			0.000		0.643

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hazeltine Ave

East/West Magnolia Blvd

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	43	34	54	38
BIKES	16	18	10	8
BUSES	20	18	20	19

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	164	8.45	289	8.00	308	7.30	314	7.45
PM PK 15 MIN	296	17.00	219	16.45	318	17.30	244	17.45
AM PK HOUR	558	8.15	1122	7.15	1110	7.30	1065	7.30
PM PK HOUR	1150	17.00	778	16.15	1212	17.00	841	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	71	266	44	381
8-9	89	393	56	538
9-10	82	352	52	486
15-16	147	689	82	918
16-17	137	812	118	1067
17-18	151	893	106	1150
TOTAL	677	3405	458	4540

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	99	875	82	1056
8-9	80	904	85	1069
9-10	70	770	89	929
15-16	81	527	77	685
16-17	57	628	92	777
17-18	49	587	87	723
TOTAL	436	4291	512	5239

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1437	9	1	21	0
1607	13	0	9	0
1415	8	0	1	0
1603	24	0	5	0
1844	17	2	5	0
1873	9	0	4	0
9779	80	3	45	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	640	192	876
8-9	49	746	216	1011
9-10	37	661	163	861
15-16	85	713	166	964
16-17	111	824	183	1118
17-18	107	942	163	1212
TOTAL	433	4526	1083	6042

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	125	690	71	886
8-9	129	727	57	913
9-10	103	474	33	610
15-16	93	663	51	807
16-17	102	681	54	837
17-18	90	698	53	841
TOTAL	642	3933	319	4894

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1762	13	0	33	1
1924	11	0	22	0
1471	14	0	6	0
1771	6	1	13	0
1955	7	0	15	2
2053	14	0	8	0
10936	65	1	97	3

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hazeltine Ave and Magnolia Blvd , Sherman Oaks

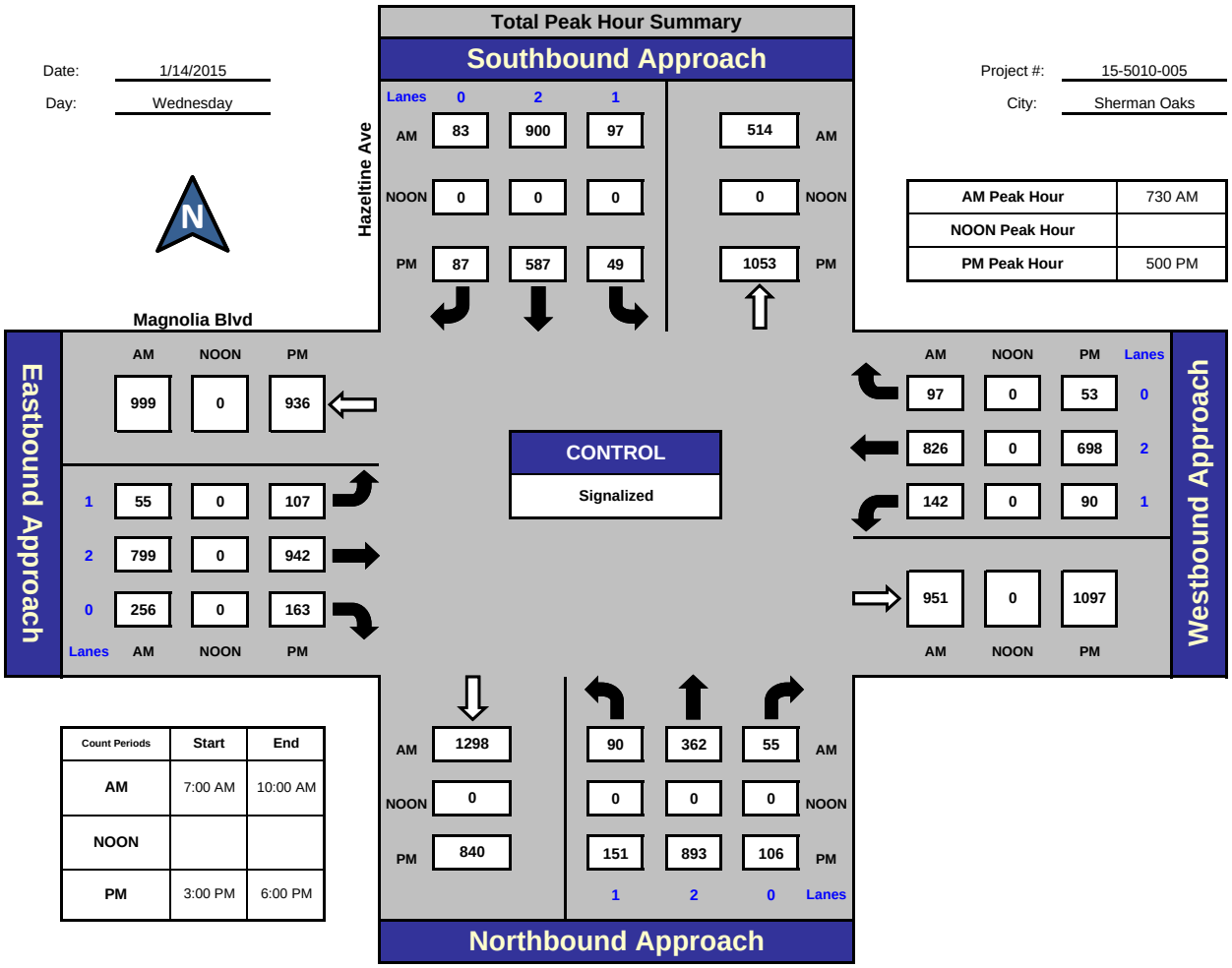
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-005

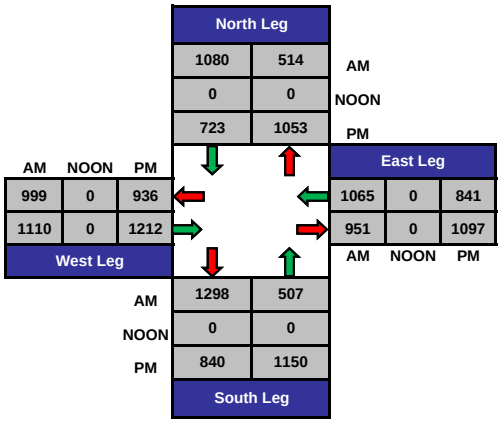
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

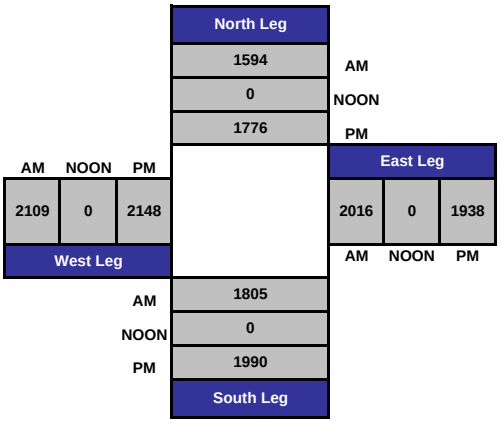


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	10	33	5	17	195	11	6	72	19	18	98	4	488
7:15 AM	15	56	7	24	234	29	5	136	39	36	154	8	743
7:30 AM	25	78	18	31	225	19	18	225	65	25	205	24	958
7:45 AM	21	99	14	27	221	23	15	207	69	46	233	35	1010
8:00 AM	19	81	14	21	247	21	8	193	65	39	216	27	951
8:15 AM	25	104	9	18	207	20	14	174	57	32	172	11	843
8:30 AM	19	87	16	17	223	20	10	214	56	27	179	7	875
8:45 AM	26	121	17	24	227	24	17	165	38	31	160	12	862
9:00 AM	24	95	15	26	234	24	10	170	37	26	162	6	829
9:15 AM	23	78	15	18	172	29	4	170	37	30	104	10	690
9:30 AM	16	95	12	13	173	15	13	180	41	25	123	8	714
9:45 AM	19	84	10	13	191	21	10	141	48	22	85	9	653
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	242	1011	152	249	2549	256	130	2047	571	357	1891	161	9616
APPROACH %'s :	17.22%	71.96%	10.82%	8.15%	83.46%	8.38%	4.73%	74.49%	20.78%	14.82%	78.50%	6.68%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	90	362	55	97	900	83	55	799	256	142	826	97	3762
PEAK HR FACTOR :		0.918			0.934			0.901			0.848		0.931

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	33	149	24	33	136	16	23	187	37	27	156	12	833
3:15 PM	33	181	19	20	130	17	17	161	42	23	194	18	855
3:30 PM	51	166	24	10	137	26	24	171	35	18	153	12	827
3:45 PM	30	193	15	18	124	18	21	194	52	25	160	9	859
4:00 PM	39	209	25	17	133	19	26	201	55	23	168	12	927
4:15 PM	38	194	23	11	160	23	29	201	41	32	159	13	924
4:30 PM	30	208	35	11	160	24	32	213	42	24	172	13	964
4:45 PM	30	201	35	18	175	26	24	209	45	23	182	16	984
5:00 PM	40	229	27	12	140	18	29	224	34	25	140	14	932
5:15 PM	33	216	26	16	160	17	25	249	35	22	161	11	971
5:30 PM	39	226	24	11	146	26	31	237	50	18	191	15	1014
5:45 PM	39	222	29	10	141	26	22	232	44	25	206	13	1009
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	435	2394	306	187	1742	256	303	2479	512	285	2042	158	11099
APPROACH %'s :	13.88%	76.36%	9.76%	8.56%	79.73%	11.72%	9.20%	75.26%	15.54%	11.47%	82.17%	6.36%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	151	893	106	49	587	87	107	942	163	90	698	53	3926
PEAK HR FACTOR :		0.971			0.937			0.953			0.862		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	10	33	4	17	194	11	6	72	19	17	95	4	482
7:15 AM	14	52	7	24	232	28	5	134	39	36	150	8	729
7:30 AM	25	78	17	31	224	17	17	221	63	25	201	23	942
7:45 AM	21	97	14	27	219	22	15	205	68	45	232	35	1000
8:00 AM	19	79	14	21	243	21	8	188	64	39	214	27	937
8:15 AM	23	102	9	18	202	19	14	169	56	32	169	11	824
8:30 AM	19	87	16	17	220	20	10	211	56	27	174	7	864
8:45 AM	26	120	17	23	227	24	15	164	38	31	157	12	854
9:00 AM	23	93	15	26	231	24	10	168	36	26	160	5	817
9:15 AM	23	74	15	18	170	29	4	168	35	30	102	10	678
9:30 AM	16	92	11	13	168	15	13	174	41	24	121	7	695
9:45 AM	18	81	10	12	188	21	10	139	45	22	84	9	639
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	237	988	149	247	2518	251	127	2013	560	354	1859	158	9461
APPROACH %'s :	17.25%	71.91%	10.84%	8.19%	83.49%	8.32%	4.70%	74.56%	20.74%	14.93%	78.41%	6.66%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	88	356	54	97	888	79	54	783	251	141	816	96	3703
PEAK HR FACTOR :		0.929			0.933			0.904			0.844		0.926

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	32	147	24	33	135	16	23	185	36	27	155	12	825
3:15 PM	32	180	19	19	128	17	17	159	42	22	194	18	847
3:30 PM	51	163	24	10	135	25	24	169	33	18	153	12	817
3:45 PM	30	191	14	18	124	18	20	193	52	25	158	9	852
4:00 PM	39	207	25	17	132	19	26	200	54	23	165	12	919
4:15 PM	37	193	23	11	160	23	28	200	41	31	158	13	918
4:30 PM	29	207	35	11	159	24	32	212	41	24	170	13	957
4:45 PM	30	200	35	18	174	26	24	208	45	23	180	16	979
5:00 PM	40	228	26	12	139	18	29	222	33	25	138	14	924
5:15 PM	32	213	26	16	160	17	25	247	35	22	161	11	965
5:30 PM	39	221	24	11	144	26	31	234	50	18	189	15	1002
5:45 PM	39	219	29	10	140	26	22	232	44	25	204	13	1003
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	430	2369	304	186	1730	255	301	2461	506	283	2025	158	11008
APPROACH %'s :	13.86%	76.35%	9.80%	8.57%	79.69%	11.75%	9.21%	75.31%	15.48%	11.48%	82.12%	6.41%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	150	881	105	49	583	87	107	935	162	90	692	53	3894
PEAK HR FACTOR :		0.966			0.931			0.956			0.863		0.971

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-005
N/S Street: Hazeltine Ave
E/W Street: Magnolia Blvd
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	1	0	1	1	1	0
7:15 AM	0	2	1	0	3	0	0	2
7:30 AM	7	1	2	1	7	1	3	1
7:45 AM	6	2	3	1	13	7	2	4
8:00 AM	2	3	2	3	3	9	2	2
8:15 AM	0	2	0	2	0	2	0	3
8:30 AM	1	1	2	1	2	3	0	0
8:45 AM	0	0	1	2	1	2	1	3
9:00 AM	0	0	0	0	1	0	1	2
9:15 AM	1	0	2	2	1	1	4	2
9:30 AM	0	0	1	0	0	0	0	2
9:45 AM	0	0	0	3	2	1	1	2
TOTALS	**19**	**12**	**15**	**15**	**34**	**27**	**15**	**23**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	1	2	1	1	0	1	1
3:15 PM	1	0	5	10	4	2	0	0
3:30 PM	1	1	1	2	1	5	1	1
3:45 PM	0	0	0	3	0	0	0	2
4:00 PM	0	0	2	2	3	2	1	0
4:15 PM	0	1	2	2	0	0	1	1
4:30 PM	0	1	2	0	1	2	0	2
4:45 PM	3	0	3	4	2	5	1	1
5:00 PM	2	0	1	1	1	2	3	2
5:15 PM	0	0	0	2	1	2	1	1
5:30 PM	2	0	1	1	0	2	2	1
5:45 PM	0	0	3	0	0	0	1	3
TOTALS	**10**	**4**	**22**	**28**	**14**	**22**	**12**	**15**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	1	0	0	0	1	1	0	1	1	0	0	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	0	0	6	1	1	2	1	3	0	0	17
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	85.71%	14.29%	25.00%	50.00%	25.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000			0.375			0.000			0.250			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	2	0	0	0	0	2	1	0	5
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	1	0	1	1	0	0	0	0	3
4:30 PM	1	1	0	0	0	1	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	6
5:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	0	0	1	1	0	0	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	11	0	0	9	2	3	2	1	2	3	0	35
APPROACH %'s :	15.38%	84.62%	0.00%	0.00%	81.82%	18.18%	50.00%	33.33%	16.67%	40.00%	60.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	5	0	0	1	1	2	0	1	0	0	0	11
PEAK HR FACTOR :	0.375			0.500			0.750			0.000			0.458

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	1	2	0	0	1	1	0	0	0	0	2	0	7
7:30 AM	0	0	1	0	1	1	1	3	0	0	1	1	9
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
8:00 AM	0	1	0	0	2	0	0	2	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	0	2	0	0	0	0	4
8:30 AM	0	0	0	0	1	0	0	2	0	0	1	0	4
8:45 AM	0	1	0	0	0	0	1	0	0	0	1	0	3
9:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	10	1	0	9	2	2	10	0	0	9	1	45
APPROACH %'s :	8.33%	83.33%	8.33%	0.00%	81.82%	18.18%	16.67%	83.33%	0.00%	0.00%	90.00%	10.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	3	1	0	4	1	1	7	0	0	2	1	20
PEAK HR FACTOR :		1.000			0.625			0.500			0.375		0.556

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
3:15 PM	1	1	0	0	1	0	0	1	0	0	0	0	4
3:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	1	1	0	3
4:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	1	0	0	1	0	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	6	0	0	7	0	0	6	2	1	8	0	32
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	75.00%	25.00%	11.11%	88.89%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	0	2	0	0	1	0	0	2	0	8
PEAK HR FACTOR :		0.750			0.500			0.250			0.500		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	1	0	0	0	0	0	0	1	2	0	4
7:15 AM	0	2	0	0	1	0	0	2	0	0	2	0	7
7:30 AM	0	0	0	0	0	1	0	1	2	0	3	0	7
7:45 AM	0	1	0	0	2	1	0	2	1	1	0	0	8
8:00 AM	0	1	0	0	2	0	0	3	1	0	2	0	9
8:15 AM	2	1	0	0	4	1	0	3	1	0	3	0	15
8:30 AM	0	0	0	0	2	0	0	1	0	0	4	0	7
8:45 AM	0	0	0	1	0	0	1	1	0	0	2	0	5
9:00 AM	1	2	0	0	2	0	0	1	1	0	1	1	9
9:15 AM	0	3	0	0	2	0	0	2	2	0	2	0	11
9:30 AM	0	2	1	0	4	0	0	6	0	1	1	1	16
9:45 AM	1	1	0	1	3	0	0	2	3	0	1	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	13	2	2	22	3	1	24	11	3	23	2	110
APPROACH %'s :	21.05%	68.42%	10.53%	7.41%	81.48%	11.11%	2.78%	66.67%	30.56%	10.71%	82.14%	7.14%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	2	3	0	0	8	3	0	9	5	1	8	0	39
PEAK HR FACTOR :	0.417			0.550			0.875			0.750			0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-005

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	2	0	0	0	0	0	2	1	0	1	0	6
3:15 PM	0	0	0	1	1	0	0	1	0	1	0	0	4
3:30 PM	0	3	0	0	1	1	0	1	1	0	0	0	7
3:45 PM	0	2	1	0	0	0	1	0	0	0	1	0	5
4:00 PM	0	2	0	0	0	0	0	1	1	0	0	0	4
4:15 PM	1	0	0	0	0	0	1	1	0	0	0	0	3
4:30 PM	1	1	0	0	0	0	0	0	0	0	2	0	4
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	1	1	0	0	0	0	2	1	0	1	0	6
5:15 PM	1	2	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	4	0	0	1	0	0	2	0	0	1	0	8
5:45 PM	0	2	0	0	1	0	0	0	0	0	2	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	19	2	1	5	1	2	12	4	1	9	0	59
APPROACH %'s :	12.50%	79.17%	8.33%	14.29%	71.43%	14.29%	11.11%	66.67%	22.22%	10.00%	90.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	9	1	0	2	0	0	6	1	0	4	0	24
PEAK HR FACTOR :		0.688			0.500			0.583			0.500		0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hazeltine Ave

East/West Riverside Dr

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	39	46	32	41
BIKES	12	21	10	13
BUSES	26	18	19	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	145	8.45	326	8.00	220	7.45	267	8.00
PM PK 15 MIN	331	16.45	248	16.30	181	16.00	276	15.15
AM PK HOUR	538	7.30	1275	7.30	845	7.45	990	7.30
PM PK HOUR	1246	16.45	919	16.00	674	15.45	1012	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	248	126	442
8-9	64	360	100	524
9-10	71	308	108	487
15-16	191	696	209	1096
16-17	194	819	223	1236
17-18	175	843	206	1224
TOTAL	763	3274	972	5009

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	253	853	66	1172
8-9	271	879	58	1208
9-10	219	777	72	1068
15-16	200	570	100	870
16-17	196	633	90	919
17-18	205	596	96	897
TOTAL	1344	4308	482	6134

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1614	6	0	7	0
1732	16	0	9	0
1555	20	0	22	0
1966	28	0	27	0
2155	26	0	31	0
2121	18	0	20	0
11143	114	0	116	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	527	48	595
8-9	30	679	101	810
9-10	21	600	112	733
15-16	58	408	107	573
16-17	71	465	130	666
17-18	63	504	102	669
TOTAL	263	3183	600	4046

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	242	443	77	762
8-9	227	511	134	872
9-10	185	306	110	601
15-16	213	562	177	952
16-17	164	583	144	891
17-18	184	664	164	1012
TOTAL	1215	3069	806	5090

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1357	9	0	5	0
1682	20	0	13	0
1334	19	0	19	0
1525	26	0	32	1
1557	30	0	35	0
1681	36	0	21	0
9136	140	0	125	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hazeltine Ave and Riverside Dr , Sherman Oaks

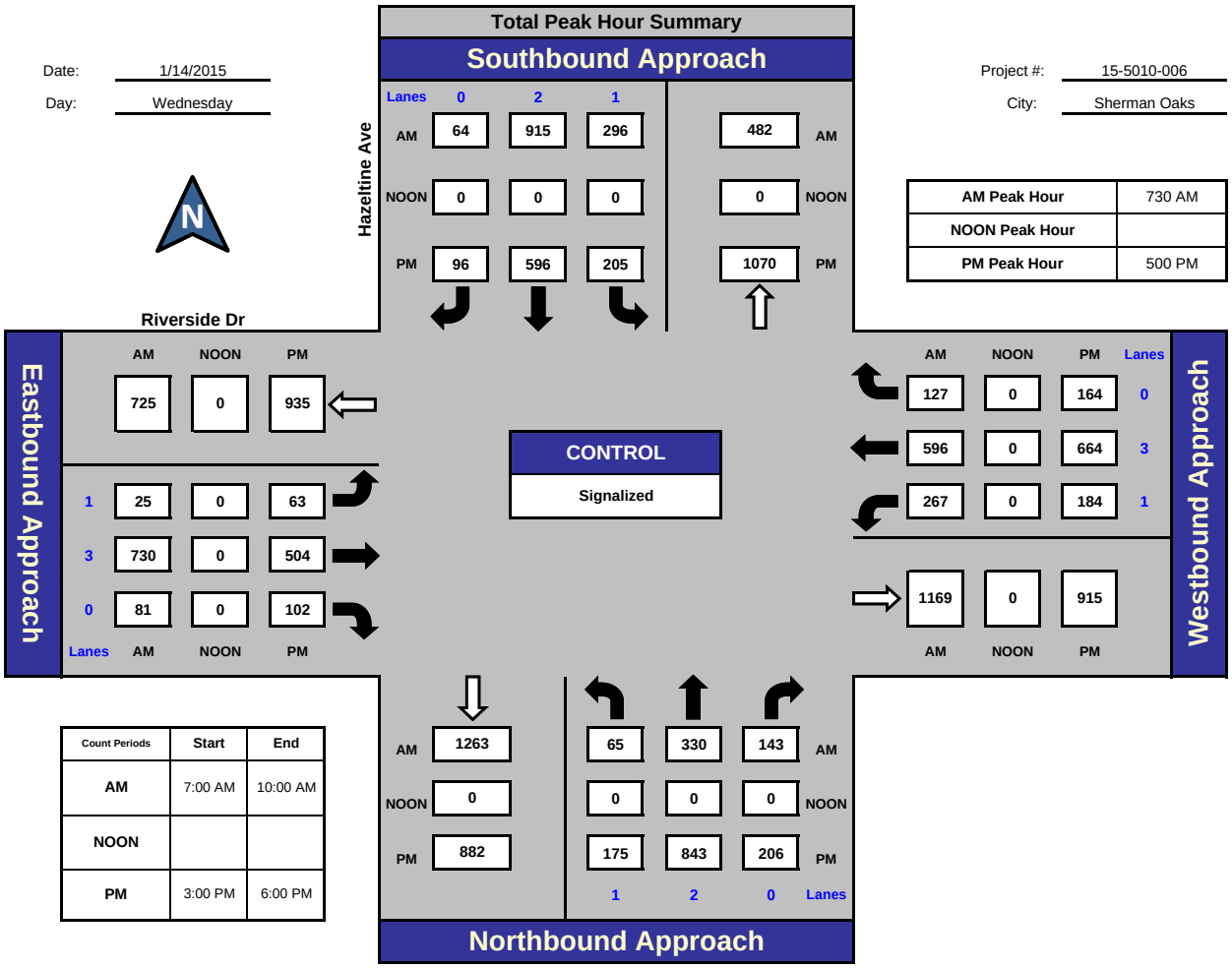
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-006

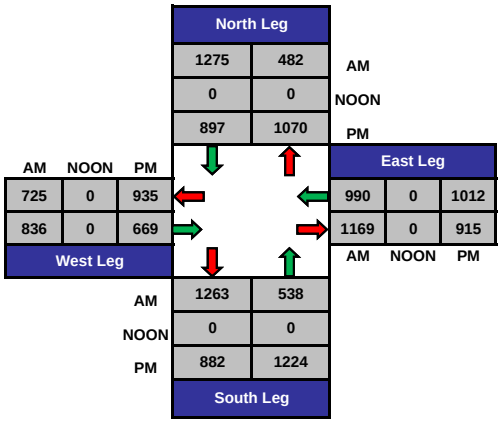
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

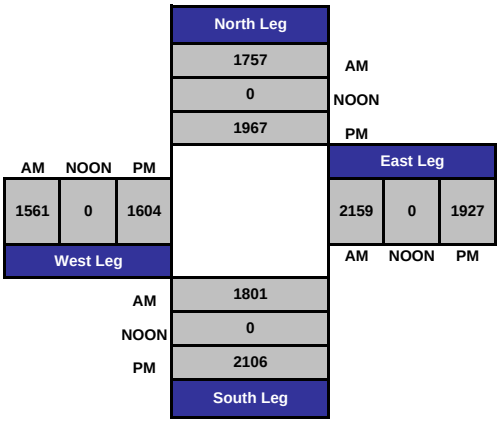


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	13	27	14	40	186	16	3	41	6	44	43	11	444
7:15 AM	19	61	26	60	218	13	3	117	15	55	97	15	699
7:30 AM	14	73	56	82	218	16	8	172	10	66	141	28	884
7:45 AM	22	87	30	71	231	21	6	197	17	77	162	23	944
8:00 AM	12	85	33	76	236	14	3	179	28	70	154	43	933
8:15 AM	17	85	24	67	230	13	8	182	26	54	139	33	878
8:30 AM	20	85	18	65	212	14	14	163	22	55	121	25	814
8:45 AM	15	105	25	63	201	17	5	155	25	48	97	33	789
9:00 AM	20	80	19	64	224	17	5	171	27	45	82	31	785
9:15 AM	22	67	32	60	178	18	6	163	24	47	78	27	722
9:30 AM	15	80	32	44	189	16	6	134	32	47	74	27	696
9:45 AM	14	81	25	51	186	21	4	132	29	46	72	25	686
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	203	916	334	743	2509	196	71	1806	261	654	1260	321	9274
APPROACH %'s :	13.97%	63.04%	22.99%	21.55%	72.77%	5.68%	3.32%	84.47%	12.21%	29.26%	56.38%	14.36%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	65	330	143	296	915	64	25	730	81	267	596	127	3639
PEAK HR FACTOR :		0.941			0.978			0.950			0.927		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	41	159	51	56	145	21	14	98	20	49	118	37	809
3:15 PM	48	164	50	40	146	26	16	89	30	75	155	46	885
3:30 PM	57	187	54	52	145	27	13	100	32	43	143	47	900
3:45 PM	45	186	54	52	134	26	15	121	25	46	146	47	897
4:00 PM	53	202	59	56	165	16	14	127	40	36	173	40	981
4:15 PM	54	197	46	42	154	22	20	114	37	47	135	27	895
4:30 PM	38	203	53	59	154	35	17	113	31	37	142	36	918
4:45 PM	49	217	65	39	160	17	20	111	22	44	133	41	918
5:00 PM	48	213	46	47	129	32	19	116	21	46	153	35	905
5:15 PM	43	212	48	54	156	20	12	130	29	45	163	36	948
5:30 PM	39	215	51	47	158	22	12	137	26	45	172	50	974
5:45 PM	45	203	61	57	153	22	20	121	26	48	176	43	975
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	560	2358	638	601	1799	286	192	1377	339	561	1809	485	11005
APPROACH %'s :	15.75%	66.31%	17.94%	22.38%	66.98%	10.65%	10.06%	72.17%	17.77%	19.65%	63.36%	16.99%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	175	843	206	205	596	96	63	504	102	184	664	164	3802
PEAK HR FACTOR :		0.990			0.967			0.956			0.948		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	13	27	14	39	185	16	3	38	6	42	39	10	432
7:15 AM	19	57	25	59	217	13	2	115	14	55	92	15	683
7:30 AM	14	72	54	82	215	16	8	172	8	66	137	28	872
7:45 AM	22	85	30	71	227	21	5	194	17	76	162	23	933
8:00 AM	12	84	31	75	234	14	3	177	27	70	151	42	920
8:15 AM	17	83	24	67	227	9	7	180	26	54	139	32	865
8:30 AM	19	85	17	64	209	14	14	161	22	55	119	25	804
8:45 AM	15	104	25	63	201	17	5	153	25	48	96	33	785
9:00 AM	20	78	19	64	222	16	5	170	26	45	80	31	776
9:15 AM	22	63	32	60	174	18	6	160	24	46	77	27	709
9:30 AM	14	77	32	44	186	14	6	134	32	46	72	26	683
9:45 AM	14	79	24	51	180	20	3	130	29	46	69	24	669
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	201	894	327	739	2477	188	67	1784	256	649	1233	316	9131
APPROACH %'s :	14.14%	62.87%	23.00%	21.71%	72.77%	5.52%	3.18%	84.67%	12.15%	29.53%	56.10%	14.38%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	65	324	139	295	903	60	23	723	78	266	589	125	3590
PEAK HR FACTOR :		0.943			0.974			0.954			0.932		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	41	159	49	56	143	21	14	97	20	48	117	34	799
3:15 PM	48	162	49	39	146	25	16	86	30	74	152	46	873
3:30 PM	57	185	53	50	143	27	12	100	32	42	141	47	889
3:45 PM	45	183	54	52	134	26	15	120	24	46	146	46	891
4:00 PM	53	201	57	55	164	16	14	126	40	36	173	39	974
4:15 PM	54	194	45	40	154	22	20	111	37	46	134	27	884
4:30 PM	38	201	51	58	153	35	17	113	29	37	141	36	909
4:45 PM	49	216	65	39	159	17	20	109	21	44	131	41	911
5:00 PM	48	212	45	47	127	32	18	116	21	45	151	35	897
5:15 PM	42	208	48	54	156	20	12	129	29	45	161	35	939
5:30 PM	39	214	50	47	156	22	12	135	26	44	170	47	962
5:45 PM	45	201	61	57	152	22	20	121	26	47	175	42	969
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	559	2336	627	594	1787	285	190	1363	335	554	1792	475	10897
APPROACH %'s :	15.87%	66.33%	17.80%	22.28%	67.03%	10.69%	10.06%	72.19%	17.74%	19.64%	63.52%	16.84%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	174	835	204	205	591	96	62	501	102	181	657	159	3767
PEAK HR FACTOR :		0.988			0.965			0.961			0.944		0.972

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-006
N/S Street: Hazeltine Ave
E/W Street: Riverside Dr
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	3	0	0	1	0	0	0
7:15 AM	0	1	1	0	0	0	2	1
7:30 AM	0	1	3	0	1	0	1	0
7:45 AM	0	1	0	2	1	2	2	3
8:00 AM	2	2	2	0	2	0	3	2
8:15 AM	0	0	3	1	0	1	2	1
8:30 AM	0	2	4	2	4	1	1	2
8:45 AM	2	1	4	0	0	5	2	7
9:00 AM	3	1	4	1	2	3	2	4
9:15 AM	3	0	4	0	0	1	1	3
9:30 AM	6	2	6	1	2	6	2	3
9:45 AM	5	2	3	1	2	3	1	3
TOTALS	**22**	**16**	**34**	**8**	**15**	**22**	**19**	**29**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	2	6	1	7	4	3	3
3:15 PM	2	5	1	5	6	2	0	5
3:30 PM	5	2	7	4	3	5	5	5
3:45 PM	3	5	2	2	4	1	3	2
4:00 PM	9	4	8	2	6	7	5	2
4:15 PM	1	6	1	4	7	7	5	3
4:30 PM	3	3	4	1	2	0	1	5
4:45 PM	1	4	3	3	3	3	2	7
5:00 PM	7	1	0	2	2	4	7	2
5:15 PM	1	2	4	2	4	2	6	4
5:30 PM	3	4	2	2	4	2	1	6
5:45 PM	2	0	3	3	0	3	6	4
TOTALS	**40**	**38**	**41**	**31**	**48**	**40**	**44**	**48**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	2	0	0	0	1	1	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	2	0	0	1	1	0	0	0	4
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
9:30 AM	0	0	0	0	1	0	0	1	1	0	1	0	4
9:45 AM	0	0	0	1	1	0	0	2	0	1	0	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	2	8	0	0	5	3	2	3	0	24
APPROACH %'s :	0.00%	100.00%	0.00%	20.00%	80.00%	0.00%	0.00%	62.50%	37.50%	40.00%	60.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	4	0	0	2	2	1	0	0	9
PEAK HR FACTOR :	0.000			0.500			0.500			0.250			0.563

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	1	0	0	2	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	3	0	0	0	0	0	0	2	5
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 PM	1	1	0	0	0	0	1	0	0	1	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	1	2	0	0	0	0	0	0	1	0	0	1	5
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	7	1	2	9	0	1	0	1	2	1	5	32
APPROACH %'s :	27.27%	63.64%	9.09%	18.18%	81.82%	0.00%	50.00%	0.00%	50.00%	25.00%	12.50%	62.50%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	3	0	0	3	0	0	0	1	0	0	2	10
PEAK HR FACTOR :	0.333			0.375			0.250			0.500			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	1	0	0	1	0	1	2	0	5
7:15 AM	0	2	0	1	0	0	1	2	0	0	4	0	10
7:30 AM	0	1	1	0	1	0	0	0	1	0	1	0	5
7:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
8:00 AM	0	1	1	1	0	0	0	1	0	0	1	0	5
8:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	3
8:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
8:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
9:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
9:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
9:30 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	10	3	2	6	1	1	8	1	1	12	2	47
APPROACH %'s :	0.00%	76.92%	23.08%	22.22%	66.67%	11.11%	10.00%	80.00%	10.00%	6.67%	80.00%	13.33%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	5	2	1	2	1	0	2	1	0	2	0	16
PEAK HR FACTOR :	0.875			0.500			0.750			0.500			0.800

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	0	0	0	0	1	0	0	0	0	1	1	1	4
3:15 PM	0	2	1	0	0	0	0	1	0	0	3	0	7
3:30 PM	0	0	1	1	1	0	0	0	0	0	2	0	5
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
4:15 PM	0	2	0	1	0	0	0	2	0	1	1	0	7
4:30 PM	0	0	1	1	1	0	0	0	2	0	0	0	5
4:45 PM	0	1	0	0	0	0	0	1	0	0	2	0	4
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	9	4	3	6	0	0	7	2	2	12	1	46
APPROACH %'s :	0.00%	69.23%	30.77%	33.33%	66.67%	0.00%	0.00%	77.78%	22.22%	13.33%	80.00%	6.67%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	0	2	0	0	2	0	0	3	0	10
PEAK HR FACTOR :		0.375			0.500			0.500			0.750		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	1	0	0	0	2	0	1	2	1	7
7:15 AM	0	2	1	0	1	0	0	0	1	0	1	0	6
7:30 AM	0	0	1	0	2	0	0	0	1	0	3	0	7
7:45 AM	0	0	0	0	4	0	1	2	0	1	0	0	8
8:00 AM	0	0	1	0	2	0	0	1	1	0	2	1	8
8:15 AM	0	1	0	0	2	3	1	2	0	0	0	1	10
8:30 AM	1	0	0	1	2	0	0	2	0	0	1	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	2	0	0	1	1	0	1	1	0	0	0	6
9:15 AM	0	3	0	0	4	0	0	2	0	1	1	0	11
9:30 AM	1	3	0	0	2	2	0	0	0	1	1	0	10
9:45 AM	0	1	1	0	6	1	1	2	0	0	3	0	15
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	12	4	2	26	7	3	14	4	4	15	3	96
APPROACH %'s :	11.11%	66.67%	22.22%	5.71%	74.29%	20.00%	14.29%	66.67%	19.05%	18.18%	68.18%	13.64%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	2	0	10	3	2	5	2	1	5	2	33
PEAK HR FACTOR :		0.750			0.650			0.750			0.667		0.825

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-006

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	0	0	2	0	1	0	0	1	0	0	0	2	6
3:15 PM	0	0	0	1	0	1	0	2	0	1	0	0	5
3:30 PM	0	2	0	1	1	0	1	0	0	1	0	0	6
3:45 PM	0	2	0	0	0	0	0	1	1	0	0	1	5
4:00 PM	0	1	1	1	0	0	0	0	0	0	0	1	4
4:15 PM	0	1	1	1	0	0	0	1	0	0	0	0	4
4:30 PM	0	2	1	0	0	0	0	0	0	0	1	0	4
4:45 PM	0	0	0	0	1	0	0	1	1	0	0	0	3
5:00 PM	0	1	1	0	1	0	1	0	0	1	1	0	6
5:15 PM	1	2	0	0	0	0	0	0	0	0	1	1	5
5:30 PM	0	1	1	0	1	0	0	1	0	1	2	3	10
5:45 PM	0	1	0	0	1	0	0	0	0	1	0	1	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	13	7	4	6	1	2	7	2	5	5	9	62
APPROACH %'s :	4.76%	61.90%	33.33%	36.36%	54.55%	9.09%	18.18%	63.64%	18.18%	26.32%	26.32%	47.37%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	5	2	0	3	0	1	1	0	3	4	5	25
PEAK HR FACTOR :		0.667			0.750			0.500			0.500		0.625

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hazeltine Ave

East/West Fashion Square

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	40	46	4	0
BIKES	20	26	0	0
BUSES	26	17	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	155	7.30	346	8.00	3	7.30	9	9.45
PM PK 15 MIN	279	16.45	247	15.15	3	15.15	58	15.30
AM PK HOUR	542	7.30	1270	7.30	6	7.30	18	9.00
PM PK HOUR	1085	16.30	935	16.00	11	15.15	195	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	432	10	448
8-9	5	504	11	520
9-10	2	448	51	501
15-16	4	806	88	898
16-17	3	973	98	1074
17-18	8	929	88	1025
TOTAL	28	4092	346	4466

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	1108	3	1144
8-9	63	1147	2	1212
9-10	159	915	3	1077
15-16	195	700	0	895
16-17	204	731	0	935
17-18	195	691	1	887
TOTAL	849	5292	9	6150

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1592	1	0	1	0
1732	0	0	1	0
1578	0	0	7	0
1793	1	0	4	0
2009	1	0	5	0
1912	0	0	7	0
10616	3	0	25	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	5	5
8-9	2	0	2	4
9-10	3	1	0	4
15-16	3	0	5	8
16-17	3	0	8	11
17-18	2	0	3	5
TOTAL	13	1	23	37

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	3	4
8-9	6	0	5	11
9-10	10	0	8	18
15-16	83	0	106	189
16-17	77	1	92	170
17-18	63	1	121	185
TOTAL	240	2	335	577

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
9	7	0	10	0
15	12	0	13	0
22	9	0	22	0
197	19	0	24	0
181	22	0	33	1
190	18	0	27	0
614	87	0	129	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hazeltine Ave and Fashion Square , Sherman Oaks

