UCLA

#### UNIVERSITY OF CALIFORNIA, LOS ANGELES

#2

 $\texttt{BERKELEY} \bullet \texttt{DAVIS} \bullet \texttt{IRVINE} \bullet \texttt{LOS} \, \texttt{ANGELES} \bullet \texttt{MERCED} \, \bullet \, \texttt{RIVERSIDE} \bullet \, \texttt{SANDIEGO} \bullet \, \texttt{SANFRANCISCO}$ 



June 12, 2013

#### VIA E-MAIL and U.S. MAIL

The Honorable Public Works Committee of the Los Angeles City Council Room 1050, City Hall 200 N. Spring Street, Los Angeles CA 90012

Date: 6-	12-13	
Submitted in	PW	_Committee
Council File No:	12-0	14-8
Item No.:	2	
Deputy: Esp	10059	
PW	blic	

Re:

VAC-E1401186, Council File No. 12-0148 (Scheduled for the Committee's June

12, 2013 Agenda)

#### Dear Committee Members:

The Regents of the University of California ("The Regents") own the real property located at the northeast corner of Wilshire Boulevard and Veteran Avenue in Westwood Village ("UCLA Property"), which is part of The Regents' Los Angeles campus, UCLA. Access to the UCLA Property, which is currently developed with a 636-space parking lot, is provided by Kinross Avenue and the east-west alley westerly of Gayley Avenue between Kinross Avenue and Wilshire Boulevard (the "Alley"). Wilshire-Gayley, LLC ("Wilshire-Gayley") is seeking to vacate the Alley to incorporate the current public right-of-way into Wilshire-Gayley's proposed luxury residential condominium/hotel project at 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue (the "Project").

As more fully discussed below, the proposed Alley vacation would impair access to the UCLA property, eliminate underground utility access from the UCLA property to Gayley Avenue, and conflict with the City's requirements for vacations. Moreover, approval of the vacation would violate the California Environmental Quality Act ("CEQA") because Public Resources Code Section 21166 requires preparation of a supplemental environmental impact report. Therefore, The Regents respectfully request that you deny Wilshire-Gayley's request to vacate the Alley.

#### 1. Background

In or about 2008, Wilshire-Gayley sought various land use approvals to develop the Project. The Department of City Planning required preparation of environmental impact report

ENV- 2008-2368 EIR (the "EIR"). The EIR did not consider the vacation of the Alley. On the contrary, the EIR stated:

Access to the Project site from the alley connecting to Kinross Avenue to the north will be restricted to service and emergency vehicles only, with all loading and unloading occurring off of the alley, fully contained within the Project site. Valet queuing and storage will also be contained in the Project site. *The alley will remain public, and will continue to provide unimpeded access to the other properties it currently serves*. (Emphasis added).<sup>1</sup>

On behalf of its Los Angeles campus, The Regents provided comments on both the Notice of Preparation and the Draft EIR, expressing concern that the Project would impair The Regents' ability to develop the UCLA property. Specifically, The Regents requested that the City ensure that The Regents would continue to be able to use the Alley. In response, the Final EIR stated that "UCLA would have the ability to use the alley on an unobstructed and equal basis with the Project and other users of the public alley."<sup>2</sup>

Notwithstanding the unequivocal statements in the EIR, Wilshire-Gayley is now seeking to vacate the Alley and prohibit any