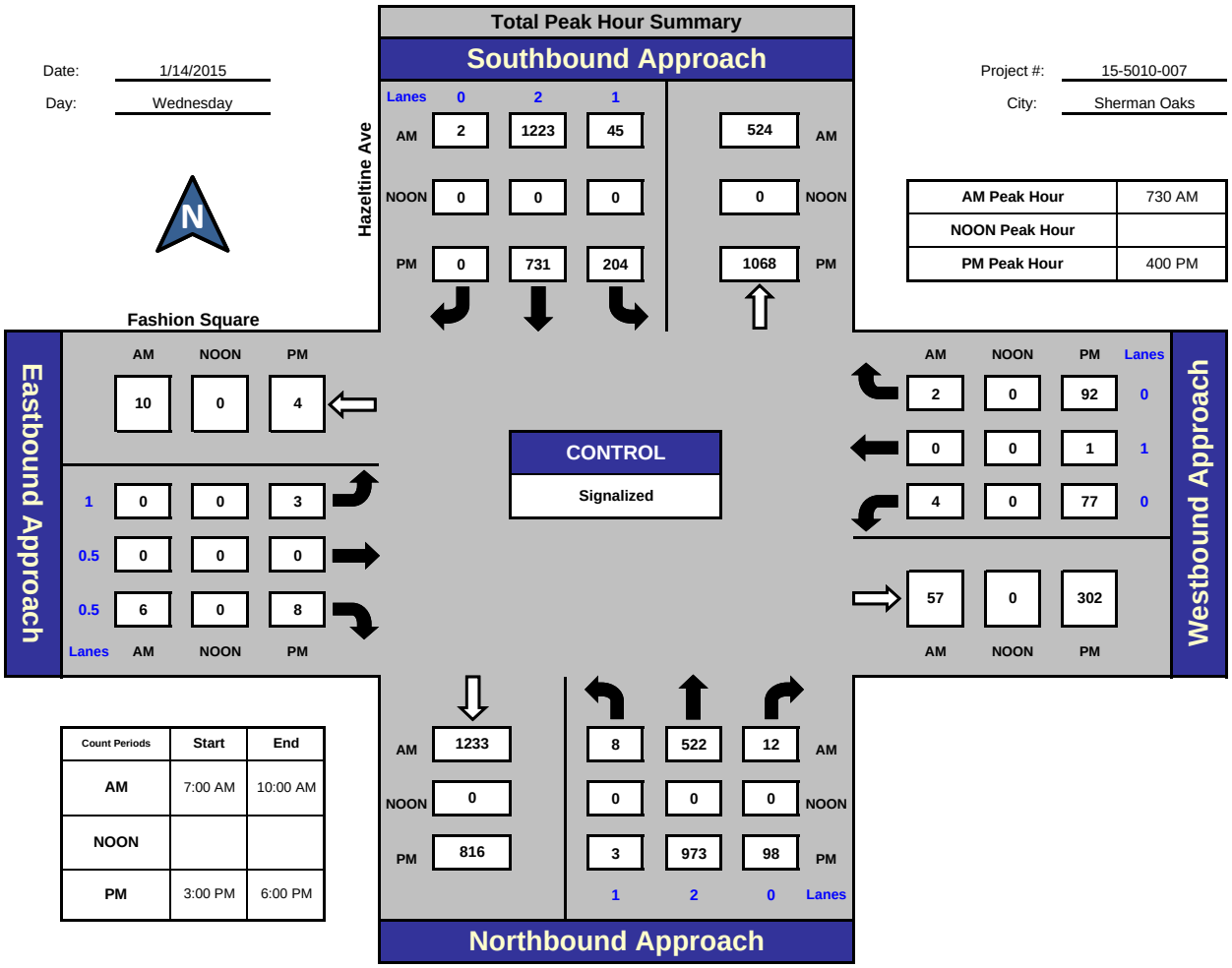
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-007

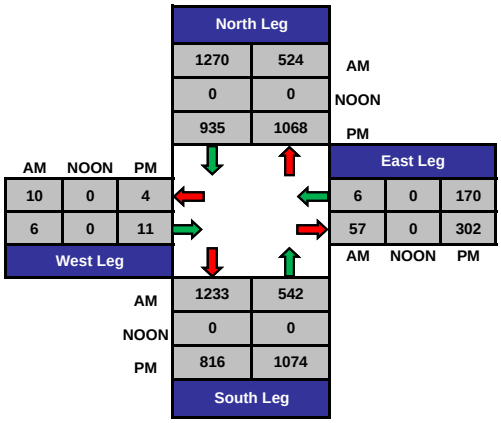
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

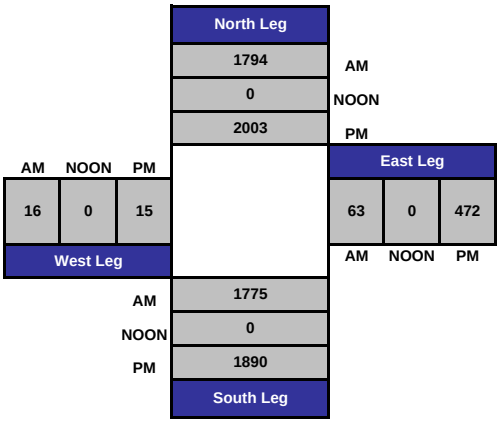


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
7:00 AM	1	56	2	9	233	1	0	0	1	0	0	0	303
7:15 AM	1	103	1	7	272	0	0	0	0	0	0	2	386
7:30 AM	1	153	1	7	286	0	0	0	3	0	0	0	451
7:45 AM	3	120	6	10	317	2	0	0	1	1	0	1	461
8:00 AM	3	127	1	14	332	0	0	0	2	3	0	0	482
8:15 AM	1	122	4	14	288	0	0	0	0	0	0	1	430
8:30 AM	1	122	1	15	267	2	2	0	0	0	0	2	412
8:45 AM	0	133	5	20	260	0	0	0	0	3	0	2	423
9:00 AM	1	109	9	23	267	1	0	0	0	0	0	2	412
9:15 AM	1	113	8	38	219	0	2	1	0	1	0	2	385
9:30 AM	0	114	11	35	231	1	0	0	0	1	0	3	396
9:45 AM	0	112	23	63	198	1	1	0	0	8	0	1	407
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	1384	72	255	3170	8	5	1	7	17	0	16	4948
APPROACH %'s :	0.88%	94.21%	4.90%	7.43%	92.34%	0.23%	38.46%	7.69%	53.85%	51.52%	0.00%	48.48%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	8	522	12	45	1223	2	0	0	6	4	0	2	1824
PEAK HR FACTOR :		0.874			0.918			0.500			0.500		0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
3:00 PM	0	170	24	52	162	0	0	0	0	21	0	27	456
3:15 PM	2	192	13	49	198	0	2	0	1	22	0	22	501
3:30 PM	2	225	26	46	177	0	0	0	3	24	0	34	537
3:45 PM	0	219	25	48	163	0	1	0	1	16	0	23	496
4:00 PM	1	239	28	61	177	0	1	0	2	27	0	27	563
4:15 PM	1	230	19	50	190	0	0	0	3	14	1	16	524
4:30 PM	0	252	25	39	181	0	1	0	2	22	0	24	546
4:45 PM	1	252	26	54	183	0	1	0	1	14	0	25	557
5:00 PM	2	254	22	48	150	0	0	0	0	17	0	29	522
5:15 PM	4	227	20	51	179	1	0	0	1	14	1	30	528
5:30 PM	1	222	17	50	179	0	2	0	0	19	0	31	521
5:45 PM	1	226	29	46	183	0	0	0	2	13	0	31	531
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	2708	274	594	2122	1	8	0	16	223	2	319	6282
APPROACH %'s :	0.50%	90.36%	9.14%	21.86%	78.10%	0.04%	33.33%	0.00%	66.67%	40.99%	0.37%	58.64%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	3	973	98	204	731	0	3	0	8	77	1	92	2190
PEAK HR FACTOR :		0.962			0.974			0.917			0.787		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
7:00 AM	1	55	2	9	230	1	0	0	1	0	0	0	299
7:15 AM	1	99	1	7	270	0	0	0	0	0	0	2	380
7:30 AM	1	149	1	7	282	0	0	0	3	0	0	0	443
7:45 AM	3	119	6	10	312	2	0	0	1	1	0	1	455
8:00 AM	3	123	1	14	329	0	0	0	2	3	0	0	475
8:15 AM	1	121	4	14	285	0	0	0	0	0	0	1	426
8:30 AM	1	120	1	15	264	2	2	0	0	0	0	2	407
8:45 AM	0	132	5	20	260	0	0	0	0	3	0	2	422
9:00 AM	1	107	9	22	264	1	0	0	0	0	0	2	406
9:15 AM	1	110	8	38	215	0	0	1	0	1	0	2	376
9:30 AM	0	110	11	35	227	1	0	0	0	1	0	3	388
9:45 AM	0	109	23	63	192	1	1	0	0	8	0	1	398
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	1354	72	254	3130	8	3	1	7	17	0	16	4875
APPROACH %'s :	0.90%	94.09%	5.00%	7.49%	92.28%	0.24%	27.27%	9.09%	63.64%	51.52%	0.00%	48.48%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	8	512	12	45	1208	2	0	0	6	4	0	2	1799
PEAK HR FACTOR :		0.881			0.915			0.500			0.500		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
3:00 PM	0	168	24	52	159	0	0	0	0	21	0	27	451
3:15 PM	2	189	13	49	197	0	2	0	1	22	0	22	497
3:30 PM	2	222	26	46	174	0	0	0	2	24	0	34	530
3:45 PM	0	217	25	48	163	0	1	0	1	16	0	23	494
4:00 PM	1	235	28	61	176	0	1	0	2	27	0	27	558
4:15 PM	1	226	19	50	189	0	0	0	3	14	1	16	519
4:30 PM	0	247	25	39	177	0	1	0	2	22	0	24	537
4:45 PM	1	252	26	54	181	0	1	0	1	14	0	25	555
5:00 PM	2	252	22	48	148	0	0	0	0	17	0	29	518
5:15 PM	1	222	20	51	179	0	0	0	1	14	1	30	519
5:30 PM	1	221	17	50	177	0	1	0	0	19	0	31	517
5:45 PM	1	224	29	46	181	0	0	0	2	13	0	31	527
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	12	2675	274	594	2101	0	7	0	15	223	2	319	6222
APPROACH %'s :	0.41%	90.34%	9.25%	22.04%	77.96%	0.00%	31.82%	0.00%	68.18%	40.99%	0.37%	58.64%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	3	960	98	204	723	0	3	0	8	77	1	92	2169
PEAK HR FACTOR :		0.951			0.970			0.917			0.787		0.972

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-007
N/S Street: Hazeltine Ave
E/W Street: Fashion Square
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	2	0	1	0
7:15 AM	0	0	0	0	1	2	0	0
7:30 AM	0	0	0	0	0	0	2	0
7:45 AM	1	0	1	0	4	1	1	3
8:00 AM	0	0	0	0	2	1	2	0
8:15 AM	0	0	0	0	0	2	1	0
8:30 AM	1	0	0	0	3	0	1	2
8:45 AM	0	0	0	0	0	5	2	4
9:00 AM	1	1	0	0	2	4	1	0
9:15 AM	0	0	0	0	3	0	0	1
9:30 AM	4	1	0	0	5	3	3	1
9:45 AM	0	0	0	0	5	0	2	1
TOTALS	**7**	**2**	**1**	**0**	**27**	**18**	**16**	**12**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	0	1	7	2	2	2
3:15 PM	0	1	0	0	3	3	0	3
3:30 PM	0	1	0	0	0	2	2	4
3:45 PM	1	0	0	0	4	3	3	3
4:00 PM	0	1	0	0	6	2	3	1
4:15 PM	1	2	0	0	5	5	2	4
4:30 PM	1	0	0	0	3	4	2	2
4:45 PM	0	0	1	0	4	4	2	6
5:00 PM	1	0	0	0	1	4	2	0
5:15 PM	2	1	0	0	6	0	5	2
5:30 PM	1	2	0	0	5	4	2	5
5:45 PM	0	0	0	0	2	5	0	2
TOTALS	**7**	**9**	**1**	**1**	**46**	**38**	**25**	**34**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5	0	0	9	1	0	0	0	0	0	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	90.00%	10.00%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	0	0	6	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.250			0.500			0.000			0.000			0.583

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	14	1	0	16	0	0	0	0	0	0	0	31
APPROACH %'s :	0.00%	93.33%	6.67%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	3	0	0	7	0	0	0	0	0	0	0	10
PEAK HR FACTOR :		0.375			0.583			0.000			0.000		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	14	0	0	7	0	0	0	0	0	0	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	8	0	0	2	0	0	0	0	0	0	0	10
PEAK HR FACTOR :		0.667			0.500			0.000			0.000		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
3:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	12	0	0	10	0	0	0	0	0	0	0	22
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	5	0	0	5	0	0	0	0	0	0	0	10
PEAK HR FACTOR :		0.625			0.417			0.000			0.000		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
8:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	2	0	1	2	0	0	0	0	0	0	0	5
9:15 AM	0	2	0	0	4	0	2	0	0	0	0	0	8
9:30 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
9:45 AM	0	2	0	0	6	0	0	0	0	0	0	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	1	33	0	2	0	0	0	0	0	52
APPROACH %'s :	0.00%	100.00%	0.00%	2.94%	97.06%	0.00%	100.00%	0.00%	0.00%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	2	0	0	13	0	0	0	0	0	0	0	15
PEAK HR FACTOR :		0.500			0.650			0.000			0.000		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-007

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Fashion Square			Fashion Square			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	0	1	0	
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	2	0	0	2	0	0	0	1	0	0	0	5
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	3	3	0	0	0	1	0	0	0	0	0	0	7
5:30 PM	0	1	0	0	1	0	1	0	0	0	0	0	3
5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	21	0	0	11	1	1	0	1	0	0	0	38
APPROACH %'s :	12.50%	87.50%	0.00%	0.00%	91.67%	8.33%	50.00%	0.00%	50.00%				
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	8	0	0	3	0	0	0	0	0	0	0	11
PEAK HR FACTOR :		0.667			0.375			0.000			0.000		0.688

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hazeltine Ave

East/West Ventura Blvd

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	16	58	61
BIKES	0	2	10	6
BUSES	0	8	80	73

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	201	8.00	269	8.30	274	8.45
PM PK 15 MIN	0	0.00	105	17.45	362	17.45	311	15.15
AM PK HOUR	0	0.00	747	7.30	1003	8.30	992	8.45
PM PK HOUR	0	0.00	373	15.30	1369	17.00	1180	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	227	0	460	687
8-9	230	0	452	682
9-10	215	0	394	609
15-16	152	0	205	357
16-17	167	0	196	363
17-18	176	0	193	369
TOTAL	1167	0	1900	3067

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
687	0	0	9	0
682	0	0	20	0
609	0	0	28	0
357	0	0	33	0
363	0	0	46	0
369	0	0	37	0
3067	0	0	173	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	739	0	817
8-9	93	895	0	988
9-10	91	852	0	943
15-16	190	975	0	1165
16-17	221	1086	0	1307
17-18	207	1162	0	1369
TOTAL	880	5709	0	6589

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	745	89	834
8-9	0	838	137	975
9-10	0	791	127	918
15-16	0	969	194	1163
16-17	0	944	230	1174
17-18	0	901	215	1116
TOTAL	0	5188	992	6180

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1651	2	0	0	0
1963	21	0	0	0
1861	31	0	0	0
2328	28	0	0	1
2481	35	0	1	0
2485	39	0	1	0
12769	156	0	2	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hazeltine Ave and Ventura Blvd , Sherman Oaks

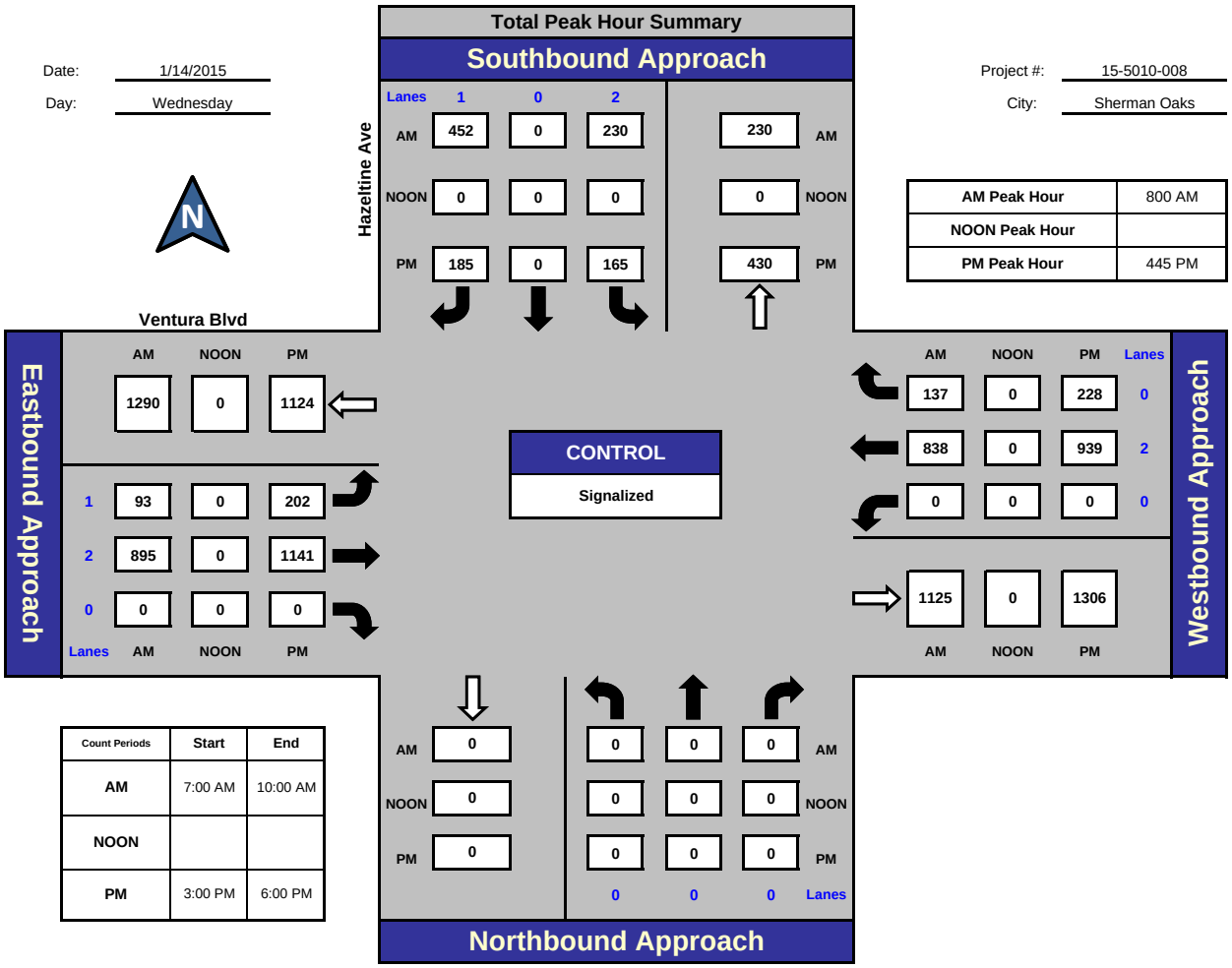
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-008

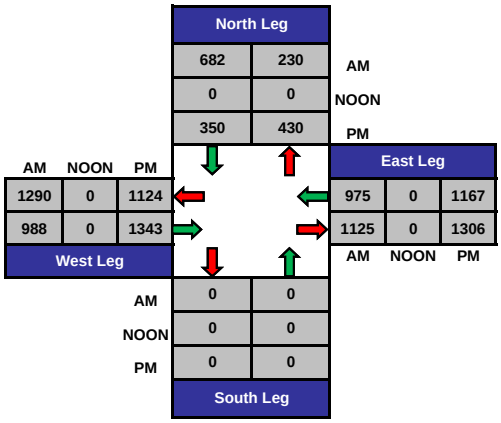
City: Sherman Oaks

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

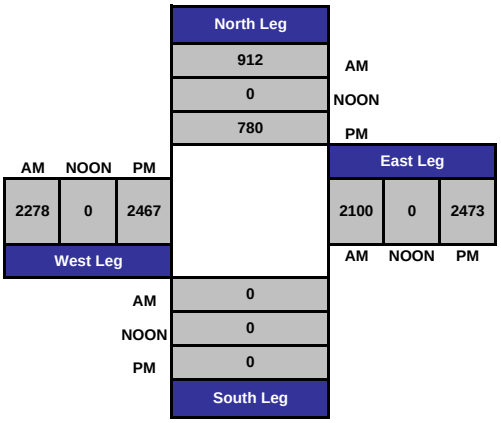


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	45	0	117	10	147	0	0	181	10	510
7:15 AM	0	0	0	47	0	119	16	181	0	0	196	19	578
7:30 AM	0	0	0	68	0	117	30	225	0	0	174	35	649
7:45 AM	0	0	0	67	0	107	22	186	0	0	194	25	601
8:00 AM	0	0	0	77	0	124	30	213	0	0	175	36	655
8:15 AM	0	0	0	61	0	126	21	188	0	0	197	43	636
8:30 AM	0	0	0	35	0	109	22	247	0	0	219	31	663
8:45 AM	0	0	0	57	0	93	20	247	0	0	247	27	691
9:00 AM	0	0	0	53	0	131	17	199	0	0	194	28	622
9:15 AM	0	0	0	43	0	92	24	227	0	0	194	36	616
9:30 AM	0	0	0	48	0	111	24	222	0	0	229	37	671
9:45 AM	0	0	0	71	0	60	26	204	0	0	174	26	561
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	672	0	1306	262	2486	0	0	2374	353	7453
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	33.97%	0.00%	66.03%	9.53%	90.47%	0.00%	0.00%	87.06%	12.94%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	230	0	452	93	895	0	0	838	137	2645
PEAK HR FACTOR :	0.000			0.848			0.918			0.890			0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
3:00 PM	0	0	0	39	0	54	55	223	0	0	230	39	640
3:15 PM	0	0	0	39	0	47	40	245	0	0	259	52	682
3:30 PM	0	0	0	46	0	53	41	245	0	0	234	50	669
3:45 PM	0	0	0	28	0	51	54	262	0	0	246	53	694
4:00 PM	0	0	0	43	0	58	64	264	0	0	221	56	706
4:15 PM	0	0	0	46	0	48	43	248	0	0	245	52	682
4:30 PM	0	0	0	39	0	43	54	298	0	0	239	64	737
4:45 PM	0	0	0	39	0	47	60	276	0	0	239	58	719
5:00 PM	0	0	0	37	0	35	45	291	0	0	228	55	691
5:15 PM	0	0	0	45	0	59	57	272	0	0	224	55	712
5:30 PM	0	0	0	44	0	44	40	302	0	0	248	60	738
5:45 PM	0	0	0	50	0	55	65	297	0	0	201	45	713
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	495	0	594	618	3223	0	0	2814	639	8383
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	45.45%	0.00%	54.55%	16.09%	83.91%	0.00%	0.00%	81.49%	18.51%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	165	0	185	202	1141	0	0	939	228	2860
PEAK HR FACTOR :		0.000			0.841			0.982			0.947		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	44	0	115	10	143	0	0	174	10	496
7:15 AM	0	0	0	46	0	118	14	175	0	0	188	18	559
7:30 AM	0	0	0	67	0	117	30	216	0	0	169	32	631
7:45 AM	0	0	0	66	0	107	21	183	0	0	189	25	591
8:00 AM	0	0	0	76	0	124	29	209	0	0	168	35	641
8:15 AM	0	0	0	61	0	126	21	184	0	0	193	39	624
8:30 AM	0	0	0	35	0	108	22	243	0	0	213	30	651
8:45 AM	0	0	0	57	0	93	20	246	0	0	241	25	682
9:00 AM	0	0	0	52	0	130	16	194	0	0	192	28	612
9:15 AM	0	0	0	42	0	92	23	219	0	0	190	34	600
9:30 AM	0	0	0	46	0	110	24	219	0	0	219	35	653
9:45 AM	0	0	0	68	0	60	26	196	0	0	165	26	541
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	660	0	1300	256	2427	0	0	2301	337	7281
APPROACH %'s :				33.67%	0.00%	66.33%	9.54%	90.46%	0.00%	0.00%	87.23%	12.77%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	229	0	451	92	882	0	0	815	129	2598
PEAK HR FACTOR :		0.000			0.850			0.915			0.887		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
3:00 PM	0	0	0	39	0	53	55	216	0	0	227	39	629
3:15 PM	0	0	0	39	0	47	37	240	0	0	251	52	666
3:30 PM	0	0	0	45	0	53	41	238	0	0	231	49	657
3:45 PM	0	0	0	28	0	50	54	257	0	0	244	53	686
4:00 PM	0	0	0	43	0	58	62	257	0	0	216	55	691
4:15 PM	0	0	0	45	0	48	42	246	0	0	241	52	674
4:30 PM	0	0	0	39	0	43	53	287	0	0	238	64	724
4:45 PM	0	0	0	39	0	46	60	272	0	0	233	58	708
5:00 PM	0	0	0	37	0	35	45	287	0	0	226	54	684
5:15 PM	0	0	0	45	0	59	57	268	0	0	221	55	705
5:30 PM	0	0	0	44	0	44	39	300	0	0	245	60	732
5:45 PM	0	0	0	50	0	54	65	290	0	0	200	44	703
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	493	0	590	610	3158	0	0	2773	635	8259
APPROACH %'s :				45.52%	0.00%	54.48%	16.19%	83.81%	0.00%	0.00%	81.37%	18.63%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	165	0	184	201	1127	0	0	925	227	2829
PEAK HR FACTOR :		0.000			0.839			0.979			0.944		0.966

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-008
N/S Street: Hazeltine Ave
E/W Street: Ventura Blvd
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	4	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	1
8:00 AM	0	5	0	0	0	0	0	4
8:15 AM	1	5	0	0	0	0	1	3
8:30 AM	0	6	0	0	0	0	1	4
8:45 AM	3	0	0	0	0	0	6	2
9:00 AM	2	3	0	0	0	0	5	3
9:15 AM	2	2	0	0	0	0	1	9
9:30 AM	3	8	0	0	0	0	3	4
9:45 AM	5	3	0	0	0	0	3	3
TOTALS	**18**	**39**	**0**	**0**	**0**	**0**	**20**	**34**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	5	0	0	0	0	2	2
3:15 PM	2	5	0	0	0	0	5	4
3:30 PM	3	3	0	0	0	0	4	2
3:45 PM	4	6	0	0	0	0	3	6
4:00 PM	14	10	0	0	0	0	7	6
4:15 PM	4	5	0	0	0	0	3	3
4:30 PM	2	6	0	0	0	1	3	1
4:45 PM	4	1	0	0	0	0	8	4
5:00 PM	2	3	0	0	0	1	3	7
5:15 PM	2	6	0	0	0	0	2	5
5:30 PM	10	1	0	0	0	0	5	3
5:45 PM	7	6	0	0	0	0	4	10
TOTALS	**59**	**57**	**0**	**0**	**0**	**2**	**49**	**53**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	2	0	0	1	0	4
APPROACH %'s :				0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	1	0	0	0	0	2
PEAK HR FACTOR :	0.000			0.250			0.250			0.000			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	3	5	0	0	4	1	14
APPROACH %'s :				100.00%	0.00%	0.00%	37.50%	62.50%	0.00%	0.00%	80.00%	20.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	1	0	0	2	1	6
PEAK HR FACTOR :	0.000			0.000			0.375			0.375			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	0	0	1	0	2	0	0	6	0	9
7:15 AM	0	0	0	0	0	1	0	5	0	0	5	0	11
7:30 AM	0	0	0	0	0	0	0	8	0	0	3	1	12
7:45 AM	0	0	0	0	0	0	1	2	0	0	3	0	6
8:00 AM	0	0	0	0	0	0	1	1	0	0	4	1	7
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	1	5
8:30 AM	0	0	0	0	0	1	0	2	0	0	4	1	8
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:30 AM	0	0	0	1	0	0	0	3	0	0	1	0	5
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	3	2	31	0	0	36	4	77
APPROACH %'s :				25.00%	0.00%	75.00%	6.06%	93.94%	0.00%	0.00%	90.00%	10.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	1	6	0	0	12	3	23
PEAK HR FACTOR :	0.000			0.250			0.875			0.750			0.719

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
3:00 PM	0	0	0	0	0	1	0	6	0	0	3	0	10
3:15 PM	0	0	0	0	0	0	3	2	0	0	5	0	10
3:30 PM	0	0	0	0	0	0	0	4	0	0	2	1	7
3:45 PM	0	0	0	0	0	1	0	3	0	0	2	0	6
4:00 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
4:15 PM	0	0	0	1	0	0	1	2	0	0	3	0	7
4:30 PM	0	0	0	0	0	0	0	5	0	0	1	0	6
4:45 PM	0	0	0	0	0	1	0	3	0	0	4	0	8
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
5:45 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	3	4	43	0	0	32	1	84
APPROACH %'s :				25.00%	0.00%	75.00%	8.51%	91.49%	0.00%	0.00%	96.97%	3.03%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	8	0	0	10	0	19
PEAK HR FACTOR :	0.000			0.250			0.667			0.625			0.594

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	1	0	1	0	2	0	0	1	0	5
7:15 AM	0	0	0	1	0	0	2	1	0	0	3	1	8
7:30 AM	0	0	0	1	0	0	0	1	0	0	2	2	6
7:45 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
8:00 AM	0	0	0	1	0	0	0	3	0	0	3	0	7
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	3	7
8:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	2	6
9:00 AM	0	0	0	1	0	1	1	3	0	0	0	0	6
9:15 AM	0	0	0	1	0	0	1	6	0	0	2	2	12
9:30 AM	0	0	0	1	0	1	0	0	0	0	9	2	13
9:45 AM	0	0	0	3	0	0	0	7	0	0	7	0	17
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	11	0	3	4	28	0	0	37	12	95
APPROACH %'s :				78.57%	0.00%	21.43%	12.50%	87.50%	0.00%	0.00%	75.51%	24.49%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	7	0	0	11	5	24
PEAK HR FACTOR :	0.000			0.250			0.583			0.667			0.857

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-008

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	0	
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
3:30 PM	0	0	0	1	0	0	0	3	0	0	1	0	5
3:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	1	6	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	1	4	22	0	0	9	3	40
APPROACH %'s :				50.00%	0.00%	50.00%	15.38%	84.62%	0.00%	0.00%	75.00%	25.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	6	0	0	4	1	12
PEAK HR FACTOR :	0.000			0.000			0.583			0.625			0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Woodman Ave

East/West Riverside Dr

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	73	66	38	46
BIKES	12	14	18	16
BUSES	29	16	25	32

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	326	7.30	351	7.45	303	7.30	288	7.30
PM PK 15 MIN	441	15.00	268	15.30	307	15.45	372	17.45
AM PK HOUR	968	7.15	1337	7.15	1185	7.30	1113	7.30
PM PK HOUR	1653	15.00	1003	15.00	1155	15.30	1390	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	620	199	911
8-9	169	500	184	853
9-10	224	476	200	900
15-16	380	1003	270	1653
16-17	288	1002	279	1569
17-18	285	978	269	1532
TOTAL	1438	4579	1401	7418

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	171	1080	68	1319
8-9	156	995	107	1258
9-10	150	827	140	1117
15-16	107	687	209	1003
16-17	120	604	139	863
17-18	121	643	163	927
TOTAL	825	4836	826	6487

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2230	43	0	53	0
2111	10	0	11	0
2017	11	0	8	1
2656	62	1	58	0
2432	44	0	44	0
2459	25	0	23	0
13905	195	1	197	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	634	162	909
8-9	36	882	148	1066
9-10	58	763	102	923
15-16	205	719	214	1138
16-17	198	719	181	1098
17-18	204	790	156	1150
TOTAL	814	4507	963	6284

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	286	509	140	935
8-9	245	620	84	949
9-10	178	449	71	698
15-16	239	789	187	1215
16-17	241	788	190	1219
17-18	268	887	235	1390
TOTAL	1457	4042	907	6406

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1844	35	0	52	0
2015	6	0	7	0
1621	7	0	11	1
2353	51	0	47	0
2317	50	0	48	0
2540	26	0	19	1
12690	175	0	184	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Woodman Ave and Riverside Dr , Sherman Oaks

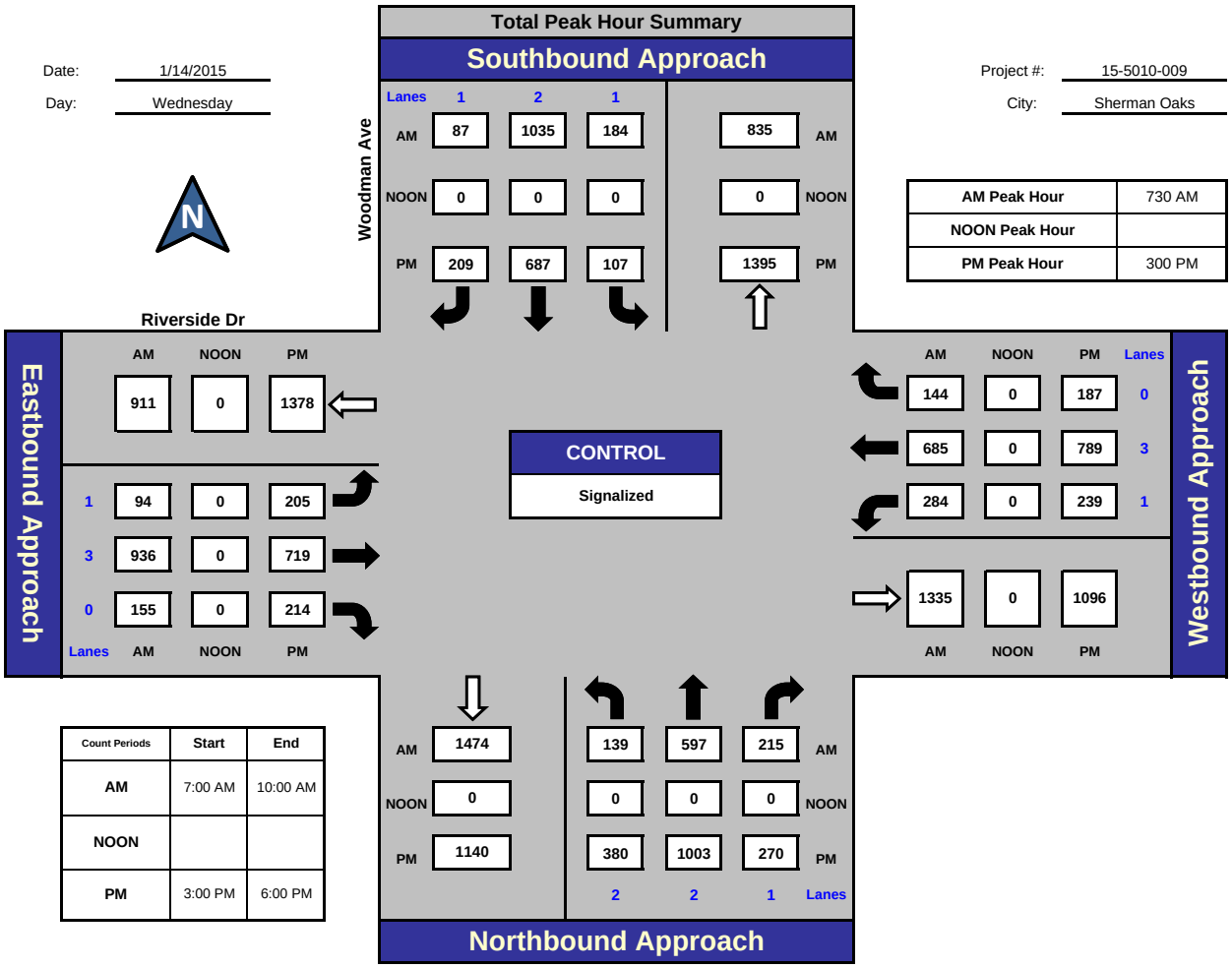
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-009

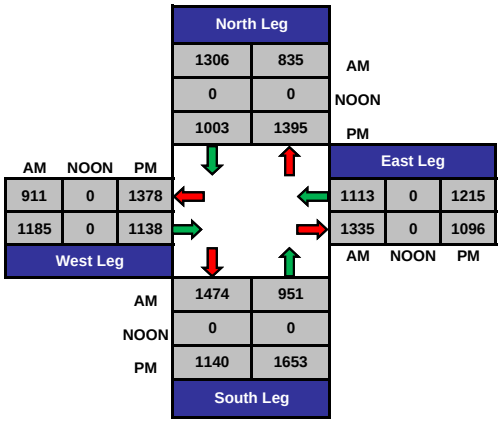
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	300 PM

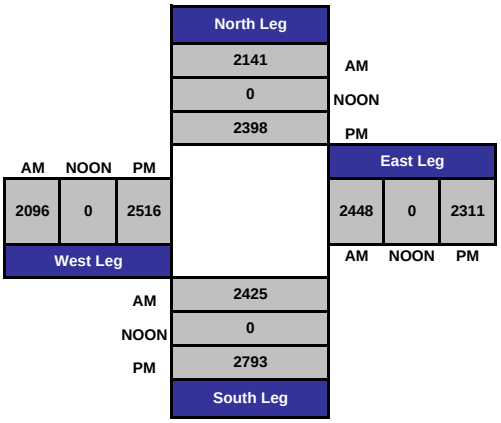


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
7:00 AM	14	87	28	31	293	9	10	59	36	70	65	20	722
7:15 AM	14	163	38	31	289	21	33	119	46	79	107	25	965
7:30 AM	30	226	70	44	237	13	50	206	47	67	151	70	1211
7:45 AM	34	144	63	65	261	25	20	250	33	70	186	25	1176
8:00 AM	37	114	35	40	281	30	16	251	31	74	182	27	1118
8:15 AM	38	113	47	35	256	19	8	229	44	73	166	22	1050
8:30 AM	52	129	38	38	235	24	7	200	46	51	130	15	965
8:45 AM	42	144	64	43	223	34	5	202	27	47	142	20	993
9:00 AM	40	111	49	44	216	31	14	229	24	39	120	15	932
9:15 AM	50	130	42	36	222	23	12	198	19	50	101	17	900
9:30 AM	58	123	56	38	201	39	13	181	31	38	112	13	903
9:45 AM	76	112	53	32	188	47	19	155	28	51	116	26	903
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	485	1596	583	477	2902	315	207	2279	412	709	1578	295	11838
APPROACH %'s :	18.21%	59.91%	21.88%	12.91%	78.56%	8.53%	7.14%	78.64%	14.22%	27.46%	61.12%	11.43%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	139	597	215	184	1035	87	94	936	155	284	685	144	4555
PEAK HR FACTOR :		0.729			0.930			0.978			0.966		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
3:00 PM	106	269	66	31	167	38	51	177	56	56	165	54	1236
3:15 PM	99	249	66	26	173	58	51	168	53	70	217	35	1265
3:30 PM	96	231	78	21	182	65	53	167	55	56	200	53	1257
3:45 PM	79	254	60	29	165	48	50	207	50	57	207	45	1251
4:00 PM	77	252	78	30	159	32	47	199	50	48	215	37	1224
4:15 PM	76	248	77	24	141	32	58	167	52	64	191	41	1171
4:30 PM	69	243	57	39	162	39	46	187	32	59	188	51	1172
4:45 PM	66	259	67	27	142	36	47	166	47	70	194	61	1182
5:00 PM	61	246	73	25	151	38	48	215	38	78	213	56	1242
5:15 PM	75	228	63	28	163	39	51	192	43	66	213	56	1217
5:30 PM	82	256	71	37	163	44	56	196	42	55	225	56	1283
5:45 PM	67	248	62	31	166	42	49	187	33	69	236	67	1257
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	953	2983	818	348	1934	511	607	2228	551	748	2464	612	14757
APPROACH %'s :	20.05%	62.75%	17.21%	12.46%	69.24%	18.30%	17.93%	65.80%	16.27%	19.56%	64.44%	16.00%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	380	1003	270	107	687	209	205	719	214	239	789	187	5009
PEAK HR FACTOR :		0.937			0.936			0.927			0.943		0.990

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
7:00 AM	14	87	28	31	291	7	10	56	35	70	61	19	709
7:15 AM	13	161	38	31	284	21	30	119	44	78	103	25	947
7:30 AM	29	223	69	43	232	13	49	205	46	67	148	69	1193
7:45 AM	34	141	63	65	256	25	20	247	33	69	185	24	1162
8:00 AM	34	113	35	40	279	30	15	249	30	72	180	27	1104
8:15 AM	38	107	46	35	247	19	8	227	44	72	165	22	1030
8:30 AM	52	126	38	38	232	24	6	199	44	51	128	13	951
8:45 AM	42	138	62	43	217	34	5	199	27	47	140	20	974
9:00 AM	40	108	48	44	208	31	13	229	22	37	118	15	913
9:15 AM	49	128	40	36	221	22	12	197	19	50	101	17	892
9:30 AM	58	121	56	37	196	38	13	180	31	37	109	13	889
9:45 AM	75	111	52	31	185	46	17	155	28	50	114	26	890
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	478	1564	575	474	2848	310	198	2262	403	700	1552	290	11654
APPROACH %'s :	18.27%	59.76%	21.97%	13.05%	78.41%	8.54%	6.92%	79.01%	14.08%	27.54%	61.05%	11.41%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	135	584	213	183	1014	87	92	928	153	280	678	142	4489
PEAK HR FACTOR :		0.726			0.920			0.978			0.968		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
3:00 PM	103	267	66	31	167	38	51	175	56	56	163	54	1227
3:15 PM	98	244	66	26	172	58	51	164	52	70	214	34	1249
3:30 PM	96	225	77	21	179	65	53	165	55	56	198	53	1243
3:45 PM	79	249	59	29	160	48	50	207	50	57	206	45	1239
4:00 PM	76	247	77	30	159	32	47	197	50	48	215	37	1215
4:15 PM	76	247	76	24	141	32	58	164	49	64	189	39	1159
4:30 PM	69	239	56	38	160	39	44	184	32	58	187	50	1156
4:45 PM	66	255	66	27	141	36	46	166	47	65	191	61	1167
5:00 PM	61	244	73	24	150	37	48	213	38	78	211	55	1232
5:15 PM	75	225	63	28	160	39	50	192	43	66	210	56	1207
5:30 PM	81	254	71	37	162	44	56	194	42	55	220	56	1272
5:45 PM	67	245	61	31	166	42	49	187	33	69	233	67	1250
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	947	2941	811	346	1917	510	603	2208	547	742	2437	607	14616
APPROACH %'s :	20.15%	62.59%	17.26%	12.48%	69.13%	18.39%	17.96%	65.75%	16.29%	19.60%	64.37%	16.03%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	376	985	268	107	678	209	205	711	213	239	781	186	4958
PEAK HR FACTOR :		0.934			0.938			0.919			0.948		0.992

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-009
N/S Street: Woodman Ave
E/W Street: Riverside Dr
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	0	4	1	3	0	6	2
7:15 AM	11	1	11	1	18	1	9	0
7:30 AM	31	0	18	0	26	1	17	0
7:45 AM	2	1	6	2	1	2	0	1
8:00 AM	2	1	0	2	1	0	1	0
8:15 AM	3	0	4	1	2	1	1	1
8:30 AM	0	4	0	0	0	0	0	1
8:45 AM	0	1	3	0	0	3	0	2
9:00 AM	0	1	4	0	0	3	1	3
9:15 AM	1	1	0	2	0	0	1	1
9:30 AM	0	2	1	2	2	1	0	1
9:45 AM	1	2	0	2	2	3	0	0
TOTALS	**58**	**14**	**51**	**13**	**55**	**15**	**36**	**12**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	1	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	20	2	24	0	17	3	20
3:15 PM	3	13	2	5	2	7	1	10
3:30 PM	5	4	4	9	3	8	5	3
3:45 PM	4	6	12	4	7	3	3	6
4:00 PM	7	8	6	2	7	8	6	6
4:15 PM	8	2	5	6	6	1	9	7
4:30 PM	7	5	9	5	7	5	11	3
4:45 PM	2	5	10	1	10	4	1	7
5:00 PM	3	2	3	1	4	0	3	5
5:15 PM	3	8	5	3	2	1	2	9
5:30 PM	3	2	7	2	8	2	4	1
5:45 PM	1	1	1	3	1	1	2	0
TOTALS	**49**	**76**	**66**	**65**	**57**	**57**	**50**	**77**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
8:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
9:45 AM	0	0	0	0	2	0	0	3	0	1	2	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	1	5	1	1	7	0	1	6	0	23
APPROACH %'s :	0.00%	0.00%	100.00%	14.29%	71.43%	14.29%	12.50%	87.50%	0.00%	14.29%	85.71%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	1	1	0	1	2	0	0	2	0	7
PEAK HR FACTOR :	0.000			0.500			0.375			0.500			0.583

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
3:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	3
4:00 PM	0	2	0	0	0	0	0	1	1	0	1	0	5
4:15 PM	1	0	1	0	1	0	0	0	1	0	1	0	5
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:15 PM	1	1	1	0	1	0	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	6	2	0	7	0	0	7	3	4	5	0	37
APPROACH %'s :	27.27%	54.55%	18.18%	0.00%	100.00%	0.00%	0.00%	70.00%	30.00%	44.44%	55.56%	0.00%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	1	1	0	0	2	0	0	3	0	2	2	0	11
PEAK HR FACTOR :	0.500			0.250			0.250			0.333			0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
7:15 AM	0	2	0	0	1	0	2	0	1	0	3	0	9
7:30 AM	0	3	0	0	0	0	0	1	1	0	1	1	7
7:45 AM	0	1	0	0	3	0	0	1	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	0	0	0	0	1	0	1	0	4
8:45 AM	0	0	2	0	1	0	0	2	0	0	0	0	5
9:00 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	11	3	0	8	0	2	7	4	0	13	2	50
APPROACH %'s :	0.00%	78.57%	21.43%	0.00%	100.00%	0.00%	15.38%	53.85%	30.77%	0.00%	86.67%	13.33%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	6	0	0	4	0	0	3	2	0	2	1	18
PEAK HR FACTOR :		0.500			0.333			0.625			0.375		0.643

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
3:00 PM	1	1	0	0	0	0	0	0	0	0	2	0	4
3:15 PM	0	1	0	0	0	0	0	2	0	0	3	0	6
3:30 PM	0	0	0	0	2	0	0	1	0	0	2	0	5
3:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	1	4
4:30 PM	0	1	0	0	1	0	2	2	0	1	0	0	7
4:45 PM	0	3	0	0	1	0	0	0	0	0	3	0	7
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:15 PM	0	1	0	0	1	0	1	0	0	0	1	0	4
5:30 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
5:45 PM	0	1	1	0	0	0	0	0	0	0	1	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	13	1	0	8	0	3	9	0	1	15	1	52
APPROACH %'s :	6.67%	86.67%	6.67%	0.00%	100.00%	0.00%	25.00%	75.00%	0.00%	5.88%	88.24%	5.88%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	1	5	0	0	4	0	0	3	0	0	7	0	20
PEAK HR FACTOR :		0.500			0.500			0.375			0.583		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
7:00 AM	0	0	0	0	2	2	0	2	1	0	2	0	9
7:15 AM	1	0	0	0	4	0	1	0	1	1	1	0	9
7:30 AM	1	0	1	1	5	0	1	0	0	0	2	0	11
7:45 AM	0	2	0	0	2	0	0	2	0	1	1	1	9
8:00 AM	3	1	0	0	2	0	1	1	0	2	1	0	11
8:15 AM	0	4	1	0	8	0	0	2	0	1	1	0	17
8:30 AM	0	1	0	0	3	0	1	1	1	0	1	2	10
8:45 AM	0	6	0	0	5	0	0	1	0	0	2	0	14
9:00 AM	0	3	0	0	7	0	1	0	2	2	0	0	15
9:15 AM	1	1	2	0	1	1	0	1	0	0	0	0	7
9:30 AM	0	2	0	1	5	1	0	0	0	1	1	0	11
9:45 AM	1	1	1	1	2	1	2	0	0	1	1	0	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	21	5	3	46	5	7	10	5	9	13	3	134
APPROACH %'s :	21.21%	63.64%	15.15%	5.56%	85.19%	9.26%	31.82%	45.45%	22.73%	36.00%	52.00%	12.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	4	7	2	1	17	0	2	5	0	4	5	1	48
PEAK HR FACTOR :		0.650			0.563			0.875			0.833		0.706

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-009

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	3	0	1	3	0	
3:00 PM	2	1	0	0	0	0	0	2	0	0	0	0	5
3:15 PM	1	4	0	0	1	0	0	2	1	0	0	1	10
3:30 PM	0	6	1	0	1	0	0	1	0	0	0	0	9
3:45 PM	0	2	1	0	3	0	0	0	0	0	1	0	7
4:00 PM	1	4	1	0	0	0	0	1	0	0	0	0	7
4:15 PM	0	1	1	0	0	0	0	2	3	0	0	1	8
4:30 PM	0	3	1	1	1	0	0	1	0	0	1	1	9
4:45 PM	0	1	1	0	0	0	1	0	0	5	0	0	8
5:00 PM	0	2	0	1	1	1	0	1	0	0	1	1	8
5:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	6
5:30 PM	1	1	0	0	0	0	0	1	0	0	5	0	8
5:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	29	6	2	9	1	1	11	4	5	12	4	89
APPROACH %'s :	12.50%	72.50%	15.00%	16.67%	75.00%	8.33%	6.25%	68.75%	25.00%	23.81%	57.14%	19.05%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	3	13	2	0	5	0	0	5	1	0	1	1	31
PEAK HR FACTOR :		0.643			0.417			0.500			0.500		0.775

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Woodman Ave

East/West Magnolia Blvd

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	64	61	40	33
BIKES	7	12	3	7
BUSES	31	15	19	19

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	301	7.30	405	7.30	296	7.30	302	7.45
PM PK 15 MIN	356	15.15	265	15.00	291	17.45	255	15.15
AM PK HOUR	875	7.15	1527	7.00	1010	7.30	990	7.30
PM PK HOUR	1315	15.00	940	15.00	1069	17.00	850	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	608	105	796
8-9	61	541	39	641
9-10	74	436	58	568
15-16	120	1081	114	1315
16-17	146	1029	100	1275
17-18	127	1073	105	1305
TOTAL	611	4768	521	5900

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	139	1256	132	1527
8-9	86	1038	157	1281
9-10	68	891	108	1067
15-16	104	755	81	940
16-17	71	654	73	798
17-18	59	734	77	870
TOTAL	527	5328	628	6483

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2323	35	0	2	0
1922	7	0	0	0
1635	7	0	4	0
2255	45	0	5	0
2073	8	0	2	0
2175	7	0	2	0
12383	109	0	15	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	684	75	823
8-9	71	730	85	886
9-10	60	644	75	779
15-16	99	690	97	886
16-17	133	809	80	1022
17-18	126	851	92	1069
TOTAL	553	4408	504	5465

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	661	94	832
8-9	83	641	43	767
9-10	89	430	30	549
15-16	104	604	121	829
16-17	90	641	80	811
17-18	71	642	86	799
TOTAL	514	3619	454	4587

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1655	4	0	13	0
1653	0	0	5	0
1328	7	0	2	0
1715	11	0	23	0
1833	8	0	7	0
1868	6	0	8	0
10052	36	0	58	0

ITM Peak Hour Summary

Prepared by:

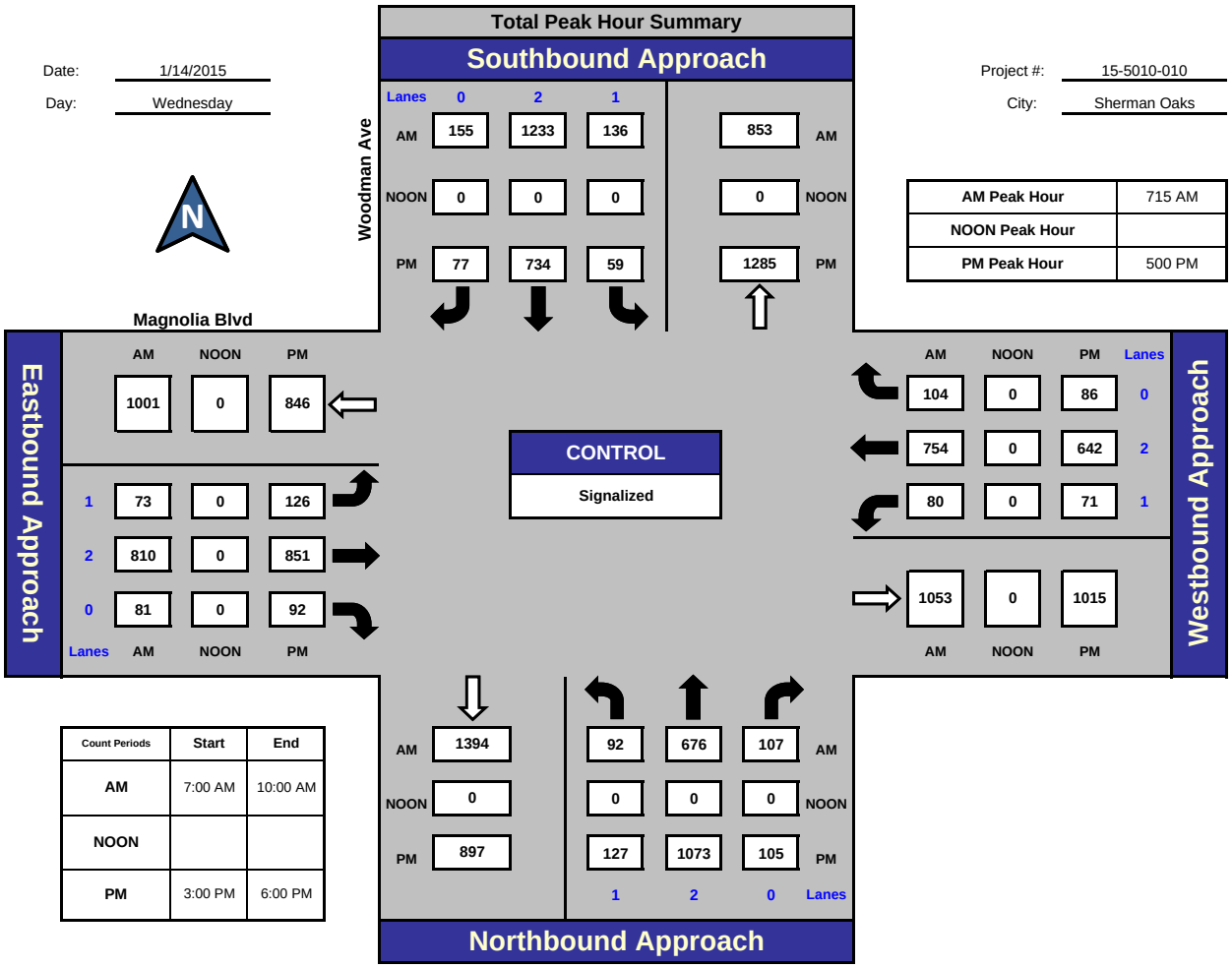
National Data & Surveying Services

Woodman Ave and Magnolia Blvd , Sherman Oaks

Date: 1/14/2015
Day: Wednesday

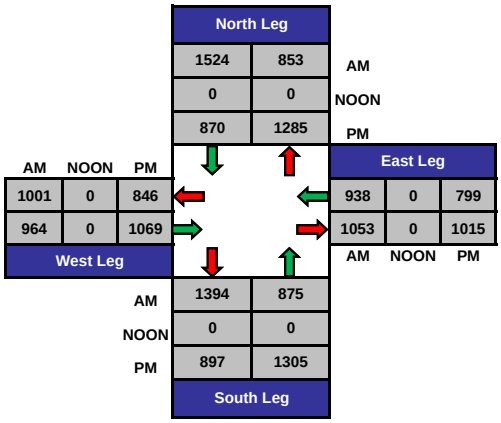
Project #: 15-5010-010
City: Sherman Oaks

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

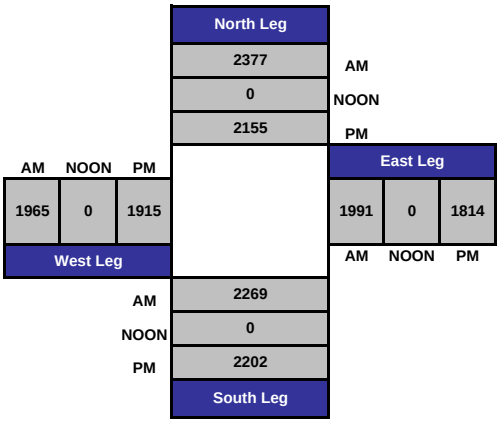


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010 **Day:** Wednesday

TOTALS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	13	74	10	26	320	27	6	73	14	16	79	5	663
7:15 AM	28	129	21	39	322	30	12	117	26	15	130	12	881
7:30 AM	22	236	43	34	337	34	17	255	24	19	215	39	1275
7:45 AM	20	169	31	40	277	41	29	239	11	27	237	38	1159
8:00 AM	22	142	12	23	297	50	15	199	20	19	172	15	986
8:15 AM	9	132	5	17	237	34	17	165	19	27	173	9	844
8:30 AM	13	128	11	18	250	37	23	191	22	24	143	11	871
8:45 AM	17	139	11	28	254	36	16	175	24	13	153	8	874
9:00 AM	22	105	14	22	236	42	12	169	18	27	130	11	808
9:15 AM	21	99	16	16	218	21	11	166	20	24	101	8	721
9:30 AM	17	117	13	17	214	27	23	180	18	27	121	7	781
9:45 AM	14	115	15	13	223	18	14	129	19	11	78	4	653
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	218	1585	202	293	3185	397	195	2058	235	249	1732	167	10516
APPROACH %'s :	10.87%	79.05%	10.07%	7.56%	82.19%	10.25%	7.84%	82.72%	9.45%	11.59%	80.63%	7.77%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	92	676	107	136	1233	155	73	810	81	80	754	104	4301
PEAK HR FACTOR :		0.727			0.941			0.814			0.776		0.843

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	31	272	38	35	206	24	22	184	22	25	127	28	1014
3:15 PM	41	289	26	29	181	11	23	166	31	30	181	44	1052
3:30 PM	22	264	23	21	192	16	20	168	26	24	150	26	952
3:45 PM	26	256	27	19	176	30	34	172	18	25	146	23	952
4:00 PM	39	252	31	22	163	20	35	193	21	23	156	22	977
4:15 PM	36	248	20	11	146	8	27	205	12	24	154	22	913
4:30 PM	36	266	27	24	186	21	32	185	26	28	154	17	1002
4:45 PM	35	263	22	14	159	24	39	226	21	15	177	19	1014
5:00 PM	30	274	24	14	168	24	33	186	23	18	130	27	951
5:15 PM	30	266	22	13	177	13	29	220	22	19	160	15	986
5:30 PM	38	258	35	16	195	20	33	210	22	17	157	22	1023
5:45 PM	29	275	24	16	194	20	31	235	25	17	195	22	1083
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	393	3183	319	234	2143	231	358	2350	269	265	1887	287	11919
APPROACH %'s :	10.09%	81.72%	8.19%	8.97%	82.17%	8.86%	12.03%	78.94%	9.04%	10.87%	77.37%	11.77%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	1073	105	59	734	77	126	851	92	71	642	86	4043
PEAK HR FACTOR :		0.986			0.942			0.918			0.854		0.933

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	12	73	10	26	315	25	6	72	14	16	78	4	651
7:15 AM	27	127	21	39	319	30	12	115	26	15	127	12	870
7:30 AM	22	232	43	33	333	34	17	251	24	17	209	39	1254
7:45 AM	20	164	31	40	274	41	29	237	11	27	235	38	1147
8:00 AM	22	139	12	22	293	49	14	195	20	19	171	15	971
8:15 AM	8	127	5	16	231	34	17	161	19	26	171	9	824
8:30 AM	13	122	11	18	247	36	23	189	22	24	139	11	855
8:45 AM	16	135	10	27	250	36	16	174	22	13	151	8	858
9:00 AM	22	101	14	22	230	42	12	167	18	25	127	11	791
9:15 AM	21	97	16	16	215	21	11	165	20	24	99	8	713
9:30 AM	17	116	13	17	210	26	22	176	16	25	118	6	762
9:45 AM	14	113	14	12	219	17	14	126	19	11	78	4	641
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	214	1546	200	288	3136	391	193	2028	231	242	1703	165	10337
APPROACH %'s :	10.92%	78.88%	10.20%	7.55%	82.20%	10.25%	7.87%	82.71%	9.42%	11.47%	80.71%	7.82%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	91	662	107	134	1219	154	72	798	81	78	742	104	4242
PEAK HR FACTOR :		0.724			0.942			0.814			0.770		0.846

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	31	266	38	35	206	24	21	182	22	25	126	28	1004
3:15 PM	40	284	26	29	180	11	23	163	31	30	181	44	1042
3:30 PM	22	260	23	21	189	16	20	166	26	24	150	26	943
3:45 PM	25	252	26	19	172	30	33	170	18	25	145	21	936
4:00 PM	39	247	31	22	163	20	34	193	21	23	153	22	968
4:15 PM	35	246	20	11	146	8	26	204	12	24	153	22	907
4:30 PM	34	262	25	24	183	21	32	184	26	28	154	17	990
4:45 PM	35	261	20	14	159	24	39	225	21	15	174	19	1006
5:00 PM	29	272	24	14	167	24	31	186	22	18	130	27	944
5:15 PM	30	264	22	13	173	13	28	220	22	19	159	15	978
5:30 PM	37	258	35	16	195	20	33	208	21	16	156	22	1017
5:45 PM	27	275	24	16	194	20	31	235	25	17	195	22	1081
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	384	3147	314	234	2127	231	351	2336	267	264	1876	285	11816
APPROACH %'s :	9.99%	81.85%	8.17%	9.03%	82.06%	8.91%	11.88%	79.08%	9.04%	10.89%	77.36%	11.75%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	123	1069	105	59	729	77	123	849	90	70	640	86	4020
PEAK HR FACTOR :		0.983			0.936			0.912			0.850		0.930

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-010
N/S Street: Woodman Ave
E/W Street: Magnolia Blvd
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	0	0	1	0
7:15 AM	0	1	3	0	0	4	1	1
7:30 AM	0	0	25	1	1	4	1	0
7:45 AM	0	0	3	3	4	0	0	0
8:00 AM	0	0	1	0	1	1	0	0
8:15 AM	0	0	1	2	1	0	0	0
8:30 AM	0	0	2	0	1	0	0	0
8:45 AM	0	0	1	0	0	1	0	0
9:00 AM	0	1	0	1	0	0	1	0
9:15 AM	1	1	1	1	0	1	2	1
9:30 AM	1	0	0	0	0	1	2	0
9:45 AM	0	0	4	0	0	0	0	1
TOTALS	**3**	**3**	**41**	**8**	**8**	**12**	**8**	**3**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	2	17	8	2	0	2
3:15 PM	1	1	0	20	9	1	4	2
3:30 PM	0	0	1	2	1	1	0	1
3:45 PM	2	0	2	1	1	0	1	1
4:00 PM	0	0	0	2	0	1	0	1
4:15 PM	0	1	0	1	0	1	1	0
4:30 PM	1	0	3	0	2	1	2	1
4:45 PM	0	0	1	1	1	1	2	1
5:00 PM	1	0	2	0	1	1	0	2
5:15 PM	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	3	1	2	0	0
5:45 PM	1	0	1	1	0	2	1	0
TOTALS	**6**	**3**	**12**	**48**	**25**	**13**	**12**	**13**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	0	2	0	0	1	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	6	0	1	1	0	1	2	0	12
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	33.33%	66.67%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	1	0	3	0	0	1	0	0	0	0	5
PEAK HR FACTOR :	0.250			0.375			0.250			0.000			0.313

CONTROL : Signalized

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Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	1	0	0	1	0	0	0	0	0	3	0	5
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	4	1	0	6	0	1	0	0	1	3	0	17
APPROACH %'s :	16.67%	66.67%	16.67%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000			0.250			0.000			0.000			0.250

CONTROL : Signalized

Intersection Turning Movement

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Project ID: 15-5010-010

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	1	1	0	0	0	0	0	0	0	0	0	1	3
7:15 AM	1	1	0	0	0	0	0	0	0	0	1	0	3
7:30 AM	0	4	0	0	1	0	0	3	0	0	2	0	10
7:45 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
8:00 AM	0	1	0	1	0	0	0	2	0	0	0	0	4
8:15 AM	0	2	0	1	1	0	0	2	0	0	0	0	6
8:30 AM	0	3	0	0	0	0	0	2	0	0	1	0	6
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	14	0	2	6	0	0	11	0	0	8	1	44
APPROACH %'s :	12.50%	87.50%	0.00%	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	88.89%	11.11%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	7	0	1	2	0	0	6	0	0	4	0	21
PEAK HR FACTOR :	0.500			0.750			0.500			0.500			0.525

CONTROL : Signalized

Intersection Turning Movement

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Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
3:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
3:30 PM	0	0	0	0	3	0	0	1	0	0	0	0	4
3:45 PM	0	2	1	0	2	0	0	2	0	0	1	1	9
4:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	4
4:15 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
4:30 PM	0	1	2	0	1	0	0	1	0	0	0	0	5
4:45 PM	0	1	1	0	0	0	0	1	0	0	2	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	10	4	0	7	0	0	8	0	1	8	1	40
APPROACH %'s :	6.67%	66.67%	26.67%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	10.00%	80.00%	10.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	1	0	1	1	0	4
PEAK HR FACTOR :	0.000			0.250			0.250			0.250			0.333

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	5	2	0	1	0	0	1	0	9
7:15 AM	0	1	0	0	3	0	0	2	0	0	2	0	8
7:30 AM	0	0	0	1	3	0	0	1	0	2	4	0	11
7:45 AM	0	4	0	0	2	0	0	1	0	0	1	0	8
8:00 AM	0	2	0	0	4	1	1	2	0	0	1	0	11
8:15 AM	1	3	0	0	5	0	0	2	0	1	2	0	14
8:30 AM	0	3	0	0	3	1	0	0	0	0	3	0	10
8:45 AM	1	4	1	1	3	0	0	1	2	0	1	0	14
9:00 AM	0	4	0	0	5	0	0	1	0	2	2	0	14
9:15 AM	0	1	0	0	3	0	0	1	0	0	2	0	7
9:30 AM	0	1	0	0	4	1	1	4	2	2	2	1	18
9:45 AM	0	2	1	1	3	1	0	3	0	0	0	0	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	25	2	3	43	6	2	19	4	7	21	1	135
APPROACH %'s :	6.90%	86.21%	6.90%	5.77%	82.69%	11.54%	8.00%	76.00%	16.00%	24.14%	72.41%	3.45%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	7	0	1	12	1	1	6	0	2	8	0	38
PEAK HR FACTOR :	0.438			0.700			0.583			0.417			0.864

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-010

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			Magnolia Blvd			Magnolia Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	3	0	0	0	0	1	1	0	0	1	0	6
3:15 PM	1	4	0	0	1	0	0	2	0	0	0	0	8
3:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
3:45 PM	1	2	0	0	2	0	1	0	0	0	0	1	7
4:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	5
4:15 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
4:30 PM	2	3	0	0	2	0	0	0	0	0	0	0	7
4:45 PM	0	1	1	0	0	0	0	0	0	0	1	0	3
5:00 PM	1	2	0	0	1	0	2	0	1	0	0	0	7
5:15 PM	0	2	0	0	3	0	1	0	0	0	1	0	7
5:30 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	26	1	0	9	0	7	6	2	0	3	1	63
APPROACH %'s :	22.86%	74.29%	2.86%	0.00%	100.00%	0.00%	46.67%	40.00%	13.33%	0.00%	75.00%	25.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	4	4	0	0	4	0	3	1	2	0	1	0	19
PEAK HR FACTOR :	0.667			0.333			0.500			0.250			0.679

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Woodman Ave

East/West US-101 NB Ramps

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	61	81	0	53
BIKES	10	14	0	0
BUSES	31	23	0	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	377	7.30	425	7.15	0	0.00	201	9.00
PM PK 15 MIN	430	15.00	338	15.15	0	0.00	210	17.45
AM PK HOUR	1103	7.30	1563	7.15	0	0.00	748	8.15
PM PK HOUR	1633	15.00	1275	15.00	0	0.00	749	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	355	711	0	1066
8-9	332	625	0	957
9-10	293	614	0	907
15-16	411	1222	0	1633
16-17	345	1227	0	1572
17-18	329	1143	0	1472
TOTAL	2065	5542	0	7607

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	935	622	1557
8-9	0	965	432	1397
9-10	0	754	355	1109
15-16	0	783	492	1275
16-17	0	750	408	1158
17-18	0	842	342	1184
TOTAL	0	5029	2651	7680

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2623	0	0	0	0
2354	0	0	0	0
2016	0	0	2	0
2908	0	0	2	0
2730	0	0	3	0
2656	0	0	1	0
15287	0	0	8	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	292	0	164	456
8-9	447	1	241	689
9-10	450	1	277	728
15-16	352	1	396	749
16-17	325	2	339	666
17-18	378	2	352	732
TOTAL	2244	7	1769	4020

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
456	1	0	7	0
689	3	0	3	0
728	5	0	8	0
749	17	0	15	1
666	18	0	7	0
732	10	0	11	0
4020	54	0	51	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Woodman Ave and US-101 NB Ramps , Sherman Oaks

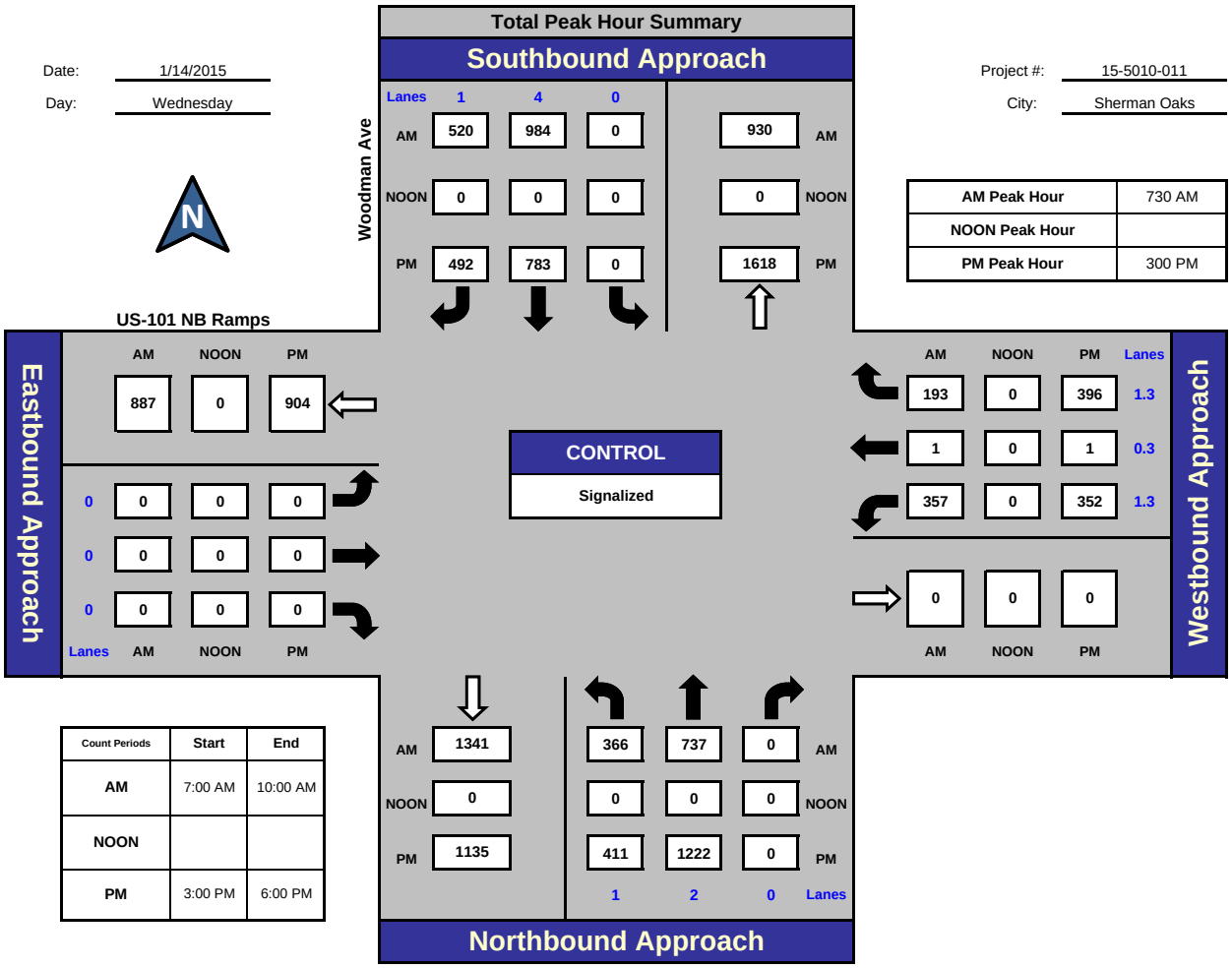
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-011

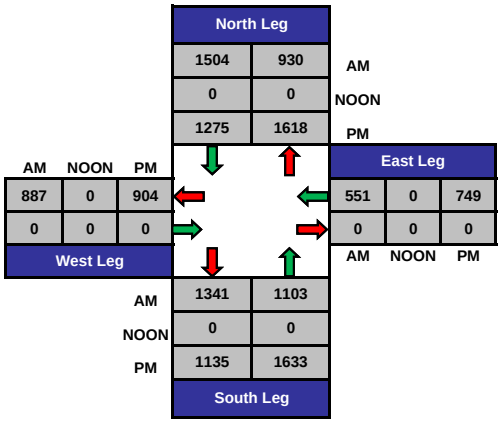
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	300 PM

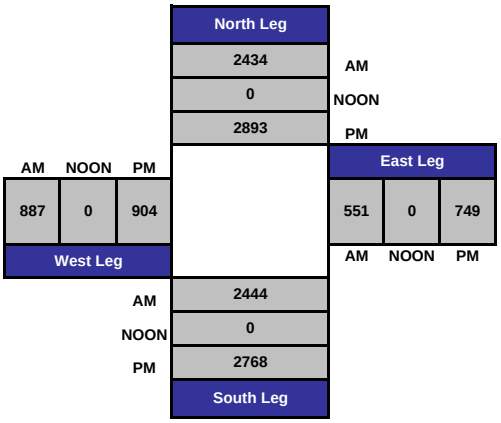


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

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Project ID: 15-5010-011

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
7:00 AM	89	107	0	0	222	167	0	0	0	101	0	34	720
7:15 AM	86	166	0	0	244	181	0	0	0	48	0	39	764
7:30 AM	103	274	0	0	221	148	0	0	0	52	0	40	838
7:45 AM	77	164	0	0	248	126	0	0	0	91	0	51	757
8:00 AM	85	145	0	0	270	125	0	0	0	90	0	52	767
8:15 AM	101	154	0	0	245	121	0	0	0	124	1	50	796
8:30 AM	82	140	0	0	246	100	0	0	0	113	0	72	753
8:45 AM	64	186	0	0	204	86	0	0	0	120	0	67	727
9:00 AM	69	132	0	0	202	81	0	0	0	136	0	65	685
9:15 AM	78	152	0	0	193	94	0	0	0	105	0	70	692
9:30 AM	82	165	0	0	184	83	0	0	0	102	1	73	690
9:45 AM	64	165	0	0	175	97	0	0	0	107	0	69	677
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	980	1950	0	0	2654	1409	0	0	0	1189	2	682	8866
APPROACH %'s :	33.45%	66.55%	0.00%	0.00%	65.32%	34.68%	#DIV/0!	#DIV/0!	#DIV/0!	63.48%	0.11%	36.41%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	366	737	0	0	984	520	0	0	0	357	1	193	3158
PEAK HR FACTOR :		0.731			0.952			0.000			0.787		0.942

CONTROL : Signalized

Intersection Turning Movement

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Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
3:00 PM	119	311	0	0	179	131	0	0	0	88	0	119	947
3:15 PM	90	302	0	0	199	139	0	0	0	80	0	99	909
3:30 PM	93	308	0	0	205	121	0	0	0	99	1	90	917
3:45 PM	109	301	0	0	200	101	0	0	0	85	0	88	884
4:00 PM	89	313	0	0	203	82	0	0	0	72	0	87	846
4:15 PM	96	313	0	0	177	113	0	0	0	91	0	79	869
4:30 PM	73	286	0	0	184	109	0	0	0	74	2	88	816
4:45 PM	87	315	0	0	186	104	0	0	0	88	0	85	865
5:00 PM	76	292	0	0	208	106	0	0	0	91	0	72	845
5:15 PM	91	273	0	0	219	80	0	0	0	86	0	82	831
5:30 PM	87	290	0	0	195	85	0	0	0	88	1	102	848
5:45 PM	75	288	0	0	220	71	0	0	0	113	1	96	864
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1085	3592	0	0	2375	1242	0	0	0	1055	5	1087	10441
APPROACH %'s :	23.20%	76.80%	0.00%	0.00%	65.66%	34.34%	#DIV/0!	#DIV/0!	#DIV/0!	49.14%	0.23%	50.63%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	411	1222	0	0	783	492	0	0	0	352	1	396	3657
PEAK HR FACTOR :		0.949			0.943			0.000			0.905		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
7:00 AM	88	107	0	0	220	166	0	0	0	100	0	34	715
7:15 AM	86	164	0	0	239	177	0	0	0	47	0	37	750
7:30 AM	101	272	0	0	216	145	0	0	0	51	0	39	824
7:45 AM	75	163	0	0	244	125	0	0	0	89	0	51	747
8:00 AM	85	143	0	0	265	125	0	0	0	87	0	50	755
8:15 AM	98	148	0	0	238	119	0	0	0	123	0	47	773
8:30 AM	82	138	0	0	241	99	0	0	0	110	0	71	741
8:45 AM	64	180	0	0	201	84	0	0	0	117	0	65	711
9:00 AM	68	130	0	0	196	74	0	0	0	136	0	63	667
9:15 AM	78	149	0	0	190	94	0	0	0	104	0	68	683
9:30 AM	81	164	0	0	181	81	0	0	0	100	1	72	680
9:45 AM	63	163	0	0	174	95	0	0	0	107	0	68	670
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	969	1921	0	0	2605	1384	0	0	0	1171	1	665	8716
APPROACH %'s :	33.53%	66.47%	0.00%	0.00%	65.30%	34.70%				63.75%	0.05%	36.20%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	359	726	0	0	963	514	0	0	0	350	0	187	3099
PEAK HR FACTOR :		0.727			0.947			0.000			0.790		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
3:00 PM	117	308	0	0	179	131	0	0	0	86	0	117	938
3:15 PM	89	297	0	0	198	138	0	0	0	79	0	97	898
3:30 PM	93	305	0	0	203	121	0	0	0	99	1	87	909
3:45 PM	108	295	0	0	193	101	0	0	0	85	0	87	869
4:00 PM	89	306	0	0	203	82	0	0	0	72	0	87	839
4:15 PM	95	311	0	0	173	113	0	0	0	91	0	79	862
4:30 PM	73	282	0	0	182	108	0	0	0	73	2	87	807
4:45 PM	85	310	0	0	186	98	0	0	0	87	0	85	851
5:00 PM	76	290	0	0	207	106	0	0	0	91	0	72	842
5:15 PM	91	270	0	0	215	80	0	0	0	86	0	82	824
5:30 PM	87	288	0	0	194	85	0	0	0	87	1	101	843
5:45 PM	75	285	0	0	220	71	0	0	0	111	1	94	857
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1078	3547	0	0	2353	1234	0	0	0	1047	5	1075	10339
APPROACH %'s :	23.31%	76.69%	0.00%	0.00%	65.60%	34.40%				49.22%	0.24%	50.54%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	407	1205	0	0	773	491	0	0	0	349	1	388	3614
PEAK HR FACTOR :		0.948			0.940			0.000			0.909		0.963

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-011
N/S Street: Woodman Ave
E/W Street: US-101 NB Ramps
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	2	1	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	2	1	0	0
8:00 AM	0	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	1	1	0
9:00 AM	0	2	0	0	2	0	0	1
9:15 AM	0	0	0	0	2	1	0	0
9:30 AM	0	0	0	0	1	1	2	1
9:45 AM	0	0	0	0	1	0	0	1
TOTALS	**0**	**2**	**0**	**0**	**12**	**6**	**4**	**5**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	2	0	1
3:15 PM	1	0	0	0	3	3	2	4
3:30 PM	0	0	0	0	0	4	0	9
3:45 PM	1	0	0	0	0	2	0	1
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	1	0	2	8
4:30 PM	0	0	0	0	0	2	1	5
4:45 PM	1	0	0	0	1	3	2	0
5:00 PM	0	0	0	0	2	2	2	0
5:15 PM	0	0	0	0	2	0	0	3
5:30 PM	0	1	0	0	4	1	1	3
5:45 PM	0	0	0	0	0	0	1	0
TOTALS	**4**	**2**	**0**	**0**	**14**	**19**	**11**	**34**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	0	0	6	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :		0.250			0.250			0.000			0.000		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7	0	0	8	0	0	0	0	0	0	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	4	0	0	2	0	0	0	0	0	0	0	6
PEAK HR FACTOR :		0.333			0.250			0.000			0.000		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
7:45 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	3
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	11	0	0	8	3	0	0	0	1	0	1	25
APPROACH %'s :	8.33%	91.67%	0.00%	0.00%	72.73%	27.27%				50.00%	0.00%	50.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	4	0	0	5	1	0	0	0	0	0	0	11
PEAK HR FACTOR :	0.625			0.750			0.000			0.000			0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	1	4	0	0	4	0	0	0	0	0	0	0	9
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	2	0	0	0	0	1	0	0	4
4:45 PM	1	3	0	0	0	1	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	16	0	0	11	1	0	0	0	1	0	0	32
APPROACH %'s :	15.79%	84.21%	0.00%	0.00%	91.67%	8.33%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	1	7	0	0	5	0	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.400			0.313			0.000			0.000			0.361

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
7:00 AM	1	0	0	0	2	1	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	4	3	0	0	0	1	0	2	10
7:30 AM	2	0	0	0	4	2	0	0	0	1	0	1	10
7:45 AM	1	1	0	0	2	1	0	0	0	2	0	0	7
8:00 AM	0	2	0	0	4	0	0	0	0	3	0	2	11
8:15 AM	3	4	0	0	6	2	0	0	0	1	1	3	20
8:30 AM	0	1	0	0	4	1	0	0	0	3	0	0	9
8:45 AM	0	4	0	0	3	2	0	0	0	3	0	2	14
9:00 AM	1	1	0	0	5	6	0	0	0	0	0	2	15
9:15 AM	0	2	0	0	3	0	0	0	0	1	0	2	8
9:30 AM	1	1	0	0	3	2	0	0	0	2	0	1	10
9:45 AM	1	2	0	0	1	2	0	0	0	0	0	1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	18	0	0	41	22	0	0	0	17	1	16	125
APPROACH %'s :	35.71%	64.29%	0.00%	0.00%	65.08%	34.92%				50.00%	2.94%	47.06%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	6	7	0	0	16	5	0	0	0	7	1	6	48
PEAK HR FACTOR :	0.464			0.656			0.000			0.700			0.600

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-011

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 NB Ramps			US-101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	4	1	0	0	0	1.3	0.3	1.3	
3:00 PM	2	1	0	0	0	0	0	0	0	2	0	2	7
3:15 PM	1	4	0	0	1	1	0	0	0	1	0	2	10
3:30 PM	0	3	0	0	1	0	0	0	0	0	0	3	7
3:45 PM	0	2	0	0	3	0	0	0	0	0	0	1	6
4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
4:30 PM	0	3	0	0	0	1	0	0	0	0	0	1	5
4:45 PM	1	2	0	0	0	5	0	0	0	1	0	0	9
5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	1	3
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	2	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	29	0	0	11	7	0	0	0	7	0	12	70
APPROACH %'s :	12.12%	87.88%	0.00%	0.00%	61.11%	38.89%				36.84%	0.00%	63.16%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	3	10	0	0	5	1	0	0	0	3	0	8	30
PEAK HR FACTOR :		0.650			0.500			0.000			0.688		0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Woodman Ave

East/West US-101 SB Ramps

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	52	76	33	0
BIKES	10	8	2	0
BUSES	25	19	13	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	374	7.30	366	8.00	165	7.30	0	0.00
PM PK 15 MIN	397	15.30	329	17.45	233	15.00	0	0.00
AM PK HOUR	1244	7.30	1416	8.00	580	9.00	0	0.00
PM PK HOUR	1505	15.00	1207	17.00	865	15.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	812	328	1140
8-9	0	777	388	1165
9-10	0	660	317	977
15-16	0	1118	387	1505
16-17	0	1090	361	1451
17-18	0	1044	383	1427
TOTAL	0	5501	2164	7665

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	412	815	0	1227
8-9	310	1106	0	1416
9-10	219	989	0	1208
15-16	222	918	0	1140
16-17	202	868	0	1070
17-18	236	971	0	1207
TOTAL	1601	5667	0	7268

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2367	0	0	0	0
2581	0	0	0	0
2185	0	0	0	0
2645	0	0	0	0
2521	0	0	0	0
2634	0	0	0	0
14933	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	278	1	253	532
8-9	181	4	268	453
9-10	232	3	345	580
15-16	517	4	344	865
16-17	481	0	300	781
17-18	435	1	337	773
TOTAL	2124	13	1847	3984

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
532	3	0	7	0
453	3	0	5	1
580	5	0	5	0
865	19	0	14	0
781	18	0	8	5
773	7	0	8	0
3984	55	0	47	6

ITM Peak Hour Summary

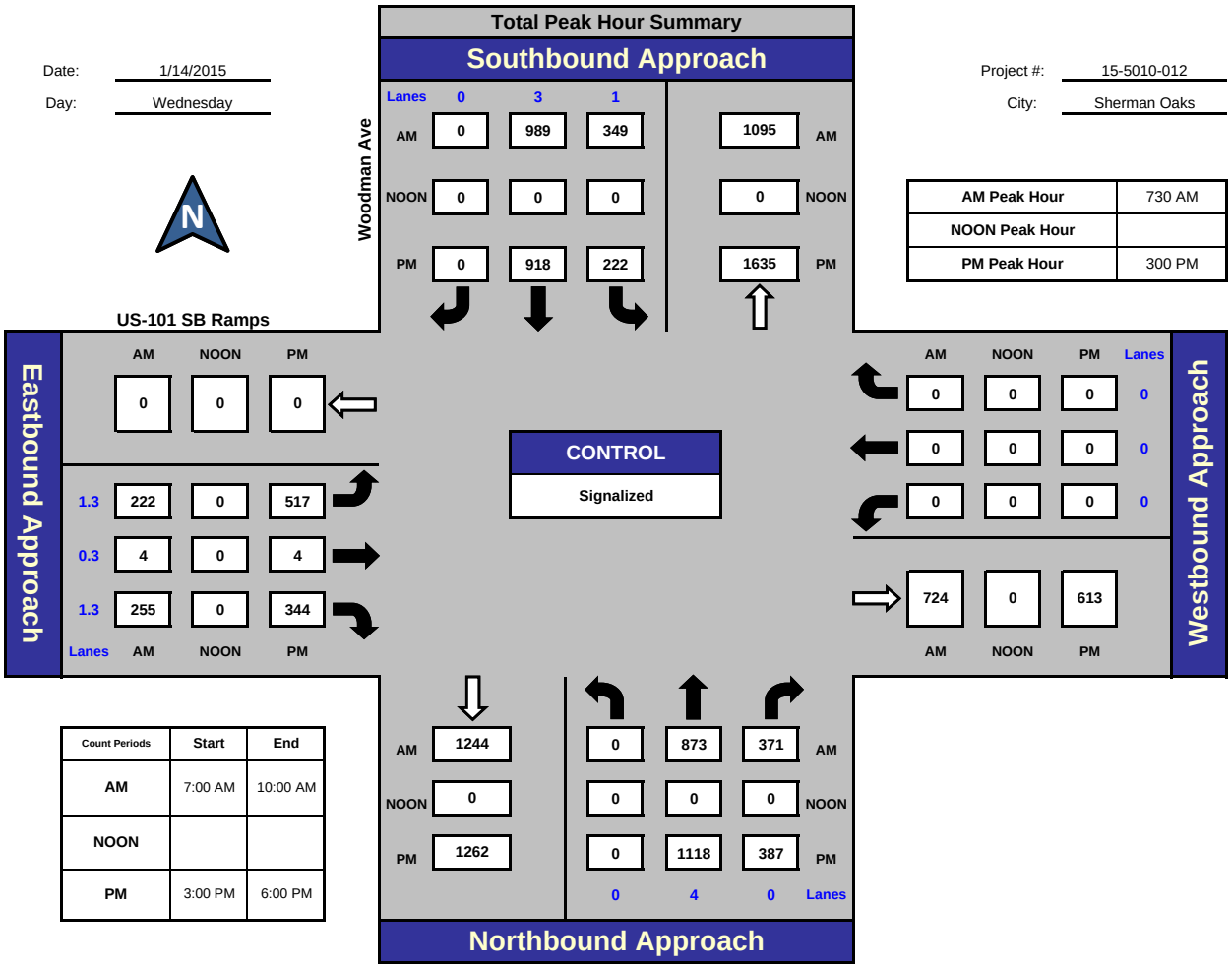
Prepared by:

National Data & Surveying Services

Woodman Ave and US-101 SB Ramps , Sherman Oaks

Date: 1/14/2015
Day: Wednesday

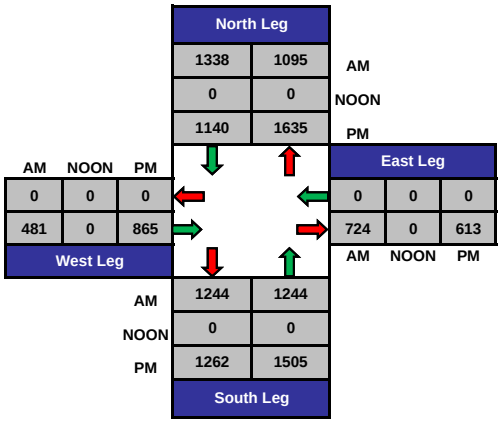
Project #: 15-5010-012
City: Sherman Oaks



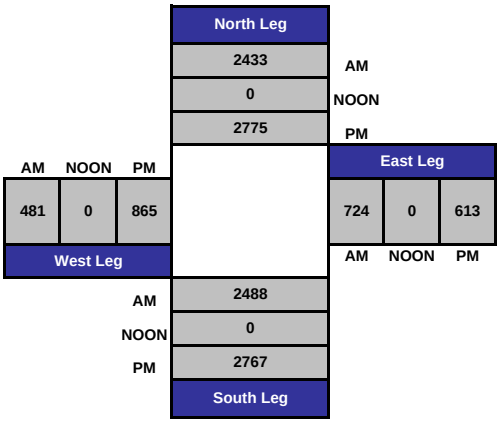
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	300 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	152	81	106	222	0	51	0	54	0	0	0	666
7:15 AM	0	178	76	119	167	0	87	0	57	0	0	0	684
7:30 AM	0	275	99	94	187	0	92	0	73	0	0	0	820
7:45 AM	0	207	72	93	239	0	48	1	69	0	0	0	729
8:00 AM	0	190	94	84	282	0	38	2	50	0	0	0	740
8:15 AM	0	201	106	78	281	0	44	1	63	0	0	0	774
8:30 AM	0	181	98	90	266	0	48	0	63	0	0	0	746
8:45 AM	0	205	90	58	277	0	51	1	92	0	0	0	774
9:00 AM	0	145	78	58	285	0	48	2	74	0	0	0	690
9:15 AM	0	175	85	55	237	0	51	0	87	0	0	0	690
9:30 AM	0	172	87	53	229	0	81	0	84	0	0	0	706
9:45 AM	0	168	67	53	238	0	52	1	100	0	0	0	679
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2249	1033	941	2910	0	691	8	866	0	0	0	8698
APPROACH %'s :	0.00%	68.53%	31.47%	24.44%	75.56%	0.00%	44.15%	0.51%	55.34%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	873	371	349	989	0	222	4	255	0	0	0	3063
PEAK HR FACTOR :		0.832			0.914			0.729			0.000		0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	277	89	72	207	0	145	2	86	0	0	0	878
3:15 PM	0	279	90	52	216	0	124	0	87	0	0	0	848
3:30 PM	0	277	120	57	243	0	133	0	82	0	0	0	912
3:45 PM	0	285	88	41	252	0	115	2	89	0	0	0	872
4:00 PM	0	280	71	60	209	0	139	0	70	0	0	0	829
4:15 PM	0	268	100	42	218	0	119	0	63	0	0	0	810
4:30 PM	0	263	96	52	211	0	109	0	76	0	0	0	807
4:45 PM	0	279	94	48	230	0	114	0	91	0	0	0	856
5:00 PM	0	265	115	66	225	0	109	0	76	0	0	0	856
5:15 PM	0	258	104	57	241	0	102	0	85	0	0	0	847
5:30 PM	0	252	84	56	233	0	122	1	81	0	0	0	829
5:45 PM	0	269	80	57	272	0	102	0	95	0	0	0	875
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3252	1131	660	2757	0	1433	5	981	0	0	0	10219
APPROACH %'s :	0.00%	74.20%	25.80%	19.32%	80.68%	0.00%	59.24%	0.21%	40.55%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1118	387	222	918	0	517	4	344	0	0	0	3510
PEAK HR FACTOR :		0.948			0.950			0.928			0.000		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	151	81	105	220	0	51	0	54	0	0	0	662
7:15 AM	0	176	76	117	163	0	86	0	57	0	0	0	675
7:30 AM	0	271	99	94	181	0	92	0	72	0	0	0	809
7:45 AM	0	204	72	93	234	0	47	1	68	0	0	0	719
8:00 AM	0	188	93	83	274	0	38	2	50	0	0	0	728
8:15 AM	0	194	106	77	274	0	42	1	62	0	0	0	756
8:30 AM	0	180	96	90	259	0	47	0	62	0	0	0	734
8:45 AM	0	200	88	57	272	0	50	1	92	0	0	0	760
9:00 AM	0	142	77	56	281	0	48	2	73	0	0	0	679
9:15 AM	0	172	84	55	234	0	50	0	87	0	0	0	682
9:30 AM	0	171	86	53	223	0	81	0	82	0	0	0	696
9:45 AM	0	166	67	53	237	0	51	1	98	0	0	0	673
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2215	1025	933	2852	0	683	8	857	0	0	0	8573
APPROACH %'s :	0.00%	68.36%	31.64%	24.65%	75.35%	0.00%	44.12%	0.52%	55.36%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	857	370	347	963	0	219	4	252	0	0	0	3012
PEAK HR FACTOR :		0.829			0.917			0.724			0.000		0.931

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	274	87	71	206	0	142	2	86	0	0	0	868
3:15 PM	0	275	90	50	216	0	123	0	87	0	0	0	841
3:30 PM	0	276	119	57	240	0	130	0	81	0	0	0	903
3:45 PM	0	284	87	39	248	0	111	2	89	0	0	0	860
4:00 PM	0	274	71	60	209	0	138	0	70	0	0	0	822
4:15 PM	0	265	99	40	216	0	119	0	63	0	0	0	802
4:30 PM	0	262	96	51	209	0	106	0	74	0	0	0	798
4:45 PM	0	275	93	48	229	0	111	0	90	0	0	0	846
5:00 PM	0	265	115	65	225	0	107	0	74	0	0	0	851
5:15 PM	0	257	103	57	238	0	100	0	85	0	0	0	840
5:30 PM	0	251	84	56	231	0	121	1	81	0	0	0	825
5:45 PM	0	266	80	57	270	0	102	0	95	0	0	0	870
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3224	1124	651	2737	0	1410	5	975	0	0	0	10126
APPROACH %'s :	0.00%	74.15%	25.85%	19.21%	80.79%	0.00%	59.00%	0.21%	40.79%				
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1109	383	217	910	0	506	4	343	0	0	0	3472
PEAK HR FACTOR :		0.944			0.949			0.927			0.000		0.961

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-012
N/S Street: Woodman Ave
E/W Street: US-101 SB Ramps
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	2	1	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	2	1	2	1
8:00 AM	0	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	1	2	1	0
8:30 AM	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	2	0	0	1
9:15 AM	0	0	0	0	2	0	0	1
9:30 AM	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	1	0	0	1
TOTALS	**0**	**0**	**0**	**0**	**12**	**5**	**5**	**6**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	3	0	3
3:15 PM	0	0	0	0	1	3	3	2
3:30 PM	0	0	0	0	0	4	0	6
3:45 PM	0	0	0	0	0	2	0	5
4:00 PM	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	1	6
4:30 PM	0	0	0	0	0	2	3	4
4:45 PM	0	0	0	0	2	3	2	0
5:00 PM	0	0	0	0	1	2	3	1
5:15 PM	0	0	0	0	2	0	1	2
5:30 PM	0	0	0	0	2	1	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**10**	**20**	**14**	**30**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	0	0	2	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	1	0	2	0	0	0	0	0	5
3:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7	0	0	6	0	2	0	0	0	0	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%				
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	4	0	0	3	0	2	0	0	0	0	0	9
PEAK HR FACTOR :		0.500			0.375			0.250			0.000		0.450

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012 **Day:** Wednesday

BUSES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
7:30 AM	0	3	0	0	1	0	0	0	1	0	0	0	5
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	12	1	0	8	0	2	0	1	0	0	0	24
APPROACH %'s :	0.00%	92.31%	7.69%	0.00%	100.00%	0.00%	66.67%	0.00%	33.33%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	6	0	0	5	0	1	0	1	0	0	0	13
PEAK HR FACTOR :		0.500			0.625			0.500			0.000		0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	3
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	1	0	2	0	1	0	0	0	0	0	4
3:45 PM	0	1	0	0	3	0	2	0	0	0	0	0	6
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	1	2	0	1	0	0	0	0	0	4
4:45 PM	0	3	0	0	0	0	1	0	1	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	10	2	1	10	0	8	0	2	0	0	0	33
APPROACH %'s :	0.00%	83.33%	16.67%	9.09%	90.91%	0.00%	80.00%	0.00%	20.00%				
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	3	2	0	5	0	4	0	0	0	0	0	14
PEAK HR FACTOR :		0.625			0.417			0.500			0.000		0.583

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
7:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	2	3	0	0	0	0	0	0	0	6
7:30 AM	0	1	0	0	5	0	0	0	0	0	0	0	6
7:45 AM	0	1	0	0	3	0	1	0	1	0	0	0	6
8:00 AM	0	2	1	1	7	0	0	0	0	0	0	0	11
8:15 AM	0	6	0	1	6	0	1	0	1	0	0	0	15
8:30 AM	0	0	2	0	7	0	1	0	1	0	0	0	11
8:45 AM	0	3	1	1	5	0	1	0	0	0	0	0	11
9:00 AM	0	2	1	2	3	0	0	0	1	0	0	0	9
9:15 AM	0	2	1	0	3	0	1	0	0	0	0	0	7
9:30 AM	0	1	1	0	6	0	0	0	2	0	0	0	10
9:45 AM	0	2	0	0	1	0	1	0	2	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	22	7	8	50	0	6	0	8	0	0	0	101
APPROACH %'s :	0.00%	75.86%	24.14%	13.79%	86.21%	0.00%	42.86%	0.00%	57.14%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	10	1	2	21	0	2	0	2	0	0	0	38
PEAK HR FACTOR :		0.458			0.719			0.500			0.000		0.633

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-012

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Woodman Ave			Woodman Ave			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	1	3	0	1.3	0.3	1.3	0	0	0	
3:00 PM	0	2	1	1	1	0	2	0	0	0	0	0	7
3:15 PM	0	3	0	2	0	0	1	0	0	0	0	0	6
3:30 PM	0	1	0	0	1	0	2	0	1	0	0	0	5
3:45 PM	0	0	1	2	1	0	2	0	0	0	0	0	6
4:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	2	1	2	1	0	0	0	0	0	0	0	6
4:30 PM	0	1	0	0	0	0	2	0	2	0	0	0	5
4:45 PM	0	1	1	0	1	0	2	0	0	0	0	0	5
5:00 PM	0	0	0	1	0	0	2	0	1	0	0	0	4
5:15 PM	0	1	1	0	2	0	1	0	0	0	0	0	5
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	18	5	8	10	0	15	0	4	0	0	0	60
APPROACH %'s :	0.00%	78.26%	21.74%	44.44%	55.56%	0.00%	78.95%	0.00%	21.05%				
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	6	2	5	3	0	7	0	1	0	0	0	24
PEAK HR FACTOR :		0.667			0.667			0.667			0.000		0.857

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hazeltine Ave

East/West Chandler Blvd

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	36	29	23	24
BIKES	15	15	15	22
BUSES	18	18	2	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	151	8.00	233	7.15	225	7.30	213	7.45
PM PK 15 MIN	285	17.00	184	16.45	150	17.15	152	17.45
AM PK HOUR	533	8.00	910	7.15	794	7.30	714	7.30
PM PK HOUR	1059	17.00	694	16.30	511	16.45	565	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	251	67	350
8-9	62	382	89	533
9-10	38	347	43	428
15-16	60	688	120	868
16-17	66	750	138	954
17-18	78	821	160	1059
TOTAL	336	3239	617	4192

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	761	20	882
8-9	78	693	16	787
9-10	84	621	10	715
15-16	66	538	22	626
16-17	100	549	18	667
17-18	97	517	16	630
TOTAL	526	3679	102	4307

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1232	0	0	6	0
1320	0	0	10	0
1143	1	0	9	0
1494	3	0	8	0
1621	0	0	4	0
1689	1	0	2	0
8499	5	0	39	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	482	212	703
8-9	13	489	168	670
9-10	10	299	135	444
15-16	30	290	64	384
16-17	22	370	76	468
17-18	36	394	74	504
TOTAL	120	2324	729	3173

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	148	299	74	521
8-9	183	352	58	593
9-10	128	146	42	316
15-16	97	294	84	475
16-17	122	287	89	498
17-18	123	341	101	565
TOTAL	801	1719	448	2968

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1224	1	0	25	0
1263	1	0	13	0
760	2	0	8	0
859	2	0	17	0
966	2	0	12	0
1069	4	0	7	0
6141	12	0	82	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hazeltine Ave and Chandler Blvd , Sherman Oaks

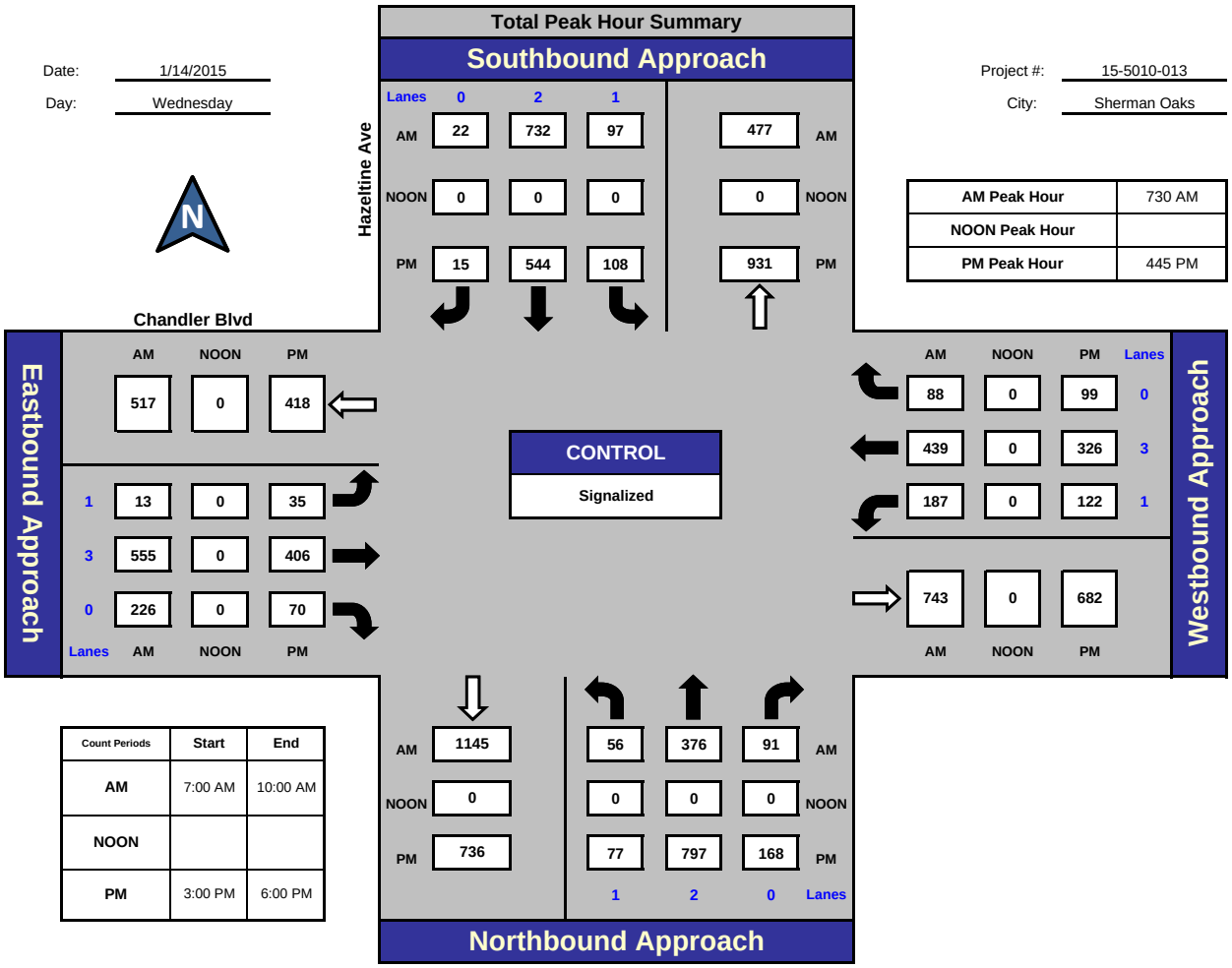
Date: 1/14/2015

Day: Wednesday

Project #: 15-5010-013

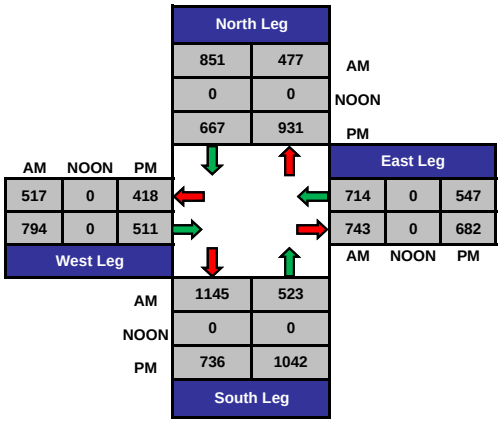
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

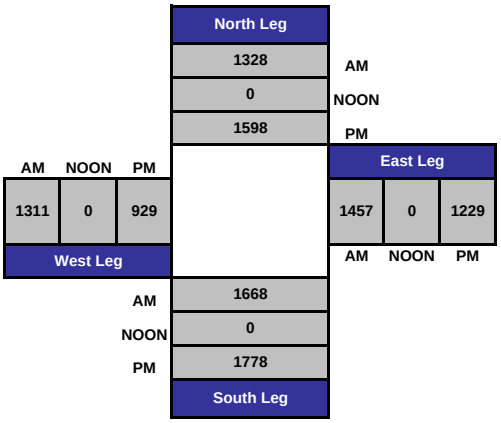


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	5	29	10	19	165	3	2	66	27	26	20	7	379
7:15 AM	4	49	11	27	201	5	3	116	41	41	58	15	571
7:30 AM	9	71	23	23	202	5	1	152	72	42	80	19	699
7:45 AM	14	102	23	32	193	7	3	148	72	39	141	33	807
8:00 AM	18	107	26	23	189	3	4	131	41	54	122	25	743
8:15 AM	15	96	19	19	148	7	5	124	41	52	96	11	633
8:30 AM	11	80	21	21	170	2	1	116	47	42	54	11	576
8:45 AM	18	99	23	15	186	4	3	118	39	35	80	11	631
9:00 AM	11	93	12	23	175	4	2	92	47	36	57	13	565
9:15 AM	8	76	14	22	149	1	3	87	33	36	37	8	474
9:30 AM	10	93	11	22	138	3	1	63	25	27	23	10	426
9:45 AM	9	85	6	17	159	2	4	57	30	29	29	11	438
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	132	980	199	263	2075	46	32	1270	515	459	797	174	6942
APPROACH %'s :	10.07%	74.75%	15.18%	11.03%	87.04%	1.93%	1.76%	69.90%	28.34%	32.10%	55.73%	12.17%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	56	376	91	97	732	22	13	555	226	187	439	88	2882
PEAK HR FACTOR :		0.866			0.917			0.882			0.838		0.893

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	14	163	33	16	149	7	6	63	16	23	64	21	575
3:15 PM	10	171	32	14	139	4	6	74	14	24	78	23	589
3:30 PM	14	175	27	20	120	4	9	78	20	24	78	19	588
3:45 PM	22	179	28	16	130	7	9	75	14	26	74	21	601
4:00 PM	15	202	24	25	106	4	1	97	23	29	70	27	623
4:15 PM	15	187	32	19	148	3	7	86	13	23	66	22	621
4:30 PM	18	192	40	25	146	7	8	86	18	38	71	18	667
4:45 PM	18	169	42	31	149	4	6	101	22	32	80	22	676
5:00 PM	15	227	43	25	129	2	10	88	12	26	75	26	678
5:15 PM	17	199	45	32	142	2	9	122	19	33	84	28	732
5:30 PM	27	202	38	20	124	7	10	95	17	31	87	23	681
5:45 PM	19	193	34	20	122	5	7	89	26	33	95	24	667
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	204	2259	418	263	1604	56	88	1054	214	342	922	274	7698
APPROACH %'s :	7.08%	78.41%	14.51%	13.68%	83.41%	2.91%	6.49%	77.73%	15.78%	22.24%	59.95%	17.82%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	77	797	168	108	544	15	35	406	70	122	326	99	2767
PEAK HR FACTOR :		0.914			0.906			0.852			0.943		0.945

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	5	29	10	19	164	3	2	66	27	26	20	6	377
7:15 AM	4	46	10	26	198	5	3	116	41	41	57	15	562
7:30 AM	9	71	23	23	200	5	1	152	72	41	80	19	696
7:45 AM	14	100	22	32	190	7	3	148	72	39	141	33	801
8:00 AM	18	106	25	23	185	3	4	130	40	54	121	25	734
8:15 AM	14	95	19	19	145	7	5	122	40	51	95	11	623
8:30 AM	11	80	21	21	167	2	1	114	47	42	53	10	569
8:45 AM	18	97	22	15	185	4	3	117	39	35	77	10	622
9:00 AM	11	90	12	23	173	4	2	92	47	36	57	13	560
9:15 AM	8	73	13	22	148	1	3	85	32	36	36	8	465
9:30 AM	10	89	11	21	133	3	1	63	25	27	23	10	416
9:45 AM	9	83	6	17	155	2	4	54	30	29	29	11	429
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	131	959	194	261	2043	46	32	1259	512	457	789	171	6854
APPROACH %'s :	10.20%	74.69%	15.11%	11.11%	86.94%	1.96%	1.77%	69.83%	28.40%	32.25%	55.68%	12.07%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	55	372	89	97	720	22	13	552	224	185	437	88	2854
PEAK HR FACTOR :		0.866			0.916			0.877			0.833		0.891

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	13	163	32	16	148	7	6	62	16	23	63	20	569
3:15 PM	10	170	32	14	136	4	6	74	13	24	77	21	581
3:30 PM	13	173	27	20	118	4	9	75	20	24	75	19	577
3:45 PM	21	177	28	16	129	7	9	75	14	26	73	19	594
4:00 PM	15	199	24	25	105	4	1	96	23	29	68	27	616
4:15 PM	15	185	32	19	148	3	7	85	13	23	64	21	615
4:30 PM	18	191	40	25	145	7	8	86	18	38	70	18	664
4:45 PM	18	168	42	31	148	4	6	101	22	32	80	22	674
5:00 PM	15	226	43	25	128	2	10	87	12	26	75	26	675
5:15 PM	17	196	45	32	142	2	9	120	19	33	84	28	727
5:30 PM	26	198	38	20	123	7	10	95	17	30	86	23	673
5:45 PM	19	191	34	20	121	5	7	88	26	33	95	24	663
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	200	2237	417	263	1591	56	88	1044	213	341	910	268	7628
APPROACH %'s :	7.01%	78.38%	14.61%	13.77%	83.30%	2.93%	6.54%	77.62%	15.84%	22.45%	59.91%	17.64%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	76	788	168	108	541	15	35	403	70	121	325	99	2749
PEAK HR FACTOR :		0.908			0.907			0.858			0.940		0.945

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-013
N/S Street: Hazeltine Ave
E/W Street: Chandler Blvd
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	0	0	2	1	0	0
7:15 AM	1	0	0	0	3	2	0	0
7:30 AM	1	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	17	0	0
8:00 AM	4	2	0	0	6	3	0	0
8:15 AM	0	1	0	0	1	0	0	0
8:30 AM	1	1	0	0	0	2	0	0
8:45 AM	0	1	0	0	0	1	0	1
9:00 AM	3	1	0	0	1	0	0	0
9:15 AM	0	1	1	0	2	3	0	0
9:30 AM	2	2	0	0	0	0	0	2
9:45 AM	0	0	0	0	1	1	0	0
TOTALS	**13**	**12**	**1**	**0**	**16**	**30**	**1**	**3**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	1	0	4	1	0	1
3:15 PM	0	0	0	1	0	2	0	0
3:30 PM	0	4	0	1	3	2	1	0
3:45 PM	2	1	0	0	1	4	0	0
4:00 PM	0	0	0	0	3	2	0	0
4:15 PM	0	1	0	0	2	0	0	2
4:30 PM	2	0	0	0	0	1	0	0
4:45 PM	1	0	0	0	3	1	0	0
5:00 PM	2	0	1	0	2	1	1	0
5:15 PM	0	0	0	0	1	2	0	0
5:30 PM	0	0	0	0	1	0	1	0
5:45 PM	0	0	0	0	0	0	1	1
TOTALS	**7**	**7**	**2**	**2**	**20**	**16**	**4**	**4**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013 **Day:** Wednesday

BIKES

City: Sherman Oaks **Date:** 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	0	1	0	0	1	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	1	4	0	6
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	1	0	0	0	1	0	0	0	2	0	5
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	4	0	3	1	1	5	0	1	8	0	25
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	75.00%	25.00%	16.67%	83.33%	0.00%	11.11%	88.89%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	1	0	2	0	0	3	0	1	5	0	12
PEAK HR FACTOR :	0.250			0.500			0.750			0.300			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
3:30 PM	0	1	0	0	0	0	0	1	0	0	3	0	5
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	5	0	0	1	0	0	0	0	6
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	2	0	0	4	0	8
4:45 PM	0	2	0	0	3	0	0	0	0	0	1	0	6
5:00 PM	0	1	1	0	0	0	0	2	0	0	2	0	6
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7	2	0	11	0	0	9	0	1	12	0	42
APPROACH %'s :	0.00%	77.78%	22.22%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	7.69%	92.31%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	3	1	0	3	0	0	4	0	0	3	0	14
PEAK HR FACTOR :		0.500			0.250			0.500			0.375		0.583

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	1	0	5
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	0	0	0	0	0	0	1	1	4
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	9	2	0	10	0	0	0	0	1	3	2	27
APPROACH %'s :	0.00%	81.82%	18.18%	0.00%	100.00%	0.00%				16.67%	50.00%	33.33%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	2	2	0	4	0	0	0	0	1	0	0	9
PEAK HR FACTOR :		0.500			0.500			0.000			0.250		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7	0	0	8	0	0	2	0	0	2	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	3	0	0	2	0	0	0	0	0	0	0	5
PEAK HR FACTOR :		0.750			0.500			0.000			0.000		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	1	1	1	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
8:00 AM	0	1	0	0	2	0	0	1	1	0	1	0	6
8:15 AM	1	0	0	0	3	0	0	2	1	0	1	0	8
8:30 AM	0	0	0	0	2	0	0	2	0	0	1	1	6
8:45 AM	0	0	1	0	1	0	0	1	0	0	2	0	5
9:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
9:15 AM	0	2	1	0	1	0	0	2	1	0	0	0	7
9:30 AM	0	3	0	1	4	0	0	0	0	0	0	0	8
9:45 AM	0	1	0	0	4	0	0	3	0	0	0	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	12	3	2	22	0	0	11	3	1	5	1	61
APPROACH %'s :	6.25%	75.00%	18.75%	8.33%	91.67%	0.00%	0.00%	78.57%	21.43%	14.29%	71.43%	14.29%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	2	0	0	8	0	0	3	2	1	2	0	19
PEAK HR FACTOR :		0.750			0.667			0.417			0.750		0.594

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-013

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Hazeltine Ave			Hazeltine Ave			Chandler Blvd			Chandler Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	1	0	1	0	0	0	0	1	0	0	1	1	5
3:15 PM	0	0	0	0	2	0	0	0	1	0	1	2	6
3:30 PM	1	2	0	0	1	0	0	2	0	0	2	0	8
3:45 PM	1	1	0	0	0	0	0	0	0	0	1	2	5
4:00 PM	0	3	0	0	0	0	0	0	0	0	2	0	5
4:15 PM	0	1	0	0	0	0	0	1	0	0	2	1	5
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
5:30 PM	1	3	0	0	0	0	0	0	0	1	1	0	6
5:45 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	15	1	0	5	0	0	8	1	1	10	6	51
APPROACH %'s :	20.00%	75.00%	5.00%	0.00%	100.00%	0.00%	0.00%	88.89%	11.11%	5.88%	58.82%	35.29%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	6	0	0	1	0	0	3	0	1	1	0	13
PEAK HR FACTOR :		0.438			0.250			0.375			0.250		0.542

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fulton Ave

East/West Riverside Dr

Day: Wednesday Date: January 14, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	37	20	33	47
BIKES	9	12	13	18
BUSES	10	6	21	37

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	228	7.45	308	8.00	382	7.45	366	7.30
PM PK 15 MIN	274	15.00	227	15.15	331	17.00	352	17.30
AM PK HOUR	771	7.30	1176	7.15	1359	7.30	1160	7.30
PM PK HOUR	973	16.30	767	15.00	1192	17.00	1368	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	119	363	140	622
8-9	93	361	179	633
9-10	126	273	149	548
15-16	166	598	191	955
16-17	136	623	192	951
17-18	128	639	182	949
TOTAL	768	2857	1033	4658

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	186	723	160	1069
8-9	223	699	103	1025
9-10	173	538	93	804
15-16	146	478	143	767
16-17	118	419	96	633
17-18	112	405	85	602
TOTAL	958	3262	680	4900

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1691	7	0	10	0
1658	6	0	10	0
1352	6	0	8	0
1722	17	1	18	3
1584	17	0	26	0
1551	13	0	15	0
9558	66	1	87	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	843	91	968
8-9	62	1038	104	1204
9-10	58	898	88	1044
15-16	119	797	157	1073
16-17	129	866	130	1125
17-18	118	925	149	1192
TOTAL	520	5367	719	6606

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	91	775	105	971
8-9	110	723	104	937
9-10	100	529	70	699
15-16	123	848	143	1114
16-17	129	931	142	1202
17-18	121	1069	178	1368
TOTAL	674	4875	742	6291

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1939	9	0	0	0
2141	8	0	3	0
1743	4	0	5	0
2187	36	1	13	1
2327	27	0	15	0
2560	14	0	7	0
12897	98	1	43	1

ITM Peak Hour Summary

Prepared by:

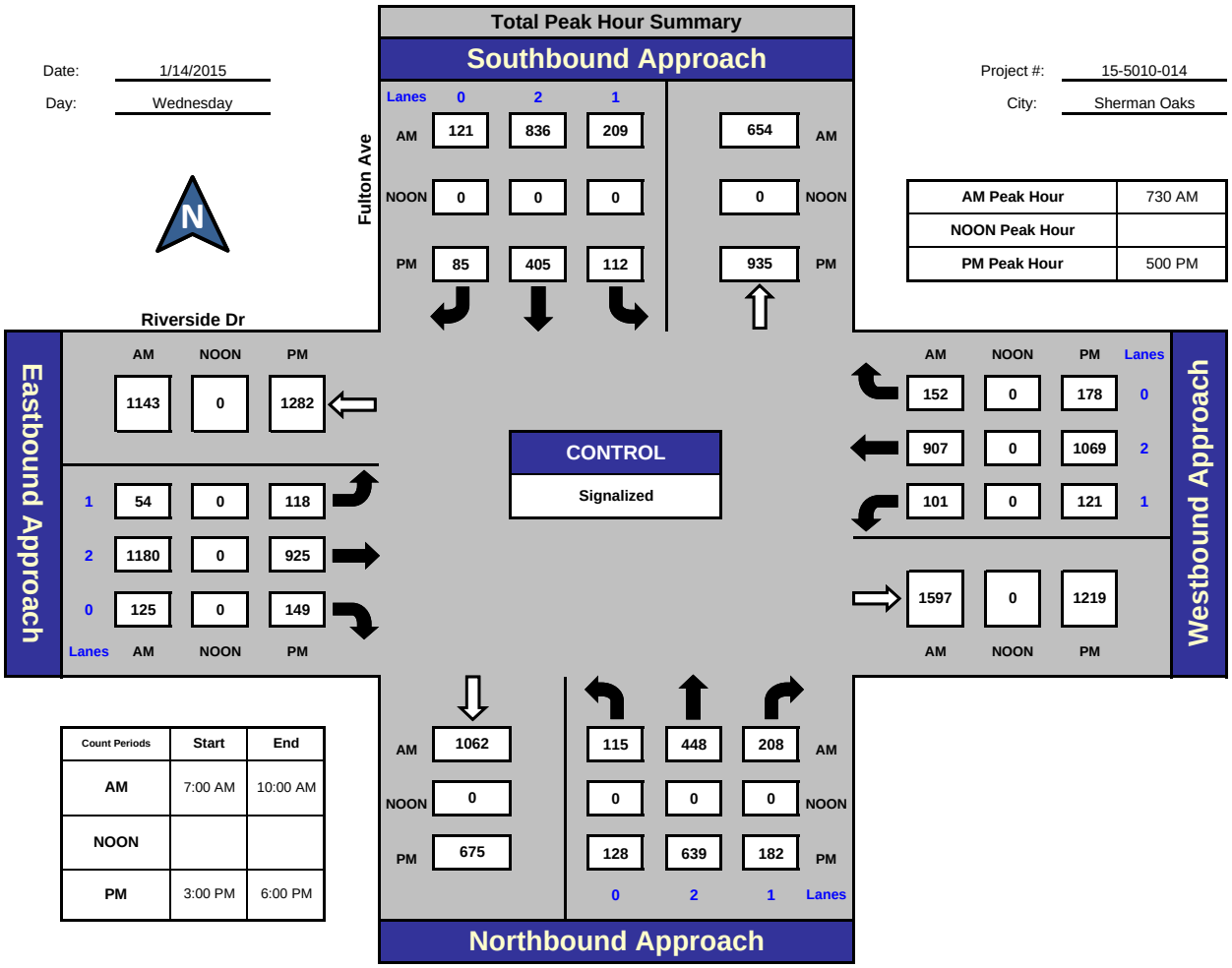
National Data & Surveying Services

Fulton Ave and Riverside Dr , Sherman Oaks

Date: 1/14/2015
Day: Wednesday

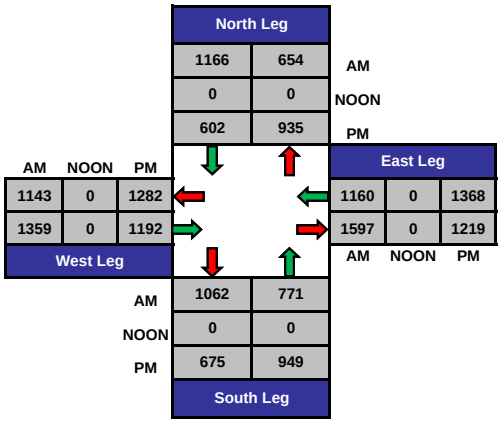
Project #: 15-5010-014
City: Sherman Oaks

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

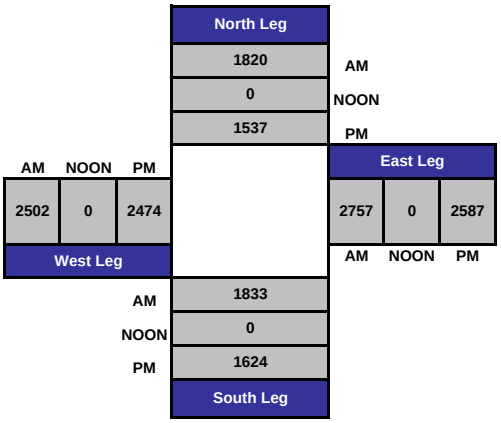


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

TOTALS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	16	29	13	36	132	33	4	87	19	17	106	9	501
7:15 AM	35	70	20	50	169	53	6	145	10	28	174	16	776
7:30 AM	43	131	37	52	197	52	9	283	23	28	291	47	1193
7:45 AM	25	133	70	48	225	22	15	328	39	18	204	33	1160
8:00 AM	19	82	55	50	241	17	16	319	39	27	243	47	1155
8:15 AM	28	102	46	59	173	30	14	250	24	28	169	25	948
8:30 AM	13	86	38	56	137	28	18	233	16	32	155	14	826
8:45 AM	33	91	40	58	148	28	14	236	25	23	156	18	870
9:00 AM	28	79	44	47	135	23	18	260	26	20	138	18	836
9:15 AM	39	71	36	45	146	24	13	221	18	36	121	17	787
9:30 AM	32	57	34	42	131	26	14	229	22	20	131	17	755
9:45 AM	27	66	35	39	126	20	13	188	22	24	139	18	717
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	338	997	468	582	1960	356	154	2779	283	301	2027	279	10524
APPROACH %'s :	18.75%	55.30%	25.96%	20.08%	67.63%	12.28%	4.79%	86.41%	8.80%	11.55%	77.75%	10.70%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	115	448	208	209	836	121	54	1180	125	101	907	152	4456
PEAK HR FACTOR :		0.845			0.946			0.889			0.792		0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014 **Day:** Wednesday

TOTALS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
3:00 PM	59	168	47	27	115	37	33	172	34	30	194	43	959
3:15 PM	34	147	48	47	143	37	34	208	41	30	202	29	1000
3:30 PM	36	138	57	38	114	30	28	205	41	35	214	36	972
3:45 PM	37	145	39	34	106	39	24	212	41	28	238	35	978
4:00 PM	32	155	52	31	113	23	35	214	36	35	235	42	1003
4:15 PM	32	152	38	35	102	24	32	213	24	29	221	34	936
4:30 PM	38	151	49	25	105	27	39	222	40	32	230	35	993
4:45 PM	34	165	53	27	99	22	23	217	30	33	245	31	979
5:00 PM	32	144	61	31	94	17	32	264	35	33	256	56	1055
5:15 PM	30	172	44	31	104	22	26	213	38	30	255	41	1006
5:30 PM	32	160	38	22	103	22	28	232	36	30	278	44	1025
5:45 PM	34	163	39	28	104	24	32	216	40	28	280	37	1025
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	430	1860	565	376	1302	324	366	2588	436	373	2848	463	11931
APPROACH %'s :	15.06%	65.15%	19.79%	18.78%	65.03%	16.18%	10.80%	76.34%	12.86%	10.12%	77.31%	12.57%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	128	639	182	112	405	85	118	925	149	121	1069	178	4111
PEAK HR FACTOR :		0.964			0.959			0.900			0.972		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

CARS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	16	29	13	36	130	33	4	85	19	17	101	8	491
7:15 AM	35	69	18	50	168	53	6	145	10	28	170	15	767
7:30 AM	43	130	36	52	197	52	9	282	23	26	286	47	1183
7:45 AM	25	132	69	48	224	22	15	325	39	16	202	33	1150
8:00 AM	19	80	54	50	240	16	16	316	39	27	239	47	1143
8:15 AM	28	98	46	59	169	30	14	247	24	26	168	25	934
8:30 AM	13	85	38	56	135	28	18	232	16	32	151	14	818
8:45 AM	33	89	40	58	145	28	14	231	25	23	154	18	858
9:00 AM	27	79	44	45	135	23	18	259	26	20	135	17	828
9:15 AM	39	69	36	45	146	24	12	218	18	35	121	17	780
9:30 AM	32	56	33	42	131	26	14	228	22	18	127	17	746
9:45 AM	26	65	34	39	125	20	13	185	22	22	138	18	707
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	336	981	461	580	1945	355	153	2753	283	290	1992	276	10405
APPROACH %'s :	18.90%	55.17%	25.93%	20.14%	67.53%	12.33%	4.80%	86.33%	8.87%	11.34%	77.87%	10.79%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	115	440	205	209	830	120	54	1170	125	95	895	152	4410
PEAK HR FACTOR :		0.841			0.947			0.890			0.795		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014 **Day:** Wednesday

CARS

City: Sherman Oaks **Date:** 1/14/2015

PM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
3:00 PM	59	166	47	27	112	37	33	171	34	30	192	43	951
3:15 PM	34	145	48	47	143	37	34	205	41	30	201	28	993
3:30 PM	36	135	56	38	114	30	28	200	41	33	212	36	959
3:45 PM	37	144	39	32	106	39	24	211	41	27	237	35	972
4:00 PM	32	154	51	31	113	23	35	212	35	35	235	42	998
4:15 PM	30	152	37	35	102	24	32	210	24	29	218	34	927
4:30 PM	38	151	48	25	105	27	38	219	39	31	228	35	984
4:45 PM	34	163	53	27	98	21	23	216	30	33	240	30	968
5:00 PM	31	144	61	31	94	17	32	262	35	32	254	56	1049
5:15 PM	30	169	44	31	104	21	26	213	38	30	251	41	998
5:30 PM	32	159	38	22	103	22	28	230	36	30	275	44	1019
5:45 PM	34	163	39	28	104	24	32	215	40	28	277	37	1021
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	427	1845	561	374	1298	322	365	2564	434	368	2820	461	11839
APPROACH %'s :	15.07%	65.13%	19.80%	18.76%	65.10%	16.15%	10.85%	76.24%	12.91%	10.08%	77.28%	12.63%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	635	182	112	405	84	118	920	149	120	1057	178	4087
PEAK HR FACTOR :		0.971			0.963			0.902			0.971		0.974

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5010-014
N/S Street: Fulton Ave
E/W Street: Riverside Dr
DATE: 1/14/2015 DAY: Wednesday
CITY: Sherman Oaks

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	2	0	1	0	0	1	1
7:15 AM	0	4	0	2	0	0	3	0
7:30 AM	0	1	0	0	0	0	0	2
7:45 AM	1	0	3	1	0	0	0	2
8:00 AM	2	2	1	1	3	0	3	2
8:15 AM	1	0	2	1	0	0	0	1
8:30 AM	1	3	0	1	0	0	0	1
8:45 AM	1	0	0	0	0	0	0	1
9:00 AM	0	1	1	0	1	2	0	3
9:15 AM	2	1	1	2	0	2	1	0
9:30 AM	2	0	0	0	0	0	0	0
9:45 AM	2	0	1	1	0	0	0	0
TOTALS	**14**	**14**	**9**	**10**	**4**	**4**	**8**	**13**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	3	1	0	1	2	2	4
3:15 PM	3	1	4	3	1	3	4	7
3:30 PM	2	0	2	4	0	3	3	9
3:45 PM	5	2	1	2	1	2	4	3
4:00 PM	2	4	2	3	4	0	3	5
4:15 PM	6	2	0	2	2	5	3	6
4:30 PM	4	2	2	3	0	1	3	3
4:45 PM	4	2	2	3	0	3	1	3
5:00 PM	3	4	5	2	1	1	1	5
5:15 PM	2	0	0	0	0	1	1	0
5:30 PM	2	0	0	2	1	0	1	0
5:45 PM	2	2	2	2	2	1	5	1
TOTALS	**37**	**22**	**21**	**26**	**13**	**22**	**31**	**46**

School-Aged Pedestrians

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	1	0	1	0	0	0	1	0	0	2	0	6
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
9:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	3
9:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	1	2	2	0	0	0	5	0	0	7	1	21
APPROACH %'s :	50.00%	16.67%	33.33%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	87.50%	12.50%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	2	0	0	0	0	4
PEAK HR FACTOR :	0.500			0.000			0.500			0.000			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

BIKES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
3:15 PM	0	0	0	2	1	0	0	1	2	0	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
4:00 PM	1	0	0	0	2	0	0	1	0	1	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	1	1	0	0	1	0	0	1	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	1	0	2	8	0	3	3	2	2	7	1	31
APPROACH %'s :	66.67%	33.33%	0.00%	20.00%	80.00%	0.00%	37.50%	37.50%	25.00%	20.00%	70.00%	10.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	1	0	0	3	0	2	1	0	0	1	0	9
PEAK HR FACTOR :		0.250			0.375			0.750			0.250		0.563

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	1	5
7:15 AM	0	1	1	0	0	0	0	0	0	0	2	1	5
7:30 AM	0	1	0	0	0	0	0	1	0	1	2	0	5
7:45 AM	0	1	0	0	0	0	0	1	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
9:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	1	0	0	0	0	0	1	0	1	2	0	5
9:45 AM	0	1	0	0	0	0	0	1	0	1	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7	1	0	0	0	0	11	0	6	13	2	40
APPROACH %'s :	0.00%	87.50%	12.50%				0.00%	100.00%	0.00%	28.57%	61.90%	9.52%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	3	0	0	0	0	0	3	0	4	3	0	13
PEAK HR FACTOR :		0.750			0.000			0.750			0.583		0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

BUSES

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
3:30 PM	0	0	0	0	0	0	0	3	0	2	2	0	7
3:45 PM	0	0	0	2	0	0	0	0	0	1	0	0	3
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	1	0	0	0	0	0	0	1	0	0	3	0	5
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	0	2	3	1	0	10	0	3	12	1	34
APPROACH %'s :	50.00%	50.00%	0.00%	33.33%	50.00%	16.67%	0.00%	100.00%	0.00%	18.75%	75.00%	6.25%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	3	0	0	3	0	7
PEAK HR FACTOR :	0.000			0.250			0.750			0.750			0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

AM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	2	0	0	1	0	0	2	0	5
7:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
7:30 AM	0	0	1	0	0	0	0	0	0	1	3	0	5
7:45 AM	0	0	1	0	1	0	0	2	0	1	2	0	7
8:00 AM	0	2	1	0	1	1	0	2	0	0	3	0	10
8:15 AM	0	3	0	0	4	0	0	3	0	0	1	0	11
8:30 AM	0	0	0	0	2	0	0	1	0	0	3	0	6
8:45 AM	0	2	0	0	3	0	0	1	0	0	2	0	8
9:00 AM	1	0	0	2	0	0	0	0	0	0	1	1	5
9:15 AM	0	2	0	0	0	0	1	3	0	1	0	0	7
9:30 AM	0	0	1	0	0	0	0	0	0	1	2	0	4
9:45 AM	1	0	1	0	1	0	0	2	0	1	1	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	9	6	2	15	1	1	15	0	5	22	1	79
APPROACH %'s :	11.76%	52.94%	35.29%	11.11%	83.33%	5.56%	6.25%	93.75%	0.00%	17.86%	78.57%	3.57%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	5	3	0	6	1	0	7	0	2	9	0	33
PEAK HR FACTOR :		0.667			0.438			0.583			0.688		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5010-014

Day: Wednesday

HEAVY TRUCKS

City: Sherman Oaks

Date: 1/14/2015

PM

NS/EW Streets:	Fulton Ave			Fulton Ave			Riverside Dr			Riverside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	1	2	0	
3:00 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
3:15 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
3:30 PM	0	3	1	0	0	0	0	2	0	0	0	0	6
3:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
4:00 PM	0	1	1	0	0	0	0	1	1	0	0	0	4
4:15 PM	1	0	1	0	0	0	0	2	0	0	0	0	4
4:30 PM	0	0	1	0	0	0	1	1	1	1	2	0	7
4:45 PM	0	2	0	0	0	1	0	1	0	0	3	1	8
5:00 PM	1	0	0	0	0	0	0	1	0	1	1	0	4
5:15 PM	0	3	0	0	0	0	0	0	0	0	3	0	6
5:30 PM	0	1	0	0	0	0	0	1	0	0	3	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	14	4	0	1	1	1	14	2	2	16	1	58
APPROACH %'s :	10.00%	70.00%	20.00%	0.00%	50.00%	50.00%	5.88%	82.35%	11.76%	10.53%	84.21%	5.26%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	4	0	0	0	0	0	2	0	1	9	0	17
PEAK HR FACTOR :		0.417			0.000			0.500			0.833		0.708

CONTROL : Signalized

Prepared by NDS/ATD

VOLUME

Tyrone Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_001

DAILY TOTALS	NB	SB	EB	WB	Total
	492	599	0	0	1,091

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	3		10						13	
00:15	1		1						2		12:15	11		10						21	
00:30	1		1						2		12:30	4		8						12	
00:45	0	2	0	2					0	4	12:45	4	22	16	44					20	66
01:00	0		0						0		13:00	6		7						13	
01:15	0		0						0		13:15	8		9						17	
01:30	1		0						1		13:30	10		10						20	
01:45	0	1	1	1					1	2	13:45	12	36	5	31					17	67
02:00	1		0						1		14:00	6		9						15	
02:15	0		1						1		14:15	10		8						18	
02:30	0		0						0		14:30	5		8						13	
02:45	0	1	0	1					0	2	14:45	8	29	7	32					15	61
03:00	0		0						0		15:00	3		17						20	
03:15	0		0						0		15:15	9		11						20	
03:30	0		0						0		15:30	13		8						21	
03:45	0		1	1					1	1	15:45	7	32	6	42					13	74
04:00	0		1						1		16:00	6		12						18	
04:15	0		0						0		16:15	10		9						19	
04:30	0		0						0		16:30	7		8						15	
04:45	8	8	0	1					8	9	16:45	6	29	4	33					10	62
05:00	2		1						3		17:00	8		11						19	
05:15	6		0						6		17:15	10		11						21	
05:30	4		2						6		17:30	16		12						28	
05:45	11	23	1	4					12	27	17:45	6	40	12	46					18	86
06:00	11		3						14		18:00	9		13						22	
06:15	5		3						8		18:15	6		8						14	
06:30	5		2						7		18:30	11		10						21	
06:45	3	24	10	18					13	42	18:45	10	36	5	36					15	72
07:00	3		10						13		19:00	11		5						16	
07:15	1		16						17		19:15	8		8						16	
07:30	3		18						21		19:30	5		11						16	
07:45	6	13	9	53					15	66	19:45	8	32	13	37					21	69
08:00	10		10						20		20:00	3		8						11	
08:15	12		11						23		20:15	7		4						11	
08:30	6		9						15		20:30	9		1						10	
08:45	7	35	9	39					16	74	20:45	5	24	8	21					13	45
09:00	10		11						21		21:00	5		5						10	
09:15	9		13						22		21:15	4		4						8	
09:30	4		13						17		21:30	3		4						7	
09:45	5	28	7	44					12	72	21:45	4	16	2	15					6	31
10:00	7		11						18		22:00	1		1						2	
10:15	5		9						14		22:15	3		1						4	
10:30	6		10						16		22:30	3		2						5	
10:45	3	21	12	42					15	63	22:45	1	8	3	7					4	15
11:00	8		13						21		23:00	4		2						6	
11:15	4		11						15		23:15	1		1						2	
11:30	3		11						14		23:30	4		4						8	
11:45	6	21	6	41					12	62	23:45	2	11	1	8					3	19
TOTALS		177		247						424	TOTALS		315		352						667
SPLIT %		41.7%		58.3%						38.9%	SPLIT %		47.2%		52.8%						61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	492	599	0	0	1,091

AM Peak Hour	08:00	06:45			07:30	PM Peak Hour	17:15	17:15			17:15
AM Pk Volume	35	54			79	PM Pk Volume	41	48			89
Pk Hr Factor	0.729	0.750			0.859	Pk Hr Factor	0.641	0.923			0.795
7 - 9 Volume	48	92	0	0	140	4 - 6 Volume	69	79	0	0	148
7 - 9 Peak Hour	08:00	07:00			07:30	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	35	53	0	0	79	4 - 6 Pk Volume	40	46	0	0	86
Pk Hr Factor	0.729	0.736	0.000	0.000	0.859	Pk Hr Factor	0.625	0.958	0.000	0.000	0.768

Prepared by NDS/ATD

VOLUME

Katherine Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_002

DAILY TOTALS	NB	SB	EB	WB	Total
	125	99	0	0	224

AM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1	
00:15	0		0						0	
00:30	0		0						0	
00:45	1	2	1	1					2	3
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		1						1	
02:45	0		0	1					0	1
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		0						0	
05:30	1		0						1	
05:45	2	3	0						2	3
06:00	2		1						3	
06:15	0		0						0	
06:30	1		0						1	
06:45	0	3	0	1					0	4
07:00	0		0						0	
07:15	0		3						3	
07:30	0		0						0	
07:45	2	2	1	4					3	6
08:00	1		3						4	
08:15	2		5						7	
08:30	2		3						5	
08:45	0	5	1	12					1	17
09:00	0		1						1	
09:15	1		3						4	
09:30	4		2						6	
09:45	0	5	4	10					4	15
10:00	3		2						5	
10:15	2		2						4	
10:30	1		2						3	
10:45	1	7	1	7					2	14
11:00	3		1						4	
11:15	1		3						4	
11:30	2		0						2	
11:45	1	7	1	5					2	12
TOTALS		34		41						75
SPLIT %		45.3%		54.7%						33.5%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	2		0						2	
12:15	3		1						4	
12:30	5		2						7	
12:45	5	15	3	6					8	21
13:00	2		3						5	
13:15	3		2						5	
13:30	0		2						2	
13:45	2	7	2	9					4	16
14:00	3		1						4	
14:15	1		1						2	
14:30	2		3						5	
14:45	5	11	1	6					6	17
15:00	3		2						5	
15:15	0		4						4	
15:30	3		1						4	
15:45	2	8	4	11					6	19
16:00	4		1						5	
16:15	4		1						5	
16:30	1		1						2	
16:45	3	12	2	5					5	17
17:00	6		2						8	
17:15	4		2						6	
17:30	2		6						8	
17:45	3	15	2	12					5	27
18:00	0		1						1	
18:15	2		1						3	
18:30	3		1						4	
18:45	1	6	0	3					1	9
19:00	1		0						1	
19:15	1		1						2	
19:30	0		0						0	
19:45	2	4	0	1					2	5
20:00	1		0						1	
20:15	0		1						1	
20:30	0		0						0	
20:45	2	3	0	1					2	4
21:00	0		0						0	
21:15	1		0						1	
21:30	0		1						1	
21:45	1	2	0	1					1	3
22:00	1		0						1	
22:15	3		1						4	
22:30	0		0						0	
22:45	1	5	0	1					1	6
23:00	1		1						2	
23:15	1		0						1	
23:30	0		0						0	
23:45	1	3	1	2					2	5
TOTALS		91		58						149
SPLIT %		61.1%		38.9%						66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	125	99	0	0	224

AM Peak Hour	11:45	07:45			07:45	PM Peak Hour	12:00	16:45			16:45
AM Pk Volume	11	12			19	PM Pk Volume	15	12			27
Pk Hr Factor	0.550	0.600			0.679	Pk Hr Factor	0.750	0.500			0.844
7 - 9 Volume	7	16	0	0	23	4 - 6 Volume	27	17	0	0	44
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	7	12	0	0	19	4 - 6 Pk Volume	15	12	0	0	27
Pk Hr Factor	0.875	0.600	0.000	0.000	0.679	Pk Hr Factor	0.625	0.500	0.000	0.000	0.844

Prepared by NDS/ATD

VOLUME

Calhoun Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_003

DAILY TOTALS	NB	SB	EB	WB	Total
	159	179	0	0	338

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	2		0						2	
00:45	0	2	0						0	2
01:00	1		0						1	
01:15	0		0						0	
01:30	0		0						0	
01:45	0	1	0						0	1
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		2						2	
05:30	0		0						0	
05:45	2	2	0	2					2	4
06:00	0		4						4	
06:15	1		2						3	
06:30	0		1						1	
06:45	2	3	0	7					2	10
07:00	1		2						3	
07:15	0		3						3	
07:30	1		5						6	
07:45	2	4	9	19					11	23
08:00	4		1						5	
08:15	0		3						3	
08:30	2		3						5	
08:45	1	7	4	11					5	18
09:00	3		3						6	
09:15	1		5						6	
09:30	0		4						4	
09:45	6	10	7	19					13	29
10:00	1		2						3	
10:15	4		2						6	
10:30	1		4						5	
10:45	2	8	3	11					5	19
11:00	7		2						9	
11:15	3		1						4	
11:30	2		2						4	
11:45	2	14	6	11					8	25
TOTALS		51		80						**131**
SPLIT %		38.9%		61.1%						**38.8%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	3		3						6	
12:15	2		2						4	
12:30	3		3						6	
12:45	2	10	5	13					7	23
13:00	4		2						6	
13:15	4		3						7	
13:30	4		3						7	
13:45	3	15	3	11					6	26
14:00	2		2						4	
14:15	6		3						9	
14:30	6		4						10	
14:45	3	17	4	13					7	30
15:00	5		4						9	
15:15	1		1						2	
15:30	0		0						0	
15:45	1	7	2	7					3	14
16:00	2		4						6	
16:15	4		4						8	
16:30	4		3						7	
16:45	3	13	3	14					6	27
17:00	4		5						9	
17:15	4		3						7	
17:30	1		4						5	
17:45	2	11	2	14					4	25
18:00	2		8						10	
18:15	2		3						5	
18:30	1		0						1	
18:45	2	7	3	14					5	21
19:00	4		2						6	
19:15	3		0						3	
19:30	3		1						4	
19:45	3	13	1	4					4	17
20:00	2		2						4	
20:15	2		2						4	
20:30	3		1						4	
20:45	1	8	1	6					2	14
21:00	0		0						0	
21:15	2		1						3	
21:30	2		0						2	
21:45	0	4	1	2					1	6
22:00	2		0						2	
22:15	0		0						0	
22:30	1		1						2	
22:45	0	3	0	1					0	4
23:00	0		0						0	
23:15	0		0						0	
23:30	0		0						0	
23:45	0		0						0	
TOTALS		108		99						**207**
SPLIT %		52.2%		47.8%						**61.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	159	179	0	0	338

AM Peak Hour	10:15	07:00			**09:00**
AM Pk Volume	14	19			**29**
Pk Hr Factor	0.500	0.528			**0.558**
7 - 9 Volume	11	30	0	0	**41**
7 - 9 Peak Hour	07:45	07:00			**07:15**
7 - 9 Pk Volume	8	19	0	0	**25**
Pk Hr Factor	0.500	0.528	0.000	0.000	**0.568**

PM Peak Hour	14:15	17:15			**14:15**
PM Pk Volume	20	17			**35**
Pk Hr Factor	0.833	0.531			**0.875**
4 - 6 Volume	24	28	0	0	**52**
4 - 6 Peak Hour	16:15	16:15			**16:15**
4 - 6 Pk Volume	15	15	0	0	**30**
Pk Hr Factor	0.938	0.750	0.000	0.000	**0.833**

Prepared by NDS/ATD

VOLUME

Stansbury Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_004

DAILY TOTALS	NB	SB	EB	WB	Total
	430	168	0	0	598

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	10		4						14	
00:15	1		0						1		12:15	8		3						11	
00:30	0		0						0		12:30	10		2						12	
00:45	0	1	0						0	1	12:45	12	40	2	11					14	51
01:00	0		0						0		13:00	8		4						12	
01:15	1		0						1		13:15	5		2						7	
01:30	1		0						1		13:30	10		4						14	
01:45	0	2	0						0	2	13:45	9	32	4	14					13	46
02:00	0		0						0		14:00	10		4						14	
02:15	0		0						0		14:15	9		4						13	
02:30	0		0						0		14:30	11		7						18	
02:45	0		0						0		14:45	14	44	5	20					19	64
03:00	0		0						0		15:00	16		3						19	
03:15	0		0						0		15:15	13		6						19	
03:30	0		0						0		15:30	10		4						14	
03:45	0		0						0		15:45	14	53	5	18					19	71
04:00	0		0						0		16:00	14		5						19	
04:15	0		0						0		16:15	10		4						14	
04:30	0		0						0		16:30	11		5						16	
04:45	0		0						0		16:45	11	46	2	16					13	62
05:00	0		0						0		17:00	15		5						20	
05:15	0		0						0		17:15	9		6						15	
05:30	0		1						1		17:30	11		8						19	
05:45	0		1	2					1	2	17:45	7	42	1	20					8	62
06:00	0		1						1		18:00	5		3						8	
06:15	0		1						1		18:15	4		3						7	
06:30	1		3						4		18:30	15		1						16	
06:45	0	1	0	5					0	6	18:45	8	32	1	8					9	40
07:00	0		1						1		19:00	6		1						7	
07:15	0		0						0		19:15	12		2						14	
07:30	2		2						4		19:30	10		3						13	
07:45	0	2	2	5					2	7	19:45	5	33	1	7					6	40
08:00	2		2						4		20:00	3		3						6	
08:15	4		1						5		20:15	2		2						4	
08:30	5		2						7		20:30	4		1						5	
08:45	4	15	2	7					6	22	20:45	3	12	0	6					3	18
09:00	6		1						7		21:00	2		0						2	
09:15	6		0						6		21:15	1		1						2	
09:30	4		3						7		21:30	0		0						0	
09:45	6	22	3	7					9	29	21:45	0	3	1	2					1	5
10:00	1		0						1		22:00	3		0						3	
10:15	7		1						8		22:15	0		0						0	
10:30	4		3						7		22:30	0		0						0	
10:45	1	13	4	8					5	21	22:45	0	3	1	1					1	4
11:00	8		2						10		23:00	1		0						1	
11:15	6		2						8		23:15	0		0						0	
11:30	8		3						11		23:30	0		1						1	
11:45	11	33	2	9					13	42	23:45	0	1	1	2					1	3
TOTALS		89		43						132	TOTALS		341		125						466
SPLIT %		67.4%		32.6%						22.1%	SPLIT %		73.2%		26.8%						77.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	430	168	0	0	598

AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	39	12			50	PM Pk Volume	54	21			75
Pk Hr Factor	0.886	0.750			0.893	Pk Hr Factor	0.844	0.750			0.987
7 - 9 Volume	17	12	0	0	29	4 - 6 Volume	88	36	0	0	124
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	15	7	0	0	22	4 - 6 Pk Volume	47	21	0	0	67
Pk Hr Factor	0.750	0.875	0.000	0.000	0.786	Pk Hr Factor	0.783	0.656	0.000	0.000	0.838

Prepared by NDS/ATD

VOLUME

Valleyheart Dr E/O Hazeltine Ave

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	596	625	1,221

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		1		4		12:00			9		6		15	
00:15			2		0		2		12:15			4		5		9	
00:30			2		0		2		12:30			6		7		13	
00:45			0	7	3	4	3	11	12:45			13	32	9	27	22	59
01:00			2		0		2		13:00			9		11		20	
01:15			1		0		1		13:15			12		10		22	
01:30			0		0		0		13:30			13		11		24	
01:45			0	3	1	1	1	4	13:45			12	46	17	49	29	95
02:00			0		0		0		14:00			10		11		21	
02:15			0		0		0		14:15			7		14		21	
02:30			0		0		0		14:30			13		15		28	
02:45			0		0		0		14:45			10	40	11	51	21	91
03:00			1		0		1		15:00			12		14		26	
03:15			0		0		0		15:15			11		10		21	
03:30			0		0		0		15:30			12		17		29	
03:45			0	1	0		0	1	15:45			9	44	15	56	24	100
04:00			0		0		0		16:00			11		12		23	
04:15			0		0		0		16:15			14		15		29	
04:30			0		2		2		16:30			15		12		27	
04:45			1	1	1	3	2	4	16:45			16	56	11	50	27	106
05:00			0		1		1		17:00			10		19		29	
05:15			0		0		0		17:15			10		13		23	
05:30			2		0		2		17:30			14		10		24	
05:45			1	3	1	2	2	5	17:45			10	44	9	51	19	95
06:00			2		1		3		18:00			10		9		19	
06:15			5		2		7		18:15			13		11		24	
06:30			4		4		8		18:30			19		8		27	
06:45			2	13	3	10	5	23	18:45			4	46	12	40	16	86
07:00			3		3		6		19:00			9		6		15	
07:15			4		9		13		19:15			8		1		9	
07:30			6		6		12		19:30			9		6		15	
07:45			9	22	13	31	22	53	19:45			16	42	6	19	22	61
08:00			12		14		26		20:00			5		7		12	
08:15			12		12		24		20:15			14		5		19	
08:30			5		9		14		20:30			9		6		15	
08:45			10	39	13	48	23	87	20:45			8	36	4	22	12	58
09:00			4		6		10		21:00			1		3		4	
09:15			5		12		17		21:15			5		2		7	
09:30			10		9		19		21:30			1		6		7	
09:45			5	24	9	36	14	60	21:45			3	10	0	11	3	21
10:00			5		13		18		22:00			5		5		10	
10:15			8		7		15		22:15			3		5		8	
10:30			8		15		23		22:30			9		4		13	
10:45			8	29	12	47	20	76	22:45			1	18	3	17	4	35
11:00			6		13		19		23:00			3		1		4	
11:15			7		8		15		23:15			1		1		2	
11:30			10		3		13		23:30			4		1		5	
11:45			7	30	22	46	29	76	23:45			2	10	1	4	3	14
TOTALS				172		228		**400**	**TOTALS**				424		397		**821**
SPLIT %				43.0%		57.0%		**32.8%**	**SPLIT %**				51.6%		48.4%		**67.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	596	625	1,221

AM Peak Hour				07:30		07:45		**08:00**	**PM Peak Hour**				16:00		15:30		**16:15**
AM Pk Volume				39		48		**87**	**PM Pk Volume**				56		59		**112**
Pk Hr Factor				0.813		0.857		**0.837**	**Pk Hr Factor**				0.875		0.868		**0.966**
7 - 9 Volume	0	0		61		79		**140**	**4 - 6 Volume**	0	0		100		101		**201**
7 - 9 Peak Hour				07:30		07:45		**08:00**	**4 - 6 Peak Hour**				16:00		16:15		**16:15**
7 - 9 Pk Volume	0	0		39		48		**87**	**4 - 6 Pk Volume**	0	0		56		57		**112**
Pk Hr Factor	0.000	0.000		0.813		0.857		**0.837**	**Pk Hr Factor**	0.000	0.000		0.875		0.750		**0.966**

Prepared by NDS/ATD

VOLUME

Milbank St E/O Hazeltine Ave

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,283	1,076	2,359

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			24		13		37	
00:15			2		1		3		12:15			22		20		42	
00:30			1		2		3		12:30			19		17		36	
00:45			5	8	2	6	7	14	12:45			21	86	18	68	39	154
01:00			0		2		2		13:00			18		18		36	
01:15			0		3		3		13:15			19		17		36	
01:30			1		1		2		13:30			22		18		40	
01:45			2	3	1	7	3	10	13:45			23	82	22	75	45	157
02:00			1		1		2		14:00			13		15		28	
02:15			0		0		0		14:15			19		15		34	
02:30			2		3		5		14:30			21		12		33	
02:45			0	3	0	4	0	7	14:45			30	83	18	60	48	143
03:00			0		0		0		15:00			34		24		58	
03:15			0		1		1		15:15			19		30		49	
03:30			0		0		0		15:30			31		22		53	
03:45			1	1	0	1	1	2	15:45			24	108	18	94	42	202
04:00			0		0		0		16:00			34		21		55	
04:15			0		0		0		16:15			24		23		47	
04:30			0		0		0		16:30			33		25		58	
04:45			0		1	1	1	1	16:45			23	114	24	93	47	207
05:00			2		1		3		17:00			37		30		67	
05:15			1		0		1		17:15			27		24		51	
05:30			1		0		1		17:30			31		17		48	
05:45			2	6	4	5	6	11	17:45			25	120	25	96	50	216
06:00			3		0		3		18:00			25		19		44	
06:15			4		5		9		18:15			25		27		52	
06:30			4		9		13		18:30			37		18		55	
06:45			5	16	7	21	12	37	18:45			20	107	19	83	39	190
07:00			9		12		21		19:00			23		13		36	
07:15			12		11		23		19:15			24		14		38	
07:30			18		15		33		19:30			20		17		37	
07:45			11	50	20	58	31	108	19:45			24	91	12	56	36	147
08:00			18		14		32		20:00			16		11		27	
08:15			28		24		52		20:15			12		9		21	
08:30			21		17		38		20:30			11		7		18	
08:45			20	87	23	78	43	165	20:45			18	57	8	35	26	92
09:00			17		17		34		21:00			12		5		17	
09:15			15		23		38		21:15			7		11		18	
09:30			11		15		26		21:30			10		7		17	
09:45			15	58	15	70	30	128	21:45			5	34	6	29	11	63
10:00			14		9		23		22:00			6		7		13	
10:15			11		16		27		22:15			8		4		12	
10:30			19		12		31		22:30			9		7		16	
10:45			18	62	16	53	34	115	22:45			4	27	2	20	6	47
11:00			18		13		31		23:00			5		0		5	
11:15			19		18		37		23:15			4		3		7	
11:30			13		11		24		23:30			0		1		1	
11:45			20	70	17	59	37	129	23:45			1	10	0	4	1	14
TOTALS				364		363		**727**	**TOTALS**				919		713		**1632**
SPLIT %				50.1%		49.9%		**30.8%**	**SPLIT %**				56.3%		43.7%		**69.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,283	1,076	2,359

AM Peak Hour			08:00	08:15	**08:15**	**PM Peak Hour**			16:30	16:30	**16:30**
AM Pk Volume			87	81	**167**	**PM Pk Volume**			120	103	**223**
Pk Hr Factor			0.777	0.844	**0.803**	**Pk Hr Factor**			0.811	0.858	**0.832**
7 - 9 Volume	0	0	137	136	**273**	**4 - 6 Volume**	0	0	234	189	**423**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:30	16:30	**16:30**
7 - 9 Pk Volume	0	0	87	78	**165**	**4 - 6 Pk Volume**	0	0	120	103	**223**
Pk Hr Factor	0.000	0.000	0.777	0.813	**0.793**	**Pk Hr Factor**	0.000	0.000	0.811	0.858	**0.832**

Prepared by NDS/ATD

VOLUME

Tyrone Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_001

DAILY TOTALS	NB	SB	EB	WB	Total
	492	599	0	0	1,091

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	3		10						13	
00:15	1		1						2		12:15	11		10						21	
00:30	1		1						2		12:30	4		8						12	
00:45	0	2	0	2					0	4	12:45	4	22	16	44					20	66
01:00	0		0						0		13:00	6		7						13	
01:15	0		0						0		13:15	8		9						17	
01:30	1		0						1		13:30	10		10						20	
01:45	0	1	1	1					1	2	13:45	12	36	5	31					17	67
02:00	1		0						1		14:00	6		9						15	
02:15	0		1						1		14:15	10		8						18	
02:30	0		0						0		14:30	5		8						13	
02:45	0	1	0	1					0	2	14:45	8	29	7	32					15	61
03:00	0		0						0		15:00	3		17						20	
03:15	0		0						0		15:15	9		11						20	
03:30	0		0						0		15:30	13		8						21	
03:45	0		1	1					1	1	15:45	7	32	6	42					13	74
04:00	0		1						1		16:00	6		12						18	
04:15	0		0						0		16:15	10		9						19	
04:30	0		0						0		16:30	7		8						15	
04:45	8	8	0	1					8	9	16:45	6	29	4	33					10	62
05:00	2		1						3		17:00	8		11						19	
05:15	6		0						6		17:15	10		11						21	
05:30	4		2						6		17:30	16		12						28	
05:45	11	23	1	4					12	27	17:45	6	40	12	46					18	86
06:00	11		3						14		18:00	9		13						22	
06:15	5		3						8		18:15	6		8						14	
06:30	5		2						7		18:30	11		10						21	
06:45	3	24	10	18					13	42	18:45	10	36	5	36					15	72
07:00	3		10						13		19:00	11		5						16	
07:15	1		16						17		19:15	8		8						16	
07:30	3		18						21		19:30	5		11						16	
07:45	6	13	9	53					15	66	19:45	8	32	13	37					21	69
08:00	10		10						20		20:00	3		8						11	
08:15	12		11						23		20:15	7		4						11	
08:30	6		9						15		20:30	9		1						10	
08:45	7	35	9	39					16	74	20:45	5	24	8	21					13	45
09:00	10		11						21		21:00	5		5						10	
09:15	9		13						22		21:15	4		4						8	
09:30	4		13						17		21:30	3		4						7	
09:45	5	28	7	44					12	72	21:45	4	16	2	15					6	31
10:00	7		11						18		22:00	1		1						2	
10:15	5		9						14		22:15	3		1						4	
10:30	6		10						16		22:30	3		2						5	
10:45	3	21	12	42					15	63	22:45	1	8	3	7					4	15
11:00	8		13						21		23:00	4		2						6	
11:15	4		11						15		23:15	1		1						2	
11:30	3		11						14		23:30	4		4						8	
11:45	6	21	6	41					12	62	23:45	2	11	1	8					3	19
TOTALS		177		247						424	TOTALS		315		352						667
SPLIT %		41.7%		58.3%						38.9%	SPLIT %		47.2%		52.8%						61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	492	599	0	0	1,091

AM Peak Hour	08:00	06:45			07:30	PM Peak Hour	17:15	17:15			17:15
AM Pk Volume	35	54			79	PM Pk Volume	41	48			89
Pk Hr Factor	0.729	0.750			0.859	Pk Hr Factor	0.641	0.923			0.795
7 - 9 Volume	48	92	0	0	140	4 - 6 Volume	69	79	0	0	148
7 - 9 Peak Hour	08:00	07:00			07:30	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	35	53	0	0	79	4 - 6 Pk Volume	40	46	0	0	86
Pk Hr Factor	0.729	0.736	0.000	0.000	0.859	Pk Hr Factor	0.625	0.958	0.000	0.000	0.768

Prepared by NDS/ATD

VOLUME

Katherine Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_002

DAILY TOTALS	NB	SB	EB	WB	Total
	125	99	0	0	224

AM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1	
00:15	0		0						0	
00:30	0		0						0	
00:45	1	2	1	1					2	3
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		1						1	
02:45	0		0	1					0	1
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		0						0	
05:30	1		0						1	
05:45	2	3	0						2	3
06:00	2		1						3	
06:15	0		0						0	
06:30	1		0						1	
06:45	0	3	0	1					0	4
07:00	0		0						0	
07:15	0		3						3	
07:30	0		0						0	
07:45	2	2	1	4					3	6
08:00	1		3						4	
08:15	2		5						7	
08:30	2		3						5	
08:45	0	5	1	12					1	17
09:00	0		1						1	
09:15	1		3						4	
09:30	4		2						6	
09:45	0	5	4	10					4	15
10:00	3		2						5	
10:15	2		2						4	
10:30	1		2						3	
10:45	1	7	1	7					2	14
11:00	3		1						4	
11:15	1		3						4	
11:30	2		0						2	
11:45	1	7	1	5					2	12
TOTALS		34		41						75
SPLIT %		45.3%		54.7%						33.5%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	2		0						2	
12:15	3		1						4	
12:30	5		2						7	
12:45	5	15	3	6					8	21
13:00	2		3						5	
13:15	3		2						5	
13:30	0		2						2	
13:45	2	7	2	9					4	16
14:00	3		1						4	
14:15	1		1						2	
14:30	2		3						5	
14:45	5	11	1	6					6	17
15:00	3		2						5	
15:15	0		4						4	
15:30	3		1						4	
15:45	2	8	4	11					6	19
16:00	4		1						5	
16:15	4		1						5	
16:30	1		1						2	
16:45	3	12	2	5					5	17
17:00	6		2						8	
17:15	4		2						6	
17:30	2		6						8	
17:45	3	15	2	12					5	27
18:00	0		1						1	
18:15	2		1						3	
18:30	3		1						4	
18:45	1	6	0	3					1	9
19:00	1		0						1	
19:15	1		1						2	
19:30	0		0						0	
19:45	2	4	0	1					2	5
20:00	1		0						1	
20:15	0		1						1	
20:30	0		0						0	
20:45	2	3	0	1					2	4
21:00	0		0						0	
21:15	1		0						1	
21:30	0		1						1	
21:45	1	2	0	1					1	3
22:00	1		0						1	
22:15	3		1						4	
22:30	0		0						0	
22:45	1	5	0	1					1	6
23:00	1		1						2	
23:15	1		0						1	
23:30	0		0						0	
23:45	1	3	1	2					2	5
TOTALS		91		58						149
SPLIT %		61.1%		38.9%						66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	125	99	0	0	224

AM Peak Hour	11:45	07:45			07:45	PM Peak Hour	12:00	16:45			16:45
AM Pk Volume	11	12			19	PM Pk Volume	15	12			27
Pk Hr Factor	0.550	0.600			0.679	Pk Hr Factor	0.750	0.500			0.844
7 - 9 Volume	7	16	0	0	23	4 - 6 Volume	27	17	0	0	44
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	7	12	0	0	19	4 - 6 Pk Volume	15	12	0	0	27
Pk Hr Factor	0.875	0.600	0.000	0.000	0.679	Pk Hr Factor	0.625	0.500	0.000	0.000	0.844

Prepared by NDS/ATD

VOLUME

Calhoun Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_003

DAILY TOTALS	NB	SB	EB	WB	Total
	159	179	0	0	338

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	2		0						2	
00:45	0	2	0						0	2
01:00	1		0						1	
01:15	0		0						0	
01:30	0		0						0	
01:45	0	1	0						0	1
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		2						2	
05:30	0		0						0	
05:45	2	2	0	2					2	4
06:00	0		4						4	
06:15	1		2						3	
06:30	0		1						1	
06:45	2	3	0	7					2	10
07:00	1		2						3	
07:15	0		3						3	
07:30	1		5						6	
07:45	2	4	9	19					11	23
08:00	4		1						5	
08:15	0		3						3	
08:30	2		3						5	
08:45	1	7	4	11					5	18
09:00	3		3						6	
09:15	1		5						6	
09:30	0		4						4	
09:45	6	10	7	19					13	29
10:00	1		2						3	
10:15	4		2						6	
10:30	1		4						5	
10:45	2	8	3	11					5	19
11:00	7		2						9	
11:15	3		1						4	
11:30	2		2						4	
11:45	2	14	6	11					8	25
TOTALS		51		80						**131**
SPLIT %		38.9%		61.1%						**38.8%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	3		3						6	
12:15	2		2						4	
12:30	3		3						6	
12:45	2	10	5	13					7	23
13:00	4		2						6	
13:15	4		3						7	
13:30	4		3						7	
13:45	3	15	3	11					6	26
14:00	2		2						4	
14:15	6		3						9	
14:30	6		4						10	
14:45	3	17	4	13					7	30
15:00	5		4						9	
15:15	1		1						2	
15:30	0		0						0	
15:45	1	7	2	7					3	14
16:00	2		4						6	
16:15	4		4						8	
16:30	4		3						7	
16:45	3	13	3	14					6	27
17:00	4		5						9	
17:15	4		3						7	
17:30	1		4						5	
17:45	2	11	2	14					4	25
18:00	2		8						10	
18:15	2		3						5	
18:30	1		0						1	
18:45	2	7	3	14					5	21
19:00	4		2						6	
19:15	3		0						3	
19:30	3		1						4	
19:45	3	13	1	4					4	17
20:00	2		2						4	
20:15	2		2						4	
20:30	3		1						4	
20:45	1	8	1	6					2	14
21:00	0		0						0	
21:15	2		1						3	
21:30	2		0						2	
21:45	0	4	1	2					1	6
22:00	2		0						2	
22:15	0		0						0	
22:30	1		1						2	
22:45	0	3	0	1					0	4
23:00	0		0						0	
23:15	0		0						0	
23:30	0		0						0	
23:45	0		0						0	
TOTALS		108		99						**207**
SPLIT %		52.2%		47.8%						**61.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	159	179	0	0	338

AM Peak Hour	10:15	07:00			**09:00**
AM Pk Volume	14	19			**29**
Pk Hr Factor	0.500	0.528			**0.558**
7 - 9 Volume	11	30	0	0	**41**
7 - 9 Peak Hour	07:45	07:00			**07:15**
7 - 9 Pk Volume	8	19	0	0	**25**
Pk Hr Factor	0.500	0.528	0.000	0.000	**0.568**

PM Peak Hour	14:15	17:15			**14:15**
PM Pk Volume	20	17			**35**
Pk Hr Factor	0.833	0.531			**0.875**
4 - 6 Volume	24	28	0	0	**52**
4 - 6 Peak Hour	16:15	16:15			**16:15**
4 - 6 Pk Volume	15	15	0	0	**30**
Pk Hr Factor	0.938	0.750	0.000	0.000	**0.833**

Prepared by NDS/ATD

VOLUME

Stansbury Ave N/O Riverside Dr

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_004

DAILY TOTALS	NB	SB	EB	WB	Total
	430	168	0	0	598

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	10		4						14	
00:15	1		0						1		12:15	8		3						11	
00:30	0		0						0		12:30	10		2						12	
00:45	0	1	0						0	1	12:45	12	40	2	11					14	51
01:00	0		0						0		13:00	8		4						12	
01:15	1		0						1		13:15	5		2						7	
01:30	1		0						1		13:30	10		4						14	
01:45	0	2	0						0	2	13:45	9	32	4	14					13	46
02:00	0		0						0		14:00	10		4						14	
02:15	0		0						0		14:15	9		4						13	
02:30	0		0						0		14:30	11		7						18	
02:45	0		0						0		14:45	14	44	5	20					19	64
03:00	0		0						0		15:00	16		3						19	
03:15	0		0						0		15:15	13		6						19	
03:30	0		0						0		15:30	10		4						14	
03:45	0		0						0		15:45	14	53	5	18					19	71
04:00	0		0						0		16:00	14		5						19	
04:15	0		0						0		16:15	10		4						14	
04:30	0		0						0		16:30	11		5						16	
04:45	0		0						0		16:45	11	46	2	16					13	62
05:00	0		0						0		17:00	15		5						20	
05:15	0		0						0		17:15	9		6						15	
05:30	0		1						1		17:30	11		8						19	
05:45	0		1	2					1	2	17:45	7	42	1	20					8	62
06:00	0		1						1		18:00	5		3						8	
06:15	0		1						1		18:15	4		3						7	
06:30	1		3						4		18:30	15		1						16	
06:45	0	1	0	5					0	6	18:45	8	32	1	8					9	40
07:00	0		1						1		19:00	6		1						7	
07:15	0		0						0		19:15	12		2						14	
07:30	2		2						4		19:30	10		3						13	
07:45	0	2	2	5					2	7	19:45	5	33	1	7					6	40
08:00	2		2						4		20:00	3		3						6	
08:15	4		1						5		20:15	2		2						4	
08:30	5		2						7		20:30	4		1						5	
08:45	4	15	2	7					6	22	20:45	3	12	0	6					3	18
09:00	6		1						7		21:00	2		0						2	
09:15	6		0						6		21:15	1		1						2	
09:30	4		3						7		21:30	0		0						0	
09:45	6	22	3	7					9	29	21:45	0	3	1	2					1	5
10:00	1		0						1		22:00	3		0						3	
10:15	7		1						8		22:15	0		0						0	
10:30	4		3						7		22:30	0		0						0	
10:45	1	13	4	8					5	21	22:45	0	3	1	1					1	4
11:00	8		2						10		23:00	1		0						1	
11:15	6		2						8		23:15	0		0						0	
11:30	8		3						11		23:30	0		1						1	
11:45	11	33	2	9					13	42	23:45	0	1	1	2					1	3
TOTALS		89		43						132	TOTALS		341		125						466
SPLIT %		67.4%		32.6%						22.1%	SPLIT %		73.2%		26.8%						77.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	430	168	0	0	598

AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	39	12			50	PM Pk Volume	54	21			75
Pk Hr Factor	0.886	0.750			0.893	Pk Hr Factor	0.844	0.750			0.987
7 - 9 Volume	17	12	0	0	29	4 - 6 Volume	88	36	0	0	124
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	15	7	0	0	22	4 - 6 Pk Volume	47	21	0	0	67
Pk Hr Factor	0.750	0.875	0.000	0.000	0.786	Pk Hr Factor	0.783	0.656	0.000	0.000	0.838

Prepared by NDS/ATD

VOLUME

Valleyheart Dr E/O Hazeltine Ave

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	596	625	1,221

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		1		4		12:00			9		6		15	
00:15			2		0		2		12:15			4		5		9	
00:30			2		0		2		12:30			6		7		13	
00:45			0	7	3	4	3	11	12:45			13	32	9	27	22	59
01:00			2		0		2		13:00			9		11		20	
01:15			1		0		1		13:15			12		10		22	
01:30			0		0		0		13:30			13		11		24	
01:45			0	3	1	1	1	4	13:45			12	46	17	49	29	95
02:00			0		0		0		14:00			10		11		21	
02:15			0		0		0		14:15			7		14		21	
02:30			0		0		0		14:30			13		15		28	
02:45			0		0		0		14:45			10	40	11	51	21	91
03:00			1		0		1		15:00			12		14		26	
03:15			0		0		0		15:15			11		10		21	
03:30			0		0		0		15:30			12		17		29	
03:45			0	1	0		0	1	15:45			9	44	15	56	24	100
04:00			0		0		0		16:00			11		12		23	
04:15			0		0		0		16:15			14		15		29	
04:30			0		2		2		16:30			15		12		27	
04:45			1	1	1	3	2	4	16:45			16	56	11	50	27	106
05:00			0		1		1		17:00			10		19		29	
05:15			0		0		0		17:15			10		13		23	
05:30			2		0		2		17:30			14		10		24	
05:45			1	3	1	2	2	5	17:45			10	44	9	51	19	95
06:00			2		1		3		18:00			10		9		19	
06:15			5		2		7		18:15			13		11		24	
06:30			4		4		8		18:30			19		8		27	
06:45			2	13	3	10	5	23	18:45			4	46	12	40	16	86
07:00			3		3		6		19:00			9		6		15	
07:15			4		9		13		19:15			8		1		9	
07:30			6		6		12		19:30			9		6		15	
07:45			9	22	13	31	22	53	19:45			16	42	6	19	22	61
08:00			12		14		26		20:00			5		7		12	
08:15			12		12		24		20:15			14		5		19	
08:30			5		9		14		20:30			9		6		15	
08:45			10	39	13	48	23	87	20:45			8	36	4	22	12	58
09:00			4		6		10		21:00			1		3		4	
09:15			5		12		17		21:15			5		2		7	
09:30			10		9		19		21:30			1		6		7	
09:45			5	24	9	36	14	60	21:45			3	10	0	11	3	21
10:00			5		13		18		22:00			5		5		10	
10:15			8		7		15		22:15			3		5		8	
10:30			8		15		23		22:30			9		4		13	
10:45			8	29	12	47	20	76	22:45			1	18	3	17	4	35
11:00			6		13		19		23:00			3		1		4	
11:15			7		8		15		23:15			1		1		2	
11:30			10		3		13		23:30			4		1		5	
11:45			7	30	22	46	29	76	23:45			2	10	1	4	3	14
TOTALS				172		228		**400**	**TOTALS**				424		397		**821**
SPLIT %				43.0%		57.0%		**32.8%**	**SPLIT %**				51.6%		48.4%		**67.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	596	625	1,221

AM Peak Hour				07:30		07:45		**08:00**	**PM Peak Hour**				16:00		15:30		**16:15**
AM Pk Volume				39		48		**87**	**PM Pk Volume**				56		59		**112**
Pk Hr Factor				0.813		0.857		**0.837**	**Pk Hr Factor**				0.875		0.868		**0.966**
7 - 9 Volume	0	0		61		79		**140**	**4 - 6 Volume**	0	0		100		101		**201**
7 - 9 Peak Hour				07:30		07:45		**08:00**	**4 - 6 Peak Hour**				16:00		16:15		**16:15**
7 - 9 Pk Volume	0	0		39		48		**87**	**4 - 6 Pk Volume**	0	0		56		57		**112**
Pk Hr Factor	0.000	0.000		0.813		0.857		**0.837**	**Pk Hr Factor**	0.000	0.000		0.875		0.750		**0.966**

Prepared by NDS/ATD

VOLUME

Milbank St E/O Hazeltine Ave

Day: Tuesday
Date: 12/9/2014

City: Sherman Oaks
Project #: CA14_5808_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,283	1,076	2,359

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			24		13		37	
00:15			2		1		3		12:15			22		20		42	
00:30			1		2		3		12:30			19		17		36	
00:45			5	8	2	6	7	14	12:45			21	86	18	68	39	154
01:00			0		2		2		13:00			18		18		36	
01:15			0		3		3		13:15			19		17		36	
01:30			1		1		2		13:30			22		18		40	
01:45			2	3	1	7	3	10	13:45			23	82	22	75	45	157
02:00			1		1		2		14:00			13		15		28	
02:15			0		0		0		14:15			19		15		34	
02:30			2		3		5		14:30			21		12		33	
02:45			0	3	0	4	0	7	14:45			30	83	18	60	48	143
03:00			0		0		0		15:00			34		24		58	
03:15			0		1		1		15:15			19		30		49	
03:30			0		0		0		15:30			31		22		53	
03:45			1	1	0	1	1	2	15:45			24	108	18	94	42	202
04:00			0		0		0		16:00			34		21		55	
04:15			0		0		0		16:15			24		23		47	
04:30			0		0		0		16:30			33		25		58	
04:45			0		1	1	1	1	16:45			23	114	24	93	47	207
05:00			2		1		3		17:00			37		30		67	
05:15			1		0		1		17:15			27		24		51	
05:30			1		0		1		17:30			31		17		48	
05:45			2	6	4	5	6	11	17:45			25	120	25	96	50	216
06:00			3		0		3		18:00			25		19		44	
06:15			4		5		9		18:15			25		27		52	
06:30			4		9		13		18:30			37		18		55	
06:45			5	16	7	21	12	37	18:45			20	107	19	83	39	190
07:00			9		12		21		19:00			23		13		36	
07:15			12		11		23		19:15			24		14		38	
07:30			18		15		33		19:30			20		17		37	
07:45			11	50	20	58	31	108	19:45			24	91	12	56	36	147
08:00			18		14		32		20:00			16		11		27	
08:15			28		24		52		20:15			12		9		21	
08:30			21		17		38		20:30			11		7		18	
08:45			20	87	23	78	43	165	20:45			18	57	8	35	26	92
09:00			17		17		34		21:00			12		5		17	
09:15			15		23		38		21:15			7		11		18	
09:30			11		15		26		21:30			10		7		17	
09:45			15	58	15	70	30	128	21:45			5	34	6	29	11	63
10:00			14		9		23		22:00			6		7		13	
10:15			11		16		27		22:15			8		4		12	
10:30			19		12		31		22:30			9		7		16	
10:45			18	62	16	53	34	115	22:45			4	27	2	20	6	47
11:00			18		13		31		23:00			5		0		5	
11:15			19		18		37		23:15			4		3		7	
11:30			13		11		24		23:30			0		1		1	
11:45			20	70	17	59	37	129	23:45			1	10	0	4	1	14
TOTALS				364		363		**727**	**TOTALS**				919		713		**1632**
SPLIT %				50.1%		49.9%		**30.8%**	**SPLIT %**				56.3%		43.7%		**69.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,283	1,076	2,359

AM Peak Hour			08:00	08:15	**08:15**	**PM Peak Hour**			16:30	16:30	**16:30**
AM Pk Volume			87	81	**167**	**PM Pk Volume**			120	103	**223**
Pk Hr Factor			0.777	0.844	**0.803**	**Pk Hr Factor**			0.811	0.858	**0.832**
7 - 9 Volume	0	0	137	136	**273**	**4 - 6 Volume**	0	0	234	189	**423**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:30	16:30	**16:30**
7 - 9 Pk Volume	0	0	87	78	**165**	**4 - 6 Pk Volume**	0	0	120	103	**223**
Pk Hr Factor	0.000	0.000	0.777	0.813	**0.793**	**Pk Hr Factor**	0.000	0.000	0.811	0.858	**0.832**

APPENDIX F

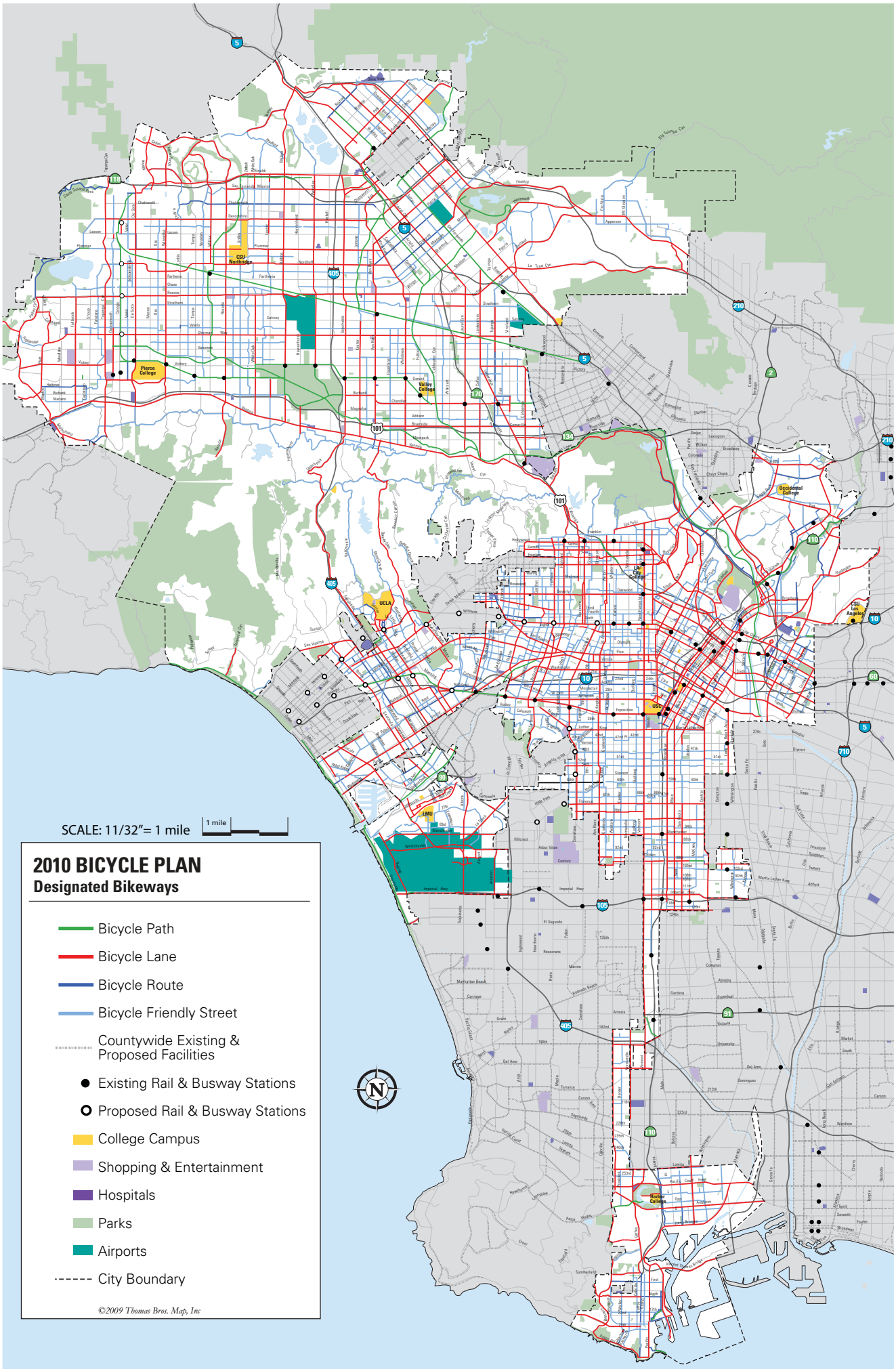
RELATED PROJECT TRIP GENERATION

No	Location			Description	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	5800 Fulton Av			LA Valley College Expansion	5,700	441	97	538	212	120	332
2	14121 Ventura Bl	88	units	Apartment	516	7	32	39	31	15	46
		6,000	sf	Retail	239	4	3	7	6	8	14
		3,500	sf	Fast Food without Drive Through	1,253	46	31	77	24	23	47
		(7,000)	sf	Demolish	2,008	57	66	123	61	46	107
3	15365 Magnolia Bl	225	student	Emek Hebrew Academy Expansion	604	114	93	207	41	54	95
4	4805 N Sepulveda Bl	325	units	Apartment	2,161	24	119	143	113	56	169
	(Il Villaggio)	52,000	sf	Retail	2,220	31	19	50	93	100	193
					4,382	55	138	193	206	156	362
5	15222 Ventura Bl	50	units	Condominium	291	4	18	22	17	9	26
	(complete-not occupied at time of counts)	4,590	sf	Retail	196	3	2	4	8	9	17
					486	6	20	26	26	17	43
6	14006 Riverside Dr	220,000	sf	Fashion Square Expansion	2,855	58	37	95	229	247	476
7	3900 Stansbury Av	80	student	Buckley School Expansion	329	42	33	75	22	25	47
8	15729 Ventura Bl	259	student	Valley Beth Shalom Expansion	1,000	72	63	135	63	48	101
9	5700 N Sepulveda Bl	97	units	Condominium	426	5	27	32	25	13	38
		34,775	sf	Retail	1,387	22	15	37	37	48	85
					1,813	27	42	69	62	61	123
10	14049 Ventura Bl	27,389	sf	Supermarket Expansion	1,875	54	35	89	146	140	286
11	14708 Ventura Bl	6,880	sf	Restaurant	975	33	22	55	48	42	90
12	15315 Dickens St	10,000	sf	Coffee Shop	1,300	60	60	120	70	50	120
13	13401 Riverside Drive*			Chase Knolls							
		141	units	Apartments	938	14	58	72	57	30	87

* based on current ITE rates (prior study less trips)

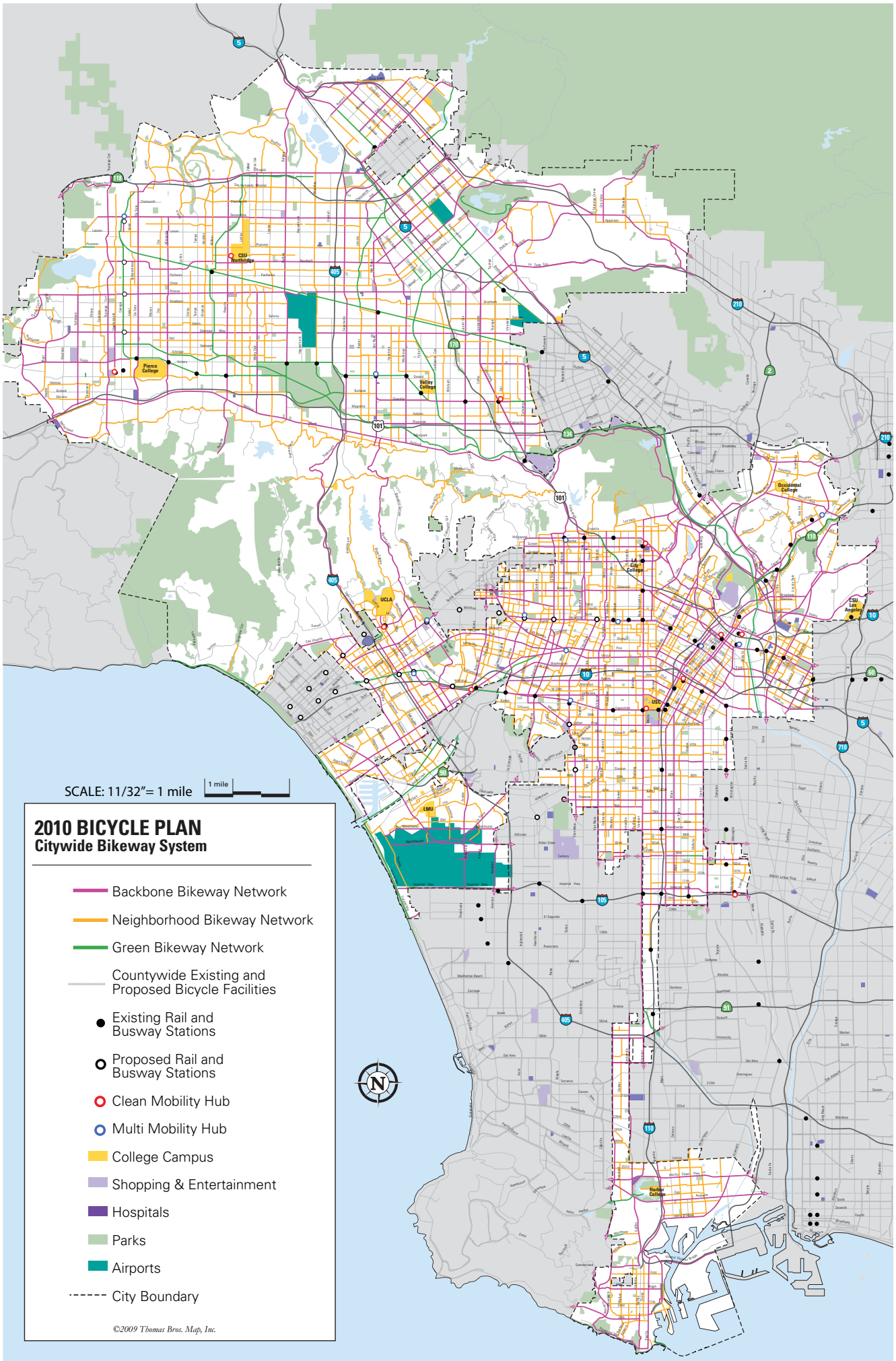
APPENDIX G

BICYCLE MASTER PLANS



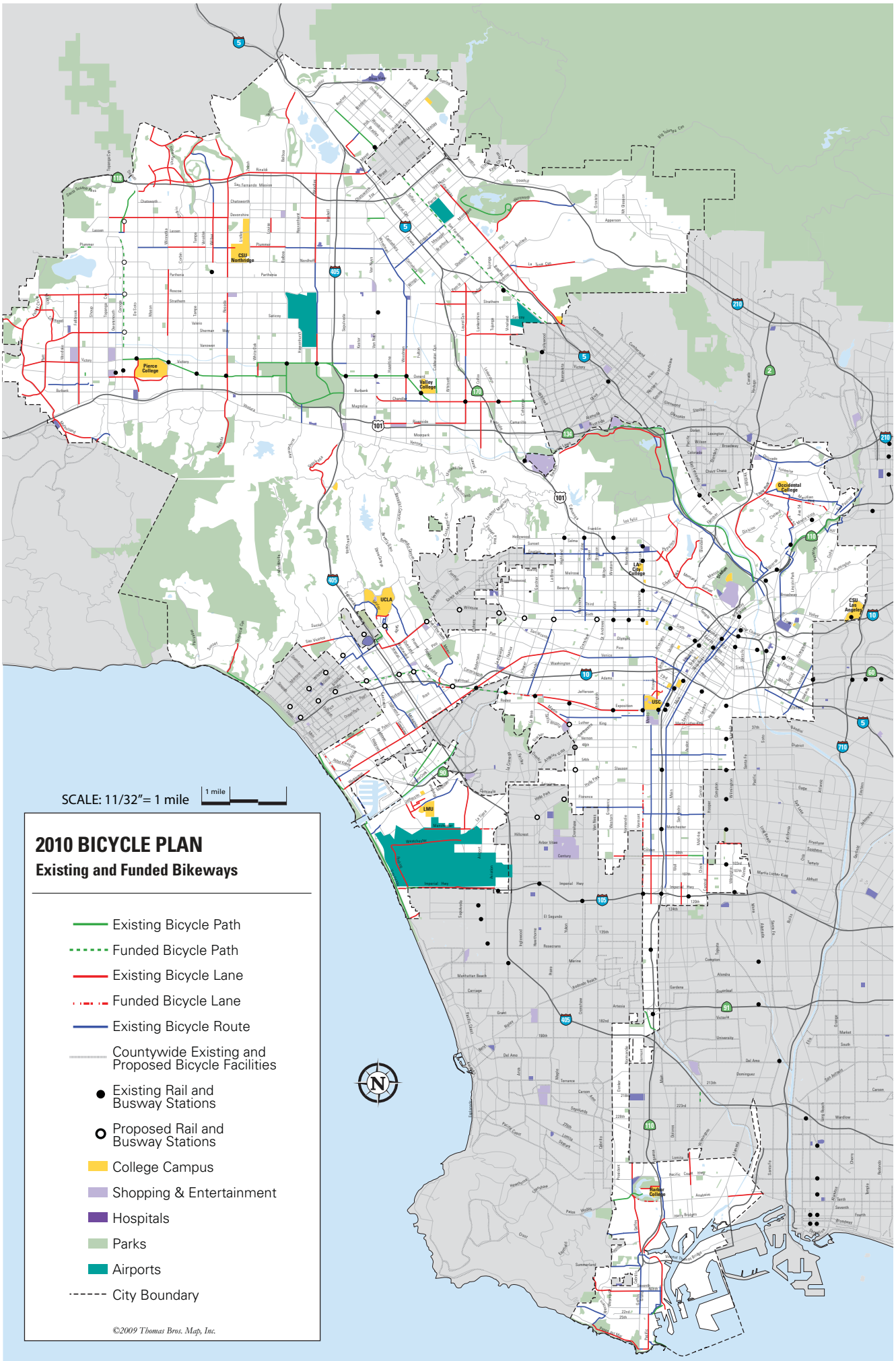
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APPENDIX H

CONSTRUCTION SUMMARY SCHEDULE

Sunkist Project
Construction Assumptions for the Air Quality Analysis

1) **Site Clearing**
    - 32,000 sq yds of pavement (115 lbs per sq yd-one inch thick) or 7,200 tons at 4-inches thick
    - Maximum of 30 haul truck trips/day
    - 20 trips for workers
    - Equipment on Worst-case day
        - 2- Backhoe Breakers (8 hrs per day)
        - 2-Loaders (8 hr per day)
        - 2-Air Compressor (8 hrs per day)
        - 2-Concrete Saw (8 hrs per day)

2) **Shoring**
    - Maximum of 10 delivery truck trips/day
    - 20 trips for workers
    - Equipment on Worst-case day
        - 2-Cranes (8 hrs per day)
        - 2-Bore/Drill Rig (8 hr per day)
        - 2-Loaders (8 hrs per day)

3) **Concurrent Excavation of Buildings A/B/C and Garage**
    - 79,017 cubic of export (130,699/2.5 months plus 26,738 cy)
    - Maximum of 242 haul truck trips/day (15.5 cy capacity trucks)
    - 30 trips for workers
    - Equipment on Worst-case day
        - 2- Excavators (8 hrs per day)
        - 2-Loaders (8 hr per day)
        - 2-Cranes (4 hrs per day)
        - 2-Welders (8 hrs per day)

4) **Concurrent Excavation of Buildings A/B/C and Construction of Garage**
    - 78,419 cubic of export remaining
    - Maximum of 158 haul truck trips/day (15.5 cy capacity trucks)
    - Maximum of 40 concrete/delivery truck trips/day
    - 20 trips for excavation workers and 80 trips for garage construction
    - Equipment on Worst-case day for excavation
        - 2- Excavators (8 hrs per day)
        - 2-Loaders (8 hr per day)
        - 1-Cranes (8 hrs per day)
        - 1-Welders (8 hrs per day)
    - Equipment on Worst-case day for garage construction
        - 2-Cement and Mortar Mixers (8 hrs per day)
        - 1-Concrete Saw (8 hrs per day)
        - 1-Cranes (8 hrs per day)
        - 2-Plate Compactors (8 hrs per day)

- 2-Concrete Pumps (8 hrs per day)
- 2-Welders (8 hrs per day)
- 2-Air Compressor (8 hrs per day)
- 2-Aerial Lift (8 hrs per day)
- 2-Forklift (8 hrs per day)

5) **Concurrent Construction of Buildings A/B/C and Garage**
   - Maximum of 60 concrete/delivery truck trips/day
   - 150 trips for workers
   - Equipment on Worst-case day for garage construction
     - 2-Cement and Mortar Mixers (8 hrs per day)
     - 2-Concrete Saw (8 hrs per day)
     - 2-Cranes (8 hrs per day)
     - 2-Plate Compactors (8 hrs per day)
     - 2-Concrete Pumps (8 hrs per day)
     - 3-Welders (8 hrs per day)
     - 3-Air Compressor (8 hrs per day)
     - 4-Aerial Lift (8 hrs per day)
     - 3-Forklifts (8 hrs per day)
     - 2-Tractor/Backhoe (8 hrs per day)

6) **Construction of Buildings A/B/C**
   - Maximum of 20 delivery/concrete/haul truck trips/day
   - 100 trips for workers
   - Equipment
     - 2-Cement and Mortar Mixers (8 hrs per day)
     - 1-Concrete Saw (8 hrs per day)
     - 1-Cranes (8 hrs per day)
     - 2-Plate Compactors (8 hrs per day)
     - 2-Concrete Pumps (8 hrs per day)
     - 2-Welders (8 hrs per day)
     - 2-Air Compressor (8 hrs per day)
     - 2-Aerial Lift (8 hrs per day)
     - 2-Forklift (8 hrs per day)

7) **Paving/Concrete/Landscape**
   - Maximum of 10 delivery/haul truck rips/day
   - 40 trips for workers
   - Equipment
     - 2-Cement and Mortar Mixer (8 hrs per day)
     - 1-Paving Equipment (8 hrs per day)
     - 1-Paver (8 hrs per day)
     - 1-Roller (8 hrs per day)
     - 2-Tractor/Loader/Backhoe (8 hrs per day)
     - 2-Skid Steer Loaders (8 hrs per day)

APPENDIX I

LEVEL OF SERVICE WORKSHEETS

&

ACCESS EVALUATION WORKSHEETS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
1	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**	0	91	**91**	7	104	1	**104**	0	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	905	1	503	10	915	508	44	1004	1	555	10	1014	1	560	0	1014	1	560
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	132	1	132	0	132	132	2	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1169	1	**641**	6	1175	**644**	29	1270	1	**695**	6	1276	1	**698**	0	1276	1	**698**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	**77**	0	77	**77**	4	86	1	86	0	86	1	86	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	860	1	493	2	862	496	34	947	1	**540**	2	949	1	**544**	0	948	1	543
	Through-Right		1							1				1				1	
	Right	125	0	125	5	130	130	0	133	0	133	5	138	0	138	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	0	104	104	0	110	1	**110**	0	110	1	**110**	0	110	1	110
	Left-Through		0							0				0				0	
	Through	948	1	**522**	11	959	**527**	17	1023	1	563	11	1034	1	568	0	1034	1	**568**
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	1	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		732	*North-South:*		735	*North-South:*			799	*North-South:*			802	*North-South:*			802
		East-West:		599	*East-West:*		604	*East-West:*			650	*East-West:*			654	*East-West:*			654
		SUM:		1331	*SUM:*		1339	*SUM:*			1449	*SUM:*			1456	*SUM:*			1456
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.893				0.966				0.971				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.793**				**0.866**				**0.871**				**0.871**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
1	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	134	1	134	0	134	134	5	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	1356	1	**757**	10	1366	**762**	56	1495	1	**831**	10	1505	1	**836**	0	1505	1	**836**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	167	0	167	0	167	0	167	0	167	0	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	80	1	**80**	0	80	**80**	0	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	945	1	530	14	959	537	53	1056	1	589	14	1070	1	596	0	1070	1	596
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	110	1	110	0	110	110	5	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	984	1	**555**	7	991	**563**	25	1069	1	**602**	7	1076	1	**610**	0	1076	1	**610**
	Through-Right		1							1				1				1	
	Right	126	0	126	9	135	135	0	134	0	134	9	143	0	143	0	143	0	143
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	**84**	0	84	**84**	0	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	769	1	428	12	781	434	19	835	1	464	12	847	1	470	0	847	1	470
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	1	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		837	*North-South:*		842	*North-South:*		916		*North-South:*		921		*North-South:*		921	
		East-West:		639	*East-West:*		647	*East-West:*		691		*East-West:*		699		*East-West:*		699	
		SUM:		1476	*SUM:*		1489	*SUM:*		1607		*SUM:*		1620		*SUM:*		1620	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.993			1.071				1.080					1.080
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.884**			**0.893**			**0.971**				**0.980**					**0.980**
	LEVEL OF SERVICE (LOS):			D			D			E				E					E

REMARKS: mitigation - transit connectivity

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
2	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1031	2	**516**	0	1031	**516**	44	1138	2	**569**	0	1138	2	**569**	0	1138	2	**569**
Through-Right		1							1				1				1	
Right	612	0	477	22	634	487	7	656	0	511	22	678	0	521	-2	676	0	520
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	170	1	**170**	9	179	**179**	7	187	1	**187**	9	196	1	**196**	-1	196	1	**196**
Left-Through		0							0				0				0	
Through	1226	3	409	0	1226	409	29	1330	3	443	0	1330	3	443	0	1330	3	443
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	492	2	**271**	42	534	**294**	7	529	2	**291**	42	571	2	**314**	-4	567	2	**312**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	189	1	104	8	197	108	7	208	1	115	8	216	1	118	-1	215	1	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		686	*North-South:*		695	*North-South:*			756	*North-South:*			765	*North-South:*			765
	East-West:		271	*East-West:*		294	*East-West:*			291	*East-West:*			314	*East-West:*			312
	SUM:		957	*SUM:*		989	*SUM:*			1047	*SUM:*			1079	*SUM:*			1077
VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.659				0.698				0.719				0.718
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.538**			**0.559**				**0.598**				**0.619**				**0.618**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
2	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2			2							
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0							
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2							
	Override Capacity		0			0			0			0							
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1462	2	**652**	0	1462	**671**	34	1585	2	**712**	0	1585	2	**730**	0	1585	2	**729**
	Through-Right		1							1				1				1	
	Right	495	0	495	55	550	550	26	551	0	551	55	606	0	606	-6	601	0	601
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	1	**134**	19	153	**153**	26	168	1	**168**	19	187	1	**187**	-2	185	1	**185**
	Left-Through		0							0				0				0	
	Through	1168	3	389	0	1168	389	33	1272	3	424	0	1272	3	424	0	1272	3	424
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	559	2	**307**	38	597	**328**	27	620	2	**341**	38	658	2	**362**	-4	654	2	**360**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	267	1	200	6	273	197	27	310	1	226	6	316	1	223	-1	316	1	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	786		*North-South:*	824		*North-South:*	880			*North-South:*	917			*North-South:*	914		
		East-West:	307		*East-West:*	328		*East-West:*	341			*East-West:*	362			*East-West:*	360		
		SUM:	1093		*SUM:*	1152		*SUM:*	1221			*SUM:*	1279			*SUM:*	1274		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.729			0.768			0.814				0.853				0.849		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.629**			**0.668**			**0.714**				**0.753**				**0.749**		
	LEVEL OF SERVICE (LOS):		**B**			**B**			**C**				**C**				**C**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	Δ*v/c* after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
3	East-West Street:	NB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	353	2	**194**	0	353	**194**	13	388	2	**213**	0	388	2	**213**	0	388	2	**213**
Left-Through		0							0				0				0	
Through	1275	3	425	22	1297	432	44	1397	3	466	22	1419	3	473	0	1419	3	473
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	947	2	**429**	18	965	**439**	29	1034	2	**463**	18	1052	2	**473**	0	1052	2	**473**
Through-Right		1							1				1				1	
Right	769	1	0	23	792	0	0	816	1	0	23	839	1	0	0	839	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	236	1	**202**	0	236	**202**	0	250	1	**216**	0	250	1	**216**	0	250	1	**216**
Left-Through		0							0				0				0	
Through	4	0	202	0	4	202	0	4	0	216	0	4	0	216	0	4	0	216
Through-Right		0							0				0				0	
Right	366	1	0	0	366	0	7	395	1	0	0	395	1	0	0	395	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		623	*North-South:*		633	*North-South:*			676	*North-South:*			686	*North-South:*			686
	East-West:		202	*East-West:*		202	*East-West:*			216	*East-West:*			216	*East-West:*			216
	SUM:		825	*SUM:*		835	*SUM:*			892	*SUM:*			902	*SUM:*			902
VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.586				0.626				0.633				0.633
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.479**			**0.486**				**0.526**				**0.533**				**0.533**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
3	East-West Street:	NB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	517	2	**284**	0	517	**284**	22	571	2	**314**	0	571	2	**314**	0	571	2	**314**
	Left-Through		0							0				0				0	
	Through	1681	3	560	33	1714	571	55	1839	3	613	55	1894	3	631	0	1894	3	631
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1051	2	**427**	21	1072	**437**	54	1169	2	**466**	18	1187	2	**476**	0	1187	2	**476**
	Through-Right		1							1				1				1	
	Right	655	1	0	19	674	0	0	695	1	0	20	715	1	0	0	715	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	234	1	**167**	0	234	**167**	0	248	1	**179**	0	248	1	**179**	0	248	1	**179**
	Left-Through		0							0				0				0	
	Through	3	0	167	0	3	167	0	3	0	179	0	3	0	179	0	3	0	179
	Through-Right		0							0				0				0	
	Right	265	1	0	0	265	0	5	286	1	0	0	286	1	0	0	286	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		711	*North-South:*		721	*North-South:*			780	*North-South:*			790	*North-South:*			790
		East-West:		167	*East-West:*		167	*East-West:*			179	*East-West:*			179	*East-West:*			179
		SUM:		878	*SUM:*		888	*SUM:*			959	*SUM:*			969	*SUM:*			969
	VOLUME/CAPACITY *(V/C)* RATIO:			0.616			0.623				0.673				0.680				0.680
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.516**			**0.523**				**0.573**				**0.580**				**0.580**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
4	East-West Street:	SB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	662	3	203	10	672	206	48	751	3	228	10	761	3	230	0	761	3	230
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	300	1	300	0	300	300	4	322	1	322	0	322	1	322	0	322	1	322
	Left-Through		0							0				0				0	
	Through	1060	2	**530**	18	1078	**539**	25	1150	2	**575**	18	1168	2	**584**	0	1168	2	**584**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	785	1	471	12	797	475	6	839	1	507	12	851	1	511	0	851	1	511
	Left-Through		0							0				0				0	
	Through	5	0	**471**	0	5	**475**	0	5	0	**507**	0	5	0	**511**	0	5	0	**511**
	Through-Right		0							0				0				0	
	Right	623	1	0	0	623	0	15	676	1	0	0	676	1	0	0	676	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		530	*North-South:*		539	*North-South:*			575	*North-South:*			584	*North-South:*			584
		East-West:		471	*East-West:*		475	*East-West:*			507	*East-West:*			511	*East-West:*			511
		SUM:		1001	*SUM:*		1014	*SUM:*			1082	*SUM:*			1095	*SUM:*			1095
VOLUME/CAPACITY (*V/C*) RATIO:				0.702			0.712				0.759				0.768				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.602**			**0.612**				**0.659**				**0.668**				**0.668**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VAN NUYS BOULEVARD	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
4	East-West Street:	SB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1439	3	**435**	26	1465	**441**	51	1578	3	**474**	26	1604	3	**480**	0	1604	3	**480**
	Through-Right		1							1				1				1	
	Right	299	0	299	0	299	299	0	317	0	317	0	317	0	317	0	317	0	317
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	278	1	**278**	0	278	**278**	25	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	995	2	498	18	1013	507	29	1085	2	543	18	1103	2	552	0	1103	2	552
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	760	1	444	30	790	454	23	830	1	486	30	860	1	496	0	860	1	496
	Left-Through		0							0				0				0	
	Through	9	0	**444**	0	9	**454**	0	10	0	**486**	0	10	0	**496**	0	10	0	**496**
	Through-Right		0							0				0				0	
	Right	562	1	0	0	562	0	23	619	1	0	0	619	1	0	0	619	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		713	North-South:		719	North-South:			794	North-South:			800	North-South:			800
		East-West:		444	East-West:		454	East-West:			486	East-West:			496	East-West:			496
		SUM:		1157	SUM:		1173	SUM:			1280	SUM:			1296	SUM:			1296
VOLUME/CAPACITY (*V/C*) RATIO:				0.812			0.823				0.898				0.909				0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.712**			**0.723**				**0.798**				**0.809**				**0.809**
LEVEL OF SERVICE (LOS):				C			C				C				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
5	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**	11	102	**102**	1	98	1	**98**	11	109	1	**109**	-1	107	1	**107**
	Left-Through		0							0				0				0	
	Through	363	1	210	17	380	225	36	421	1	240	17	438	1	256	-2	437	1	255
	Through-Right		1							1				1				1	
	Right	56	0	56	14	70	70	0	59	0	59	14	73	0	73	-1	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	909	1	**496**	10	919	**501**	27	992	1	**540**	10	1002	1	**545**	-1	1001	1	**545**
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	55	0	55	55	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	799	1	**528**	0	799	**529**	33	881	1	**577**	0	881	1	**578**	0	881	1	**577**
	Through-Right		1							1				1				1	
	Right	256	0	256	2	258	258	0	272	0	272	2	274	0	274	0	273	0	273
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**	7	154	**154**	0	156	1	**156**	7	163	1	**163**	-1	162	1	**162**
	Left-Through		0							0				0				0	
	Through	826	1	462	0	826	462	14	891	1	498	0	891	1	498	0	891	1	498
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	1	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		587	North-South:		603	North-South:			638	North-South:			654	North-South:			652
		East-West:		675	East-West:		683	East-West:			733	East-West:			741	East-West:			739
		SUM:		1262	SUM:		1286	SUM:			1371	SUM:			1395	SUM:			1391
VOLUME/CAPACITY (*V/C*) RATIO:				0.841			0.857				0.914				0.930				0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.741**			**0.757**				**0.814**				**0.830**				**0.827**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
5	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	12	169	169	1	168	1	168	12	180	1	180	-1	178	1	178
	Left-Through		0							0				0				0	
	Through	901	1	**506**	16	917	**520**	58	1014	1	**566**	16	1030	1	**580**	-2	1029	1	**579**
	Through-Right		1							1				1				1	
	Right	111	0	111	12	123	123	0	118	0	118	12	130	0	130	-1	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	**49**	0	49	**49**	0	52	1	**52**	0	52	1	**52**	0	52	1	**52**
	Left-Through		0							0				0				0	
	Through	589	1	338	24	613	350	57	682	1	387	24	706	1	399	-2	704	1	398
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	942	1	**553**	0	942	**556**	22	1022	1	**598**	0	1022	1	**601**	0	1022	1	**601**
	Through-Right		1							1				1				1	
	Right	163	0	163	7	170	170	0	173	0	173	7	180	0	180	-1	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	**91**	18	109	**109**	0	97	1	**97**	18	115	1	**115**	-2	113	1	**113**
	Left-Through		0							0				0				0	
	Through	698	1	376	0	698	376	17	758	1	408	0	758	1	408	0	758	1	408
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	1	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		555	North-South:		569	North-South:			618	North-South:			632	North-South:			631
		East-West:		644	East-West:		665	East-West:			695	East-West:			716	East-West:			714
		SUM:		1199	SUM:		1234	SUM:			1313	SUM:			1348	SUM:			1345
	VOLUME/CAPACITY (V/C) RATIO:			0.799			0.823				0.875				0.899				0.897
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.699			0.723				0.775				0.799				0.797
	LEVEL OF SERVICE (LOS):			B			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.024 — Δ*v/c* after mitigation: 0.022

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/30/2016
6	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	67	1	**67**	24	91	**91**	0	71	1	**71**	24	95	1	**95**	-2	93	1	**93**
Left-Through		0							0				0				0	
Through	331	2	166	0	331	166	34	385	2	193	0	385	2	193	0	385	2	193
Through-Right		0							0				0				0	
Right	144	1	2	0	144	0	0	153	1	3	0	153	1	0	0	153	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	296	1	296	0	296	296	1	315	1	315	0	315	1	315	0	315	1	315
Left-Through		0							0				0				0	
Through	929	1	**497**	0	929	**497**	27	1013	1	**541**	0	1013	1	**541**	0	1013	1	**541**
Through-Right		1							1				1				1	
Right	64	0	64	0	64	64	0	68	0	68	0	68	0	68	0	68	0	68
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	27	1	27	0	27	27	0	29	1	29	0	29	1	29	0	29	1	29
Left-Through		0							0				0				0	
Through	733	1	**407**	24	757	**419**	18	796	1	**443**	24	820	1	**455**	-2	817	2	**409**
Through-Right		1							1				1				0	
Right	81	0	81	0	81	81	3	89	0	89	0	89	0	89	0	89	1	43
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	284	1	**284**	26	310	**310**	0	301	1	**301**	26	327	1	**327**	-3	325	1	**325**
Left-Through		0							0				0				0	
Through	604	2	302	0	604	302	14	655	2	328	0	655	2	328	0	655	2	328
Through-Right		0							0				0				0	
Right	127	1	0	0	127	0	0	135	1	0	0	135	1	0	0	135	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		564	*North-South:*		588	*North-South:*			612	*North-South:*			636	*North-South:*			634
	East-West:		691	*East-West:*		729	*East-West:*			744	*East-West:*			782	*East-West:*			734
	SUM:		1255	*SUM:*		1317	*SUM:*			1356	*SUM:*			1418	*SUM:*			1368
VOLUME/CAPACITY *(V/C)* RATIO:			0.837			0.878				0.904				0.945				0.912
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.737**			**0.778**				**0.804**				**0.845**				**0.812**
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS: EB RIGHT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.041	Δ*v/c* after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/30/2016
6	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	188	1	188	26	214	214	0	200	1	200	26	226	1	226	-3	223	1	223
	Left-Through		0							0				0				0	
	Through	849	2	**425**	0	849	**425**	57	958	2	**479**	0	958	2	**479**	0	958	2	**479**
	Through-Right		0							0				0				0	
	Right	210	1	117	0	210	105	0	223	1	124	0	223	1	112	0	223	1	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	205	1	**205**	0	205	**205**	3	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	599	1	348	0	599	348	55	691	1	397	0	691	1	397	0	691	1	397
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	76	0	76	76	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	523	1	**313**	26	549	**326**	49	604	1	**357**	26	630	1	**370**	-3	627	2	**314**
	Through-Right		1							1				1				0	
	Right	102	0	102	0	102	102	2	110	0	110	0	110	0	110	0	110	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	187	1	**187**	24	211	**211**	0	198	1	**198**	24	222	1	**222**	-2	220	1	**220**
	Left-Through		0							0				0				0	
	Through	665	2	333	0	665	333	54	760	2	380	0	760	2	380	0	760	2	380
	Through-Right		0							0				0				0	
	Right	164	1	62	0	164	62	0	174	1	64	0	174	1	64	0	174	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		630	North-South:		630	North-South:			700	North-South:			700	North-South:			700
		East-West:		500	East-West:		537	East-West:			555	East-West:			592	East-West:			534
		SUM:		1130	SUM:		1167	SUM:			1255	SUM:			1292	SUM:			1234
VOLUME/CAPACITY (V/C) RATIO:				0.753			0.778				0.837				0.861				0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.678**				**0.737**				**0.761**				**0.723**
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	-0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2015
6	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2015	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	67	1	**67**	39	106	**106**	0	67	1	**67**	39	106	1	**106**	-4	102	1	**102**
Left-Through		0							0				0				0	
Through	331	2	166	18	349	175	0	331	2	166	18	349	2	175	-2	347	2	174
Through-Right		0							0				0				0	
Right	144	1	2	16	160	5	0	144	1	2	16	160	1	5	-2	158	1	5
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	296	1	296	0	296	296	0	296	1	296	0	296	1	296	0	296	1	296
Left-Through		0							0				0				0	
Through	929	1	**497**	24	953	**509**	0	929	1	**497**	24	953	1	**509**	-2	951	1	**508**
Through-Right		1							1				1				1	
Right	64	0	64	0	64	64	0	64	0	64	0	64	0	64	0	64	0	64
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	27	1	27	29	56	56	0	27	1	27	29	56	1	56	-3	53	1	53
Left-Through		0							0				0				0	
Through	733	1	**407**	41	774	**428**	0	733	1	**407**	41	774	1	**428**	-4	770	2	**385**
Through-Right		1							1				1				0	
Right	81	0	81	0	81	81	0	81	0	81	0	81	0	81	0	81	1	30
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	284	1	**284**	26	310	**310**	0	284	1	**284**	26	310	1	**310**	-3	307	1	**307**
Left-Through		0							0				0				0	
Through	604	2	302	12	616	308	0	604	2	302	12	616	2	308	-1	615	2	308
Through-Right		0							0				0				0	
Right	127	1	0	0	127	0	0	127	1	0	0	127	1	0	0	127	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		564	*North-South:*		615	*North-South:*			564	*North-South:*			615	*North-South:*			610
	East-West:		691	*East-West:*		738	*East-West:*			691	*East-West:*			738	*East-West:*			692
	SUM:		1255	*SUM:*		1353	*SUM:*			1255	*SUM:*			1353	*SUM:*			1302
VOLUME/CAPACITY *(V/C)* RATIO:			0.837			0.902				0.837				0.902				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.737**			**0.802**				**0.737**				**0.802**				**0.768**
LEVEL OF SERVICE (LOS):			**C**			**D**				**C**				**D**				**C**

REMARKS: EB RIGHT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.065	Δ*v/c* after mitigation:	0.031
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2015
6	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2015	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	188	1	188	41	229	229	0	188	1	188	41	229	1	229	-4	225	1	225
Left-Through		0							0				0				0	
Through	849	2	**425**	19	868	**434**	0	849	2	**425**	19	868	2	**434**	-2	866	2	**433**
Through-Right		0							0				0				0	
Right	210	1	117	15	225	101	0	210	1	117	15	225	1	101	-2	224	1	103
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	205	1	**205**	0	205	**205**	0	205	1	**205**	0	205	1	**205**	0	205	1	**205**
Left-Through		0							0				0				0	
Through	599	1	348	58	657	377	0	599	1	348	58	657	1	377	-6	651	1	374
Through-Right		1							1				1				1	
Right	96	0	96	0	96	96	0	96	0	96	0	96	0	96	0	96	0	96
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	76	1	76	35	111	111	0	76	1	76	35	111	1	111	-4	108	1	108
Left-Through		0							0				0				0	
Through	523	1	**313**	51	574	**338**	0	523	1	**313**	51	574	1	**338**	-5	569	2	**285**
Through-Right		1							1				1				0	
Right	102	0	102	0	102	102	0	102	0	102	0	102	0	102	0	102	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	187	1	**187**	61	248	**248**	0	187	1	**187**	61	248	1	**248**	-6	242	1	**242**
Left-Through		0							0				0				0	
Through	665	2	333	28	693	347	0	665	2	333	28	693	2	347	-3	690	2	345
Through-Right		0							0				0				0	
Right	164	1	62	0	164	62	0	164	1	62	0	164	1	62	0	164	1	62
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		630	North-South:		639	North-South:			630	North-South:			639	North-South:			638
	East-West:		500	East-West:		586	East-West:			500	East-West:			586	East-West:			527
	SUM:		1130	SUM:		1225	SUM:			1130	SUM:			1225	SUM:			1165
VOLUME/CAPACITY (V/C) RATIO:			0.753			0.817				0.753				0.817				0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.717				0.653				0.717				0.677
LEVEL OF SERVICE (LOS):			B			C				B				C				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.064	Δ*v/c* after mitigation:	0.024
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
7	East-West Street:	PROJE CT DWY/FASHION SQ DWY	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	64	89	**89**	0	27	1	**27**	64	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	522	1	267	24	546	279	30	584	1	308	24	608	1	320	0	608	1	320
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	19	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	45	0	45	45	6	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	1244	1	**628**	29	1273	**676**	23	1343	1	**678**	29	1372	1	**726**	0	1372	1	**726**
	Through-Right		1							1				1				1	
	Right	11	0	11	67	78	78	0	12	0	12	67	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	1	4	69	73	**73**	0	4	1	4	69	73	1	37	0	73	1	37
	Left-Through		0							0				1				1	
	Through	0	0	**7**	0	0	17	0	0	0	**7**	0	0	0	**37**	0	0	0	**37**
	Through-Right		1							1				0				0	
	Right	7	0	0	10	17	0	0	7	0	0	10	17	1	0	0	17	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**4**	0	4	4	7	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		1							1				1				1	
	Through	0	0	4	0	0	**4**	0	0	0	11	0	0	0	11	0	0	0	11
	Through-Right		0							0				0				0	
	Right	2	1	0	0	2	0	4	6	1	0	0	6	1	0	0	6	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	653		*North-South:*	765		*North-South:*	705			*North-South:*	817			*North-South:*	817	
		East-West:	11		*East-West:*	77		*East-West:*	18			*East-West:*	48			*East-West:*	48	
		SUM:	664		*SUM:*	842		*SUM:*	723			*SUM:*	865			*SUM:*	865	
VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.591			0.507				0.607				0.607	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.366**			**0.491**			**0.407**				**0.507**				**0.507**	
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.100	Δ*v/c* after mitigation:	0.100
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
7	East-West Street:	PROJE CT DWY/FASHION SQ DWY	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	6	1	6	10	16	16	0	6	1	6	10	16	1	16	-1	15	1	15
Left-Through		0							0				0				0	
Through	973	1	**536**	50	1023	**561**	32	1065	1	**632**	50	1115	1	**657**	-5	1110	1	**655**
Through-Right		1							1				1				1	
Right	98	0	98	0	98	98	95	199	0	199	0	199	0	199	0	199	0	199
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	204	1	**204**	0	204	**204**	23	239	1	**239**	0	239	1	**239**	0	239	1	**239**
Left-Through		0							0				0				0	
Through	739	1	371	40	779	394	48	832	1	417	40	872	1	440	-4	868	1	438
Through-Right		1							1				1				1	
Right	2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	8	0	8
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	27	1	**27**	119	146	**146**	0	29	1	**29**	119	148	1	**74**	-12	136	1	**68**
Left-Through		0							0				1				1	
Through	0	0	16	0	0	72	0	0	0	17	0	0	0	74	0	0	0	68
Through-Right		1							1				0				0	
Right	16	0	0	56	72	0	0	17	0	0	56	73	1	65	-6	67	1	60
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	77	0	77	49	126	126	49	131	0	131	0	131	0	131	0	131	0	131
Left-Through		1							1				1				1	
Through	1	0	**78**	0	1	**127**	0	1	0	**132**	0	1	0	**132**	0	1	0	**132**
Through-Right		0							0				0				0	
Right	92	1	0	25	117	15	25	123	1	4	0	123	1	4	0	123	1	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		740	*North-South:*		765	*North-South:*			871	*North-South:*			896	*North-South:*			894
	East-West:		105	*East-West:*		273	*East-West:*			161	*East-West:*			206	*East-West:*			200
	SUM:		845	*SUM:*		1038	*SUM:*			1032	*SUM:*			1102	*SUM:*			1094
VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.728				0.724				0.773				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.493**			**0.628**				**0.624**				**0.673**				**0.668**
LEVEL OF SERVICE (LOS):			**A**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.049	Δ*v/c* after mitigation:	0.044
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
8	East-West Street:	VENTURA BL	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	231	2	127	11	242	133	15	260	2	143	11	271	2	149	0	271	2	149
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	453	1	**351**	14	467	**356**	11	492	1	**377**	14	506	1	**382**	0	506	1	**382**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	1	**102**	9	111	**111**	7	115	1	**115**	9	124	1	**124**	0	124	1	**124**
	Left-Through		0							0				0				0	
	Through	895	2	448	0	895	448	93	1043	2	522	0	1043	2	522	0	1043	2	522
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	838	1	**492**	0	838	**497**	91	980	1	**571**	0	980	1	**575**	0	980	1	**575**
	Through-Right		1							1				1				1	
	Right	146	0	146	9	155	155	6	161	0	161	9	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		351	*North-South:*		356	*North-South:*			377	*North-South:*			382	*North-South:*			382
		East-West:		594	*East-West:*		608	*East-West:*			686	*East-West:*			699	*East-West:*			699
		SUM:		945	*SUM:*		964	*SUM:*			1063	*SUM:*			1081	*SUM:*			1081
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.676				0.746				0.759				0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.563**			**0.576**				**0.646**				**0.659**				**0.659**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
8	East-West Street:	VENTURA BL	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	173	2	**95**	13	186	**102**	41	225	2	**124**	13	238	2	**131**	0	238	2	**131**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	193	1	0	15	208	0	35	240	1	0	15	255	1	0	0	255	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	204	1	**204**	20	224	**224**	24	240	1	**240**	20	260	1	**260**	0	260	1	**260**
Left-Through		0							0				0				0	
Through	1141	2	571	0	1141	571	124	1335	2	668	0	1335	2	668	0	1335	2	668
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	939	1	**585**	0	939	**594**	149	1145	1	**706**	0	1145	1	**715**	0	1145	1	**715**
Through-Right		1							1				1				1	
Right	230	0	230	18	248	248	23	267	0	267	18	285	0	285	0	285	0	285
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		95	*North-South:*		102	*North-South:*			124	*North-South:*			131	*North-South:*			131
	East-West:		789	*East-West:*		818	*East-West:*			946	*East-West:*			975	*East-West:*			975
	SUM:		884	*SUM:*		920	*SUM:*			1070	*SUM:*			1106	*SUM:*			1106
VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.646				0.751				0.776				0.776
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			**0.546**				**0.651**				**0.676**				**0.676**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
9	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	92	1	**92**	0	92	**92**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
Left-Through		0							0				0				0	
Through	677	1	392	3	680	394	25	743	1	431	3	746	1	432	0	746	1	432
Through-Right		1							1				1				1	
Right	107	0	107	0	107	107	4	118	0	118	0	118	0	118	0	118	0	118
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	136	1	136	0	136	136	0	144	1	144	0	144	1	144	0	144	1	144
Left-Through		0							0				0				0	
Through	1238	1	**697**	4	1242	**700**	23	1337	1	**751**	4	1341	1	**754**	0	1341	1	**754**
Through-Right		1							1				1				1	
Right	155	0	155	2	157	157	0	164	0	164	2	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	73	1	73	7	80	80	0	77	1	77	7	84	1	84	0	84	1	84
Left-Through		0							0				0				0	
Through	811	1	**446**	7	818	**450**	35	896	1	**491**	7	903	1	**495**	0	903	1	**495**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	86	0	86	0	86	0	86	0	86	0	86
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	80	1	**80**	0	80	**80**	0	85	1	**85**	0	85	1	**85**	0	85	1	**85**
Left-Through		0							0				0				0	
Through	759	1	432	5	764	434	14	819	1	468	5	824	1	470	0	824	1	470
Through-Right		1							1				1				1	
Right	104	0	104	0	104	104	6	116	0	116	0	116	0	116	0	116	0	116
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		789	*North-South:*		792	*North-South:*			849	*North-South:*			852	*North-South:*			852
	East-West:		526	*East-West:*		530	*East-West:*			576	*East-West:*			580	*East-West:*			580
	SUM:		1315	*SUM:*		1322	*SUM:*			1425	*SUM:*			1432	*SUM:*			1432
VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.881				0.950				0.955				0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.777**			**0.781**				**0.850**				**0.855**				**0.855**
LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
9	East-West Street:	MAGNOLIA BOULEVARD	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	127	1	127	0	127	127	0	135	1	135	0	135	1	135	0	135	1	135
Left-Through		0							0				0				0	
Through	1078	1	**592**	6	1084	**595**	45	1189	1	**663**	6	1195	1	**666**	0	1195	1	**666**
Through-Right		1							1				1				1	
Right	105	0	105	0	105	105	25	136	0	136	0	136	0	136	0	136	0	136
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	59	1	**59**	0	59	**59**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
Left-Through		0							0				0				0	
Through	735	1	406	7	742	413	48	828	1	455	7	835	1	462	0	835	1	462
Through-Right		1							1				1				1	
Right	77	0	77	7	84	84	0	82	0	82	7	89	0	89	0	89	0	89
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	126	1	126	4	130	130	0	134	1	134	4	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	856	1	**474**	8	864	**478**	30	938	1	**518**	8	946	1	**522**	0	946	1	**522**
Through-Right		1							1				1				1	
Right	92	0	92	0	92	92	0	98	0	98	0	98	0	98	0	98	0	98
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	71	1	**71**	0	71	**71**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
Left-Through		0							0				0				0	
Through	643	1	365	11	654	370	17	699	1	412	11	710	1	417	0	710	1	417
Through-Right		1							1				1				1	
Right	86	0	86	0	86	86	33	124	0	124	0	124	0	124	0	124	0	124
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		651	*North-South:*		654	*North-South:*			726	*North-South:*			729	*North-South:*			729
	East-West:		545	*East-West:*		549	*East-West:*			593	*East-West:*			597	*East-West:*			597
	SUM:		1196	*SUM:*		1203	*SUM:*			1319	*SUM:*			1326	*SUM:*			1326
VOLUME/CAPACITY *(V/C)* RATIO:			0.797			0.802				0.879				0.884				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.697**			**0.702**				**0.779**				**0.784**				**0.784**
LEVEL OF SERVICE (LOS):			**B**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
10	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	155	2	**85**	20	175	**96**	0	164	2	**90**	20	184	2	**101**	-2	182	2	**100**
Left-Through		0							0				0				0	
Through	597	2	299	0	597	299	59	693	2	347	0	693	2	347	0	693	2	347
Through-Right		0							0				0				0	
Right	215	1	0	0	215	0	4	232	1	0	0	232	1	0	0	232	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	184	1	184	0	184	184	1	196	1	196	0	196	1	196	0	196	1	196
Left-Through		0							0				0				0	
Through	1035	2	**518**	0	1035	**518**	26	1124	2	**562**	0	1124	2	**562**	0	1124	2	**562**
Through-Right		0							0				0				0	
Right	92	1	45	4	96	47	0	98	1	48	4	102	1	50	0	101	1	50
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	95	1	95	3	98	98	0	101	1	101	3	104	1	104	0	103	1	103
Left-Through		0							0				0				0	
Through	937	1	**547**	8	945	**572**	6	1000	1	**584**	8	1008	1	**608**	-1	1008	2	**504**
Through-Right		1							1				1				0	
Right	157	0	157	41	198	198	0	167	0	167	41	208	0	208	-4	204	1	154
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	284	1	**284**	0	284	**284**	0	301	1	**301**	0	301	1	**301**	0	301	1	**301**
Left-Through		0							0				0				0	
Through	689	2	345	5	694	347	6	737	2	369	5	742	2	371	-1	742	2	371
Through-Right		0							0				0				0	
Right	144	1	52	0	144	52	0	153	1	55	0	153	1	55	0	153	1	55
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		603	*North-South:*		614	*North-South:*			652	*North-South:*			663	*North-South:*			662
	East-West:		831	*East-West:*		856	*East-West:*			885	*East-West:*			909	*East-West:*			805
	SUM:		1434	*SUM:*		1470	*SUM:*			1537	*SUM:*			1572	*SUM:*			1467
VOLUME/CAPACITY *(V/C)* RATIO:			1.043			1.069				1.118				1.143				1.067
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.943**			**0.969**				**1.018**				**1.043**				**0.967**
LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	-0.051
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
10	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	383	2	211	52	435	239	0	406	2	223	52	458	2	252	-5	453	2	249
	Left-Through		0							0				0				0	
	Through	1003	2	**502**	0	1003	**502**	38	1102	2	**551**	0	1102	2	**551**	0	1102	2	**551**
	Through-Right		0							0				0				0	
	Right	270	1	31	0	270	31	14	301	1	47	0	301	1	47	0	301	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	**107**	0	107	**107**	6	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	687	2	344	0	687	344	31	760	2	380	0	760	2	380	0	760	2	380
	Through-Right		0							0				0				0	
	Right	210	1	105	7	217	109	0	223	1	112	7	230	1	116	-1	229	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	210	1	210	6	216	216	0	223	1	223	6	229	1	229	-1	228	1	**228**
	Left-Through		0							0				0				0	
	Through	724	1	**476**	8	732	**498**	33	801	1	**522**	8	809	1	**543**	-1	809	2	405
	Through-Right		1							1				1				0	
	Right	228	0	228	35	263	263	0	242	0	242	35	277	0	277	-4	273	1	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	239	1	**239**	0	239	**239**	0	254	1	**254**	0	254	1	**254**	0	254	1	254
	Left-Through		0							0				0				0	
	Through	790	2	395	12	802	401	23	861	2	431	12	873	2	437	-1	872	2	**436**
	Through-Right		0							0				0				0	
	Right	187	1	134	0	187	134	0	198	1	138	0	198	1	138	0	198	1	138
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		609	*North-South:*		609	*North-South:*			671	*North-South:*			671	*North-South:*			671
		East-West:		715	*East-West:*		737	*East-West:*			776	*East-West:*			797	*East-West:*			664
		SUM:		1324	*SUM:*		1346	*SUM:*			1447	*SUM:*			1468	*SUM:*			1335
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.979				1.052				1.068				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.863**			**0.879**				**0.952**				**0.968**				**0.871**
LEVEL OF SERVICE (LOS):				D			D				E				E				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	-0.081
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2015
10	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2015	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--	EB-- 0 WB--	0 0	NB-- 3 SB--	EB-- 0 WB--	0 0	NB-- 3 SB--	EB-- 0 WB--	0 0		NB-- 3 SB--	EB-- 0 WB--	0 0		NB-- 3 SB--	EB-- 0 WB--	0 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	2	**85**	20	175	**96**	0	155	2	**85**	20	175	2	**96**	-2	173	2	**95**
	Left-Through		0							0				0				0	
	Through	597	2	299	0	597	299	0	597	2	299	0	597	2	299	0	597	2	299
	Through-Right		0							0				0				0	
	Right	215	1	0	0	215	0	0	215	1	0	0	215	1	0	0	215	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	0	184	1	184	0	184	1	184	0	184	1	184
	Left-Through		0							0				0				0	
	Through	1035	2	**518**	0	1035	**518**	0	1035	2	**518**	0	1035	2	**518**	0	1035	2	**518**
	Through-Right		0							0				0				0	
	Right	92	1	45	4	96	47	0	92	1	45	4	96	1	47	0	96	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	95	3	98	98	0	95	1	95	3	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	937	1	**547**	8	945	**572**	0	937	1	**547**	8	945	1	**572**	-1	944	2	**472**
	Through-Right		1							1				1				0	
	Right	157	0	157	41	198	198	0	157	0	157	41	198	0	198	-4	194	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	284	1	**284**	0	284	**284**	0	284	1	**284**	0	284	1	**284**	0	284	1	**284**
	Left-Through		0							0				0				0	
	Through	689	2	345	5	694	347	0	689	2	345	5	694	2	347	-1	694	2	347
	Through-Right		0							0				0				0	
	Right	144	1	52	0	144	52	0	144	1	52	0	144	1	52	0	144	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	603		*North-South:*	614		*North-South:*		603		*North-South:*		614		*North-South:*		613
			East-West:	831		*East-West:*	856		*East-West:*		831		*East-West:*		856		*East-West:*		756
			SUM:	1434		*SUM:*	1470		*SUM:*		1434		*SUM:*		1470		*SUM:*		1369
	VOLUME/CAPACITY *(V/C)* RATIO:			1.043			1.069				1.043				1.069				0.996
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.943			0.969				0.943				0.969				0.896
	LEVEL OF SERVICE (LOS):			E			E				E				E				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	Δ*v/c* after mitigation:	-0.047
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2015
10	East-West Street:	RIVERSIDE DRIVE	Projection Year:	2015	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0		NB-- 3	SB-- 0	0		NB-- 3	SB-- 0	0	
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	383	2	211	52	435	239	0	383	2	211	52	435	2	239	-5	430	2	237
	Left-Through		0							0				0				0	
	Through	1003	2	**502**	0	1003	**502**	0	1003	2	**502**	0	1003	2	**502**	0	1003	2	**502**
	Through-Right		0							0				0				0	
	Right	270	1	31	0	270	31	0	270	1	31	0	270	1	31	0	270	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	**107**	0	107	**107**	0	107	1	**107**	0	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	687	2	344	0	687	344	0	687	2	344	0	687	2	344	0	687	2	344
	Through-Right		0							0				0				0	
	Right	210	1	105	7	217	109	0	210	1	105	7	217	1	109	-1	216	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	210	1	210	6	216	216	0	210	1	210	6	216	1	216	-1	215	1	**215**
	Left-Through		0							0				0				0	
	Through	724	1	**476**	8	732	**498**	0	724	1	**476**	8	732	1	**498**	-1	731	2	366
	Through-Right		1							1				1				0	
	Right	228	0	228	35	263	263	0	228	0	228	35	263	0	263	-4	260	1	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	239	1	**239**	0	239	**239**	0	239	1	**239**	0	239	1	**239**	0	239	1	239
	Left-Through		0							0				0				0	
	Through	790	2	395	12	802	401	0	790	2	395	12	802	2	401	-1	801	2	**401**
	Through-Right		0							0				0				0	
	Right	187	1	134	0	187	134	0	187	1	134	0	187	1	134	0	187	1	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		609	North-South:		609	North-South:			609	North-South:			609	North-South:			609
		East-West:		715	East-West:		737	East-West:			715	East-West:			737	East-West:			616
		SUM:		1324	SUM:		1346	SUM:			1324	SUM:			1346	SUM:			1225
VOLUME/CAPACITY (V/C) RATIO:				0.963			0.979				0.963				0.979				0.891
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.879				0.863				0.879				0.791
LEVEL OF SERVICE (LOS):				D			D				D				D				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.016 — Δ*v/c* after mitigation: -0.072

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
11	East-West Street:	NB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	366	1	**366**	0	366	**366**	0	388	1	**388**	0	388	1	**388**	0	388	1	**388**
Left-Through		0							0				0				0	
Through	747	3	249	10	757	252	39	832	3	277	10	842	3	281	0	842	3	281
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	986	4	247	41	1027	257	21	1067	4	267	41	1108	4	277	0	1108	4	277
Through-Right		0							0				0				0	
Right	520	1	**520**	0	520	**520**	9	561	1	**561**	0	561	1	**561**	0	561	1	**561**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	357	1	**186**	0	357	**189**	15	394	1	**212**	0	394	1	**215**	0	394	1	**215**
Left-Through		0							0				0				0	
Through	1	0	186	0	1	189	0	1	0	212	0	1	0	215	0	1	0	215
Through-Right		0							0				0				0	
Right	199	1	0	10	209	0	29	240	1	0	10	250	1	0	0	250	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		886	North-South:		886	North-South:			949	North-South:			949	North-South:			949
	East-West:		186	East-West:		189	East-West:			212	East-West:			215	East-West:			215
	SUM:		1072	SUM:		1075	SUM:			1161	SUM:			1164	SUM:			1164
VOLUME/CAPACITY (V/C) RATIO:			0.752			0.754				0.815				0.817				0.817
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.654				0.715				0.717				0.717
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
11	East-West Street:	NB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	411	1	**411**	0	411	**411**	0	436	1	**436**	0	436	1	**436**	0	436	1	**436**
Left-Through		0							0				0				0	
Through	1224	3	408	26	1250	417	36	1335	3	445	26	1361	3	454	0	1361	3	454
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	797	4	199	35	832	208	30	876	4	219	35	911	4	228	0	911	4	228
Through-Right		0							0				0				0	
Right	492	1	**492**	0	492	**492**	34	556	1	**556**	0	556	1	**556**	0	556	1	**556**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	352	1	**250**	0	352	**259**	23	397	1	**286**	0	397	1	**295**	0	397	1	**295**
Left-Through		0							0				0				0	
Through	1	0	250	0	1	259	0	1	0	286	0	1	0	295	0	1	0	295
Through-Right		0							0				0				0	
Right	397	1	0	26	423	0	40	461	1	0	26	487	1	0	0	487	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		903	*North-South:*		903	*North-South:*			992	*North-South:*			992	*North-South:*			992
	East-West:		250	*East-West:*		259	*East-West:*			286	*East-West:*			295	*East-West:*			295
	SUM:		1153	*SUM:*		1162	*SUM:*			1278	*SUM:*			1287	*SUM:*			1287
VOLUME/CAPACITY *(V/C)* RATIO:			0.809			0.815				0.897				0.903				0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.715				0.797				0.803				0.803
LEVEL OF SERVICE (LOS):			C			C				C				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
12	East-West Street:	SB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	883	3	294	10	893	298	22	959	3	320	10	969	3	323	0	969	3	323
	Through-Right		1							1				1				1	
	Right	371	0	**371**	0	371	**371**	13	407	0	**407**	0	407	0	**407**	0	407	0	**407**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	350	1	**350**	21	371	**371**	5	376	1	**376**	21	397	1	**397**	0	397	1	**397**
	Left-Through		0							0				0				0	
	Through	990	3	330	18	1008	336	27	1078	3	359	18	1096	3	365	0	1096	3	365
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	222	1	160	0	222	160	23	259	1	178	0	259	1	178	0	259	1	178
	Left-Through		0							0				0				0	
	Through	4	0	**160**	0	4	**160**	0	4	0	**178**	0	4	0	**178**	0	4	0	**178**
	Through-Right		0							0				0				0	
	Right	255	1	0	0	255	0	0	271	1	0	0	271	1	0	0	271	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		742	*North-South:*			783	*North-South:*			804	*North-South:*			804
		East-West:		160	*East-West:*		160	*East-West:*			178	*East-West:*			178	*East-West:*			178
		SUM:		881	*SUM:*		902	*SUM:*			961	*SUM:*			982	*SUM:*			982
VOLUME/CAPACITY (*V/C*) RATIO:				0.618			0.633				0.674				0.689				0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.518**			**0.533**				**0.574**				**0.589**				**0.589**
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WOODMAN AVENUE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
12	East-West Street:	SB 101 FWY RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1120	3	373	43	1163	388	40	1229	3	410	26	1255	3	418	0	1255	3	418
Through-Right		1							1				1				1	
Right	387	0	**387**	22	409	**409**	22	433	0	**433**	0	433	0	**433**	0	433	0	**433**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	227	1	**227**	9	236	**236**	6	247	1	**247**	17	264	1	**264**	0	264	1	**264**
Left-Through		0							0				0				0	
Through	927	3	309	42	969	323	40	1024	3	341	18	1042	3	347	0	1042	3	347
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	517	1	288	17	534	294	11	560	1	310	0	560	1	310	0	560	1	310
Left-Through		0							0				0				0	
Through	4	0	**288**	0	4	**294**	0	4	0	**310**	0	4	0	**310**	0	4	0	**310**
Through-Right		0							0				0				0	
Right	344	1	0	0	344	0	0	365	1	0	0	365	1	0	0	365	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		614	*North-South:*		645	*North-South:*			680	*North-South:*			697	*North-South:*			697
	East-West:		288	*East-West:*		294	*East-West:*			310	*East-West:*			310	*East-West:*			310
	SUM:		902	*SUM:*		939	*SUM:*			990	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.659				0.695				0.707				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.533**			**0.559**				**0.595**				**0.607**				**0.607**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
13	East-West Street:	CHANDLER BL	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	3	59	**59**	0	59	1	**59**	3	62	1	**62**	0	62	1	**62**
	Left-Through		0							0				0				0	
	Through	377	1	234	10	387	241	36	436	1	267	10	446	1	274	0	446	1	274
	Through-Right		1							1				1				1	
	Right	91	0	91	4	95	95	0	97	0	97	4	101	0	101	0	101	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	737	0	**759**	6	743	**765**	27	809	0	**832**	6	815	0	**838**	0	815	0	**838**
	Through-Right		1							1				1				1	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	555	2	**278**	0	555	**278**	0	589	2	**295**	0	589	2	**295**	0	589	2	**295**
	Through-Right		0							0				0				0	
	Right	228	1	200	2	230	201	0	242	1	213	2	244	1	213	0	244	1	213
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	189	1	**189**	2	191	**191**	0	201	1	**201**	2	203	1	**203**	0	203	1	**203**
	Left-Through		0							0				0				0	
	Through	439	2	220	0	439	220	0	466	2	233	0	466	2	233	0	466	2	233
	Through-Right		0							0				0				0	
	Right	88	1	40	0	88	40	0	93	1	42	0	93	1	42	0	93	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		815	*North-South:*		824	*North-South:*			891	*North-South:*			900	*North-South:*			900
		East-West:		467	*East-West:*		469	*East-West:*			496	*East-West:*			498	*East-West:*			498
		SUM:		1282	*SUM:*		1293	*SUM:*			1387	*SUM:*			1398	*SUM:*			1398
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.862				0.925				0.932				0.932
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.755**			**0.762**				**0.825**				**0.832**				**0.832**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HAZELTINE AVE	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
13	East-West Street:	CHANDLER BL	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	4	83	**83**	0	84	1	**84**	3	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	802	1	486	11	813	494	58	909	1	545	10	919	1	551	0	919	1	551
	Through-Right		1							1				1				1	
	Right	170	0	170	4	174	174	0	180	0	180	3	183	0	183	0	183	0	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	108	1	108	0	108	108	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	545	0	**560**	9	554	**569**	55	633	0	**649**	14	647	0	**663**	0	647	0	**663**
	Through-Right		1							1				1				1	
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	406	2	**203**	0	406	**203**	0	431	2	**216**	0	431	2	**216**	0	431	2	**216**
	Through-Right		0							0				0				0	
	Right	70	1	31	3	73	32	0	74	1	32	5	79	1	36	0	79	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	122	1	**122**	3	125	**125**	0	129	1	**129**	5	134	1	**134**	0	134	1	**134**
	Left-Through		0							0				0				0	
	Through	326	2	163	0	326	163	0	346	2	173	0	346	2	173	0	346	2	173
	Through-Right		0							0				0				0	
	Right	99	1	45	0	99	45	0	105	1	48	0	105	1	48	0	105	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		639	*North-South:*		652	*North-South:*			733	*North-South:*			750	*North-South:*			750
		East-West:		325	*East-West:*		328	*East-West:*			345	*East-West:*			350	*East-West:*			350
		SUM:		964	*SUM:*		980	*SUM:*			1078	*SUM:*			1100	*SUM:*			1100
VOLUME/CAPACITY *(V/C)* RATIO:				0.643			0.653				0.719				0.733				0.733
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.543**			**0.553**				**0.619**				**0.633**				**0.633**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	FULTON AV	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
14	East-West Street:	RIVERSIDE DR	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	SUNKIST

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	115	0	115	115	1	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	448	1	**448**	0	448	**448**	0	475	1	**475**	0	475	1	**475**	0	475	1	**475**
	Through-Right		0							0				0				0	
	Right	208	1	158	0	208	158	0	221	1	165	0	221	1	165	0	221	1	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	209	1	**209**	0	209	**209**	0	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	836	1	479	0	836	479	0	887	1	508	0	887	1	508	0	887	1	508
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	1	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1181	2	**591**	8	1189	**595**	4	1257	2	**629**	8	1265	2	**633**	-1	1264	2	**632**
	Through-Right		0							0				0				0	
	Right	125	1	68	0	125	68	0	133	1	72	0	133	1	72	0	132	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	101	1	**101**	0	101	**101**	6	113	1	**113**	0	113	1	**113**	0	113	1	**113**
	Left-Through		0							0				0				0	
	Through	911	2	456	5	916	458	6	973	2	487	5	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	152	1	48	0	152	48	6	167	1	56	0	167	1	56	0	167	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	657		*North-South:*	657		*North-South:*	697			*North-South:*	697			*North-South:*	697	
			East-West:	692		*East-West:*	696		*East-West:*	742			*East-West:*	746			*East-West:*	745	
			SUM:	1349		*SUM:*	1353		*SUM:*	1439			*SUM:*	1443			*SUM:*	1442	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.899			0.902			0.959				0.962				0.961	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.802			0.859				0.862				0.861	
	LEVEL OF SERVICE (LOS):			C			D			D				D				D	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	FULTON AV	Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	1/26/2016
14	East-West Street:	RIVERSIDE DR	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	SUNKIST

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

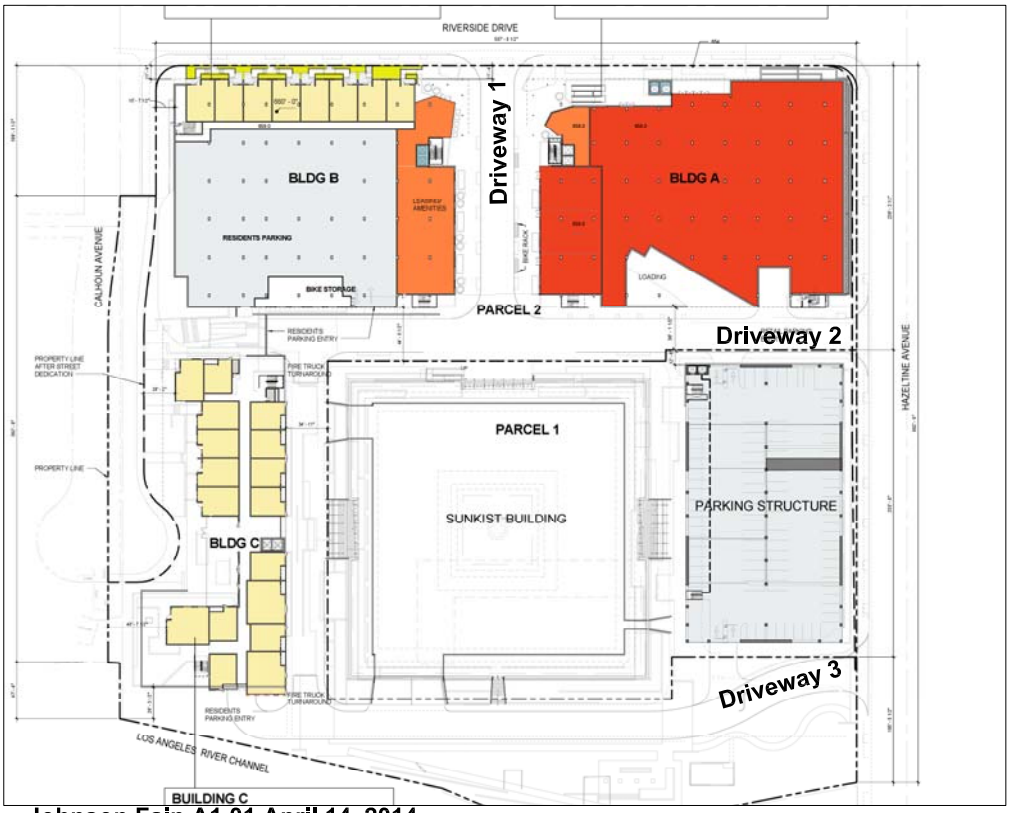
	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	128	6	134	134	6	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	639	1	**639**	0	639	**639**	0	678	1	**678**	0	678	1	**678**	0	678	1	**678**
	Through-Right		0							0				0				0	
	Right	182	1	122	0	182	122	0	193	1	128	0	193	1	128	0	193	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	112	1	**112**	0	112	**112**	0	119	1	**119**	0	119	1	**119**	0	119	1	**119**
	Left-Through		0							0				0				0	
	Through	405	1	245	0	405	245	0	430	1	263	0	430	1	263	0	430	1	263
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	6	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	**118**	0	118	**118**	0	125	1	**125**	0	125	1	**125**	0	125	1	**125**
	Left-Through		0							0				0				0	
	Through	929	2	465	8	937	469	25	1011	2	506	8	1019	2	510	0	1019	2	510
	Through-Right		0							0				0				0	
	Right	149	1	85	0	149	82	0	158	1	87	0	158	1	87	0	158	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	121	0	121	121	3	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	1070	2	**535**	12	1082	**541**	23	1158	2	**579**	12	1170	2	**585**	0	1170	2	**585**
	Through-Right		0							0				0				0	
	Right	178	1	122	0	178	122	3	192	1	133	0	192	1	133	0	192	1	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		751	*North-South:*		751	*North-South:*			797	*North-South:*			797	*North-South:*			797
		East-West:		653	*East-West:*		659	*East-West:*			704	*East-West:*			710	*East-West:*			710
		SUM:		1404	*SUM:*		1410	*SUM:*			1501	*SUM:*			1507	*SUM:*			1507
VOLUME/CAPACITY *(V/C)* RATIO:				0.936			0.940				1.001				1.005				1.005
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.836**			**0.840**				**0.901**				**0.905**				**0.905**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

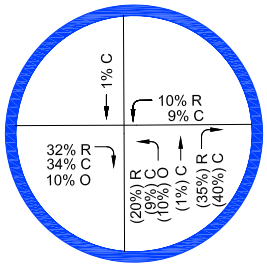
Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

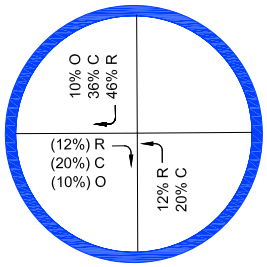


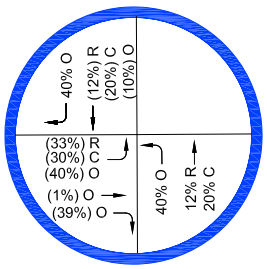
Johnson Fain A1.01 April 14, 2014

Project Distribution %

C = new commercial
R = residential
O = shifted office volumes

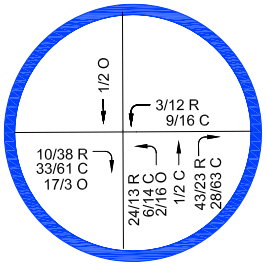


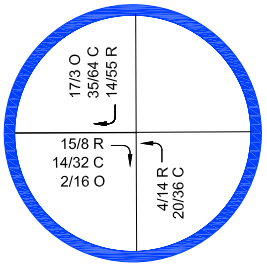


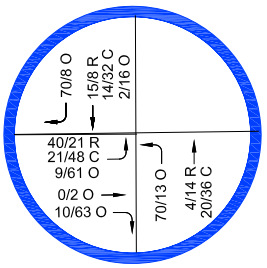


Project Only Volumes

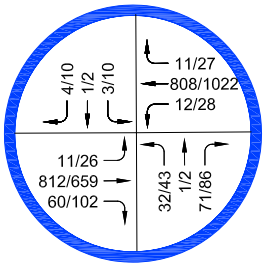
C = new commercial
R = residential
O = shifted office volumes

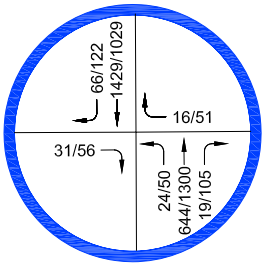


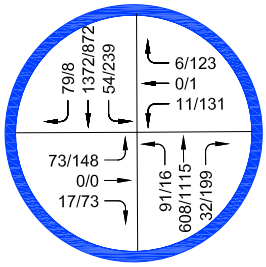




Future with Project Access Volumes with Street Traffic Volumes







	Driveway 1 Riverside Dr & Project Dwy/Stansbury Av	Driveway 2 Hazeltine Av & North Project Dwy	Driveway 3 Hazeltine & S Project Dwy/Fashion Square Dwy

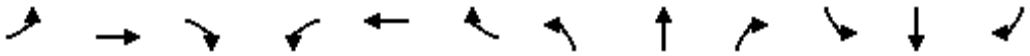
Driveway Access Volumes
IN - (OUT)
AM PEAK HOUR/PM PEAK HOUR

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

TABLE #
95TH % QUEUE LENGTHS
FUTURE WITH PROJECT CONDITIONS

Intersection	Peak Hour	95th% Queue Length (ft)				
		WBL	NB	EBR	EBT	EBL
Driveway 1/Stanbury Avenue	AM	0	50	--	--	--
& Riverside Drive [a]	PM	3	70	--	--	--
Hazeltine Avenue	AM	--	146	37	176	37
& Riverside Drive [b]	PM	--	111	25	128	110
Hazeltine Avenue	AM	--	4	4	--	--
& Driveway 2 [b]	PM	--	7	7	--	--
Hazeltine Avenue	AM	--	121	--	3	63
& Driveway 3/Westfield Driveway [b] [c]	PM	--	14	--	19	74

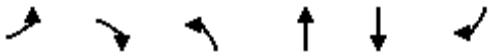
Notes:
[a] The NB queue length shown is for all of the northbound movements.
[b] The NB queue length shown is for the northbound left-turn movement.
[c] The EBT movement is a shared through/right-turn lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	812	60	12	808	11	32	1	71	3	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	883	65	13	878	12	35	1	77	3	1	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	890			948			1377	1823	441	1453	1882	445
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	607			948			1159	1665	441	1246	1732	102
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			73	99	86	97	99	99
cM capacity (veh/h)	853			720			128	82	564	96	74	823

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	12	441	441	65	13	586	305	113	9
Volume Left	12	0	0	0	13	0	0	35	3
Volume Right	0	0	0	65	0	0	12	77	4
cSH	853	1700	1700	1700	720	1700	1700	268	161
Volume to Capacity	0.01	0.26	0.26	0.04	0.02	0.34	0.18	0.42	0.05
Queue Length 95th (ft)	1	0	0	0	1	0	0	50	4
Control Delay (s)	9.3	0.0	0.0	0.0	10.1	0.0	0.0	28.0	28.6
Lane LOS	A				B			D	D
Approach Delay (s)	0.1				0.1			28.0	28.6
Approach LOS								D	D

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	36.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	31	24	644	1429	66
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	34	26	700	1553	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				311	278	
pX, platoon unblocked	0.73	0.68	0.68			
vC, conflicting volume	1991	812	1625			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1041	0	981			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	95			
cM capacity (veh/h)	155	739	476			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	34	26	350	350	1036	589
Volume Left	0	26	0	0	0	0
Volume Right	34	0	0	0	0	72
cSH	739	476	1700	1700	1700	1700
Volume to Capacity	0.05	0.05	0.21	0.21	0.61	0.35
Queue Length 95th (ft)	4	4	0	0	0	0
Control Delay (s)	10.1	13.0	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	10.1	0.5			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	18	12	7	99	696	59	1577
v/c Ratio	0.25	0.04	0.04	0.02	0.79	0.36	0.13	0.68
Control Delay	24.6	1.1	21.5	13.2	60.0	9.6	2.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	1.1	21.5	13.2	60.0	9.6	2.8	3.9
Queue Length 50th (ft)	28	0	4	0	31	80	4	75
Queue Length 95th (ft)	63	3	17	9	#121	114	m6	m85
Internal Link Dist (ft)		226	77			311		231
Turn Bay Length (ft)					200		125	
Base Capacity (vph)	319	402	318	367	125	1911	450	2313
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.04	0.04	0.02	0.79	0.36	0.13	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

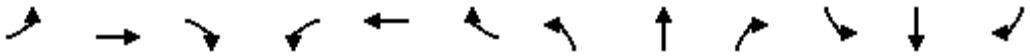


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	903	93	355	710	147	120	438	184	341	1201
v/c Ratio	0.21	0.51	0.12	1.60	0.40	0.17	1.12	0.46	0.37	1.11	0.88
Control Delay	12.1	13.0	8.0	311.1	11.8	2.4	154.5	25.3	16.0	108.4	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	13.0	8.0	311.1	11.8	2.4	154.5	25.3	16.0	108.4	29.6
Queue Length 50th (ft)	14	128	15	~224	94	0	~45	71	23	~126	244
Queue Length 95th (ft)	37	176	37	#287	132	25	#146	115	78	#297	#371
Internal Link Dist (ft)		257			247			198			187
Turn Bay Length (ft)	155			122			155		155	96	
Base Capacity (vph)	303	1770	802	222	1770	865	107	961	501	307	1359
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.51	0.12	1.60	0.40	0.17	1.12	0.46	0.37	1.11	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

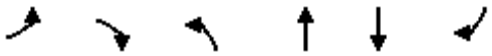
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	659	102	28	1022	27	43	2	86	10	2	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	716	111	30	1111	29	47	2	93	11	2	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.82						0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	1140			827			1401	1974	358	1696	2070	570
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	719			827			1039	1742	358	1400	1860	20
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			66	97	85	83	96	99
cM capacity (veh/h)	716			800			136	65	638	64	55	858

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	28	358	358	111	30	741	400	142	24
Volume Left	28	0	0	0	30	0	0	47	11
Volume Right	0	0	0	111	0	0	29	93	11
cSH	716	1700	1700	1700	800	1700	1700	272	107
Volume to Capacity	0.04	0.21	0.21	0.07	0.04	0.44	0.24	0.52	0.22
Queue Length 95th (ft)	3	0	0	0	3	0	0	70	20
Control Delay (s)	10.2	0.0	0.0	0.0	9.7	0.0	0.0	32.0	47.9
Lane LOS	B				A			D	E
Approach Delay (s)	0.3				0.3			32.0	47.9
Approach LOS								D	E

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	44.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	56	50	1300	1029	122
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	61	54	1413	1118	133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				311	278	
pX, platoon unblocked	0.77	0.84	0.84			
vC, conflicting volume	2000	626	1251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	776	186	927			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	91			
cM capacity (veh/h)	233	696	618			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	61	54	707	707	746	505
Volume Left	0	54	0	0	0	0
Volume Right	61	0	0	0	0	133
cSH	696	618	1700	1700	1700	1700
Volume to Capacity	0.09	0.09	0.42	0.42	0.44	0.30
Queue Length 95th (ft)	7	7	0	0	0	0
Control Delay (s)	10.7	11.4	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	10.7	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	161	79	143	134	17	1428	260	957
v/c Ratio	0.39	0.13	0.34	0.22	0.09	1.21	0.86	0.54
Control Delay	15.7	3.8	14.9	3.9	12.6	121.2	36.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	3.8	14.9	3.9	12.6	121.2	36.3	7.0
Queue Length 50th (ft)	33	0	29	0	3	~267	39	54
Queue Length 95th (ft)	74	19	66	27	14	#382	m#82	m85
Internal Link Dist (ft)		226	77			311		231
Turn Bay Length (ft)					200		125	
Base Capacity (vph)	414	586	422	617	186	1183	303	1770
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.13	0.34	0.22	0.09	1.21	0.86	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	709	117	282	798	189	262	1062	259	237	925
v/c Ratio	0.81	0.60	0.19	1.63	0.68	0.29	1.36	0.90	0.44	0.78	0.53
Control Delay	59.0	15.9	4.0	329.9	17.3	3.8	203.0	29.5	17.3	30.4	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	15.9	4.0	329.9	17.3	3.8	203.0	29.5	17.3	30.4	9.1
Queue Length 50th (ft)	31	84	0	~120	98	0	~99	157	39	34	77
Queue Length 95th (ft)	#110	128	25	#234	147	32	m#111	m152	m57	#102	118
Internal Link Dist (ft)		257			247			198			187
Turn Bay Length (ft)	155			122			155		155	96	
Base Capacity (vph)	155	1180	606	173	1180	654	192	1180	585	303	1760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.60	0.19	1.63	0.68	0.29	1.36	0.90	0.44	0.78	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX J

TDM PLAN
SUNKIST MIXED USE

TRANSPORTATION DEMAND MANAGEMENT PLAN

Sunkist Mixed-Use Development

I. Introduction

The Sunkist Mixed-Use Development is located on the block between Calhoun Avenue, Hazeltine Avenue, Riverside Drive and the Los Angeles River/101 Freeway right-of-way. The project development proposes to retain the existing 127,000 square foot office and to construct 298 residential units with up to 39,241 square feet of commercial retail and restaurant uses and 1,346 parking spaces. This Transportation Demand Management (TDM) Plan has been developed to reduce vehicle trips to/from the site and manage on-site parking.

II. Goals of the TDM Plan

The mixed-use project has many components which already lend to vehicle trip reductions and shared parking. It is in an area where there are some mass transit, ridesharing and cycling opportunities available to residents, patrons and employees of the commercial components, it is a mixed-use project whereby residents will likely make use of retail and restaurant opportunities available on site and some employees of the commercial components may reside in the residential component, and there are multiple employment opportunities available to the residents in the immediate area.

The success of the TDM plan is dependent on the type and level of TDM strategies implemented. The key to developing an effective program is to determine what strategies the employees and residents of the Sunkist Mixed-Use Project would be able to use and then build the program incentives around those strategies.

This TDM plan has been prepared as the first step in the implementation of an on-site program to effectively further reduce vehicle trips to and from the site.

III. Scope of TDM Programs

The scope of the TDM program is detailed below for the Sunkist Mixed-Use Transportation Demand Management Office.

a. Transportation Management Office (TMO) for both Residential and Commercial Components of the project

The Sunkist Mixed-Use Transportation Management Office (TMO) will be charged with accomplishing trip reductions through the development and refinement of a site-specific TDM program. The TMO office will be part of the property management office. The TDM program will encompass alternatives to driving alone and the strategies that encourage use of other modes of transportation. The TDM strategies will rely on incentives or disincentives to make these changes in the travel behavior attractive. Sponsorship of the TMO staffing and operations will be the responsibility of the commercial and residential ownership of the Sunkist Mixed Use Project.

TMO Responsibilities:

1. Development of TDM Program - The TMO will define the program goals (e.g., a change in average vehicle occupancy; a reduction in daily trips; and/or a reduction in peak hour vehicle trips) based on a voluntary acceptance level of site congestion and parking utilization.
2. Selection of TDM Strategies - Site-specific analysis and examination of the target population (commercial and residential) will be conducted by the TMO to define the baseline for selecting the most appropriate strategies for the Sunkist Mixed-Use TDM program. The difference in the baseline and program goals defines how aggressive the program will be. Site analysis should include employee/resident surveys, traffic flow and parking occupancy counts.
3. Distribution of Ridesharing Information - The Transportation Management Office will provide ridesharing information to residents of the building and employees of the retail and restaurants. The coordinator will assist in identifying matches for ridesharing through the Los Angeles County Metro (Metro) website as needed.

4. Distribution of Transit Information - A transportation coordinator will assist individuals in assessing transit options including bus, shuttle (DASH) and metro rail. The transportation coordinator will assist individuals in identifying the easiest way for them to purchase their mass transit passes. The Transportation Management Office will provide bus and rail schedules, maps of bicycle routes, relevant phone numbers including Metro, Metrolink and Los Angeles Department of Transportation (LADOT) Dash services. A computer terminal or assistance will be available to research alternative modes of travel.

5. Marketing & Promotion - The Transportation Management Office will be located on the project site so as to be available to both residents of the project and employees of the commercial components. The TMO will provide promotional ridesharing information to all new residents and employees within two weeks of residence/employment. In addition, the TMO will conduct marketing and promotional items such as, an annual ridesharing event planned by the TMO office to provide visibility to the program. The TMO will be responsible for building and maintaining management support of the program, “corporate commitment”.

6. The Transportation Management Office will maintain several kiosks (as needed) which will be located in a centralized area for viewing transit options. Bus and rail maps will be displayed. In addition, incentives and benefits for alternative modes of travel will be prominently displayed on the kiosk including social, economic and health benefits.

7. Program Evaluation and Refinement - A periodical review of the TDM program will be conducted by the TMO to measure the attainment of program goals, to refine ineffective strategies and to adjust the TDM plan to reflect changing circumstances associated with the site.

b. Recommended TDM Start Up Strategies for Project

The following strategies for encouraging alternatives to the single occupant vehicles will be available to employees of the retail and restaurants and residents at the site. The strategies fall into three categories: providing commute alternative information and marketing; providing incentives to employees/residents who use commute alternatives; and parking management programs.

1. Car Sharing – In order to encourage options to owning a vehicle, the project will establish an on-site vehicle sharing program for the residents.
2. Alternative Work Arrangements – Alternative work arrangements can reduce the number of days, the number of miles traveled commuting, and shift employees travel time outside typical daily peak periods. Because of these factors, an alternative work hours program can be effective in reducing traffic congestion.
    a. Office and Standard Hour Weekly Employees:
        i. Staggered work hours where employees start work times are scheduled at intervals so that different groups of employees begin work at a different time.
        ii. Compressed work week programs that allow employees that work standard weekday hours to instead work a full work in fewer than five days such as four – ten hour days, or two weeks with eight – nine hour days and one eight hour day.
        iii. Flexible Work Hours would allow employees to set their own arrival and departure times within core hours that all employees must be in the office.
        iv. Telecommuting would allow employees an alternative location to work such as a satellite work center or neighborhood work center.

b. Residents – Establish an on-site telecommuting center for the residents to opt to stay within the mixed-use project site to conduct work that would instead be conducted off-site and require a commute to work.

3. Transit Availability –

    a. There several transit options for residents and employees/patrons of the commercial components. The TMO office will provide transit options upon employment and residency, at the centralized kiosk and upon request.

    b. Bus stops on the southwest and southeast corners will be improved with full shelters and time to next bus monitors.

4. Carpooling –

    a. Carpool matching will be conducted by the TMO office

    b. Preferential parking near entrance to building will be available to carpools who register with the TMO.

5. Vanpooling –

    a. Vanpool matching will be conducted by the TMO office.

    b. Preferential parking near entrance to building will be available to vanpools who register with the TMO.

6. Pedestrian & Bicycle Facilities –

    a. The project provides pedestrian access ways and secure bicycle facilities to accommodate storage of bicycles and changing areas.

    b. The Project will provide access to the Los Angeles River Parkway.

c. An on-site bicycle sharing program will be developed for the residents and employees of the site.

7. Improved Site Design - The project has been designed to provide pedestrian oriented congregating areas and open passageways to encourage walking to/from the site. Drop off/Pick up areas will be provided on site in an easily accessed area for residents of the building. The project site will provide access to the Los Angeles River Parkway.

8. Transit & Ridesharing Incentives - The TMO office will provide incentives to transit and ridesharing participants. The incentives can be on a regular basis such as monthly, or as an introductory incentive to encourage first time use of commute alternatives. Subsidies can include pre-paid/discounted transit passes; or incentives with indirect economic value (e.g., paid time off, points/coupons for merchandise, free or discounted bicycles, equipment, etc.). To qualify for the incentives, the employees/residents must register with the TMO office and rideshare, use mass transit, walk or ride a bicycle a minimum of four days per week.

9. Preferential High-Occupancy Vehicle Treatments - The parking has been designed to provide preferential parking to all ridesharing vehicles. The employees must register with the TMO office to receive a sticker authorizing parking in the preferential parking area.

10. Guaranteed Ride Home - Some employees may hesitate to walk/bicycle/rideshare/use mass transit because there is concern that they will not be able to get home easily in the event of an emergency. Employees registered with the TMO office will qualify for a guaranteed ride home via taxi in the event of an emergency such as a sick/injured child or parent.

b. *Patrons of Commercial and Guests of Residents*

Patrons of the retail and restaurant establishments will be encouraged to walk, rideshare, or use mass transit through site design and information on the centrally located kiosk. Local residential advertising will display on-site amenities that cater to pedestrian and bicycle usage.

IV. Sample of Written Information to Employees/Residents – see attachment A (Copy of the current area and connecting transit services, local bikeways, and program incentives to be included with information upon presentation)

V. Monitoring Procedures

The TMO office will conduct TDM monitoring by collecting annual surveys of the trip making patterns by employees of the commercial components and residents of the building to determine a one-week commuting mode. Results of the survey will be supplied to the Planning Department upon request.

Attachment A

Sample of Written Information to Employees/Residents

Note: Current Transit and cycling attachments will be provided upon presentation of letter. Draft Cover letter only shown.

Sunkist Mixed-Use
Transportation Demand Management
For Residents/Employees

The Sunkist Mixed-Use Project has a commitment to the community to reduce vehicular trips to and from the site. The goal of the project is to reduce congestion, improve air quality and improve quality of life through choices to limit single occupancy vehicle usage. This can be accomplished in a variety of ways including: walking, bicycling, carpooling, vanpooling, and using mass transit.

The Sunkist Mixed-Use Project has a Transportation Management Office located at XXX which can assist you in identifying ways to participate.

Comfort – You can get where you're going without doing the driving. Relax, nap, read, or visit with other passengers.

Time Savings: As traffic congestion increases, you can frequently save time by hopping on a local Dash Bus, Metobus and connection to Metrolink

Cost Savings – Mass Transit passes are available at an X% reduced rate through the TMO Office

Raffles – We want to thank you for your participation in assisting us to reach our vehicle trip reductions. We will hold monthly raffles for all participants registered with the TMO. Potential prizes include items such as theater tickets, movie tickets, and lunch vouchers.

The Sunkist Mixed-Use Project is located in the Sherman Oaks area which offers so several opportunities for you to help us achieve our vehicle reduction goals.

Walking: Immediately surrounding Sunkist Mixed-Use Project are many entertainment, employment and shopping opportunities. Maps are attached which display the multitude of venues in the surrounding area.

Bicycling: Traveling on a bicycle in the area has become more prevalent in recent years. The Sunkist Mixed-Use Project provides secure bicycle lockers in the garage area in the XX building on the XX floor of the parking structure for your use.

Carpooling/Vanpooling:
The TMO office can assist you in identifying other residents of this and nearby venues who share a similar work schedule and route as you do. A drop-off and pick-up area is conveniently located on the XX floor of the parking garage for your use. Convenient premier parking spaces are available on the XX level of the garage if you are the driver. Register with the TMO office for your parking ticket.

Mass Transit: You live in an area which has several mass transit, ridesharing walking and cycling opportunities. You can get just about anywhere from here. There are commuter busses, Metrolink (Orange Line), and local busses available for your use. Maps are attached. Visit the TMO office for assistance and to purchase your transit pass at a reduced price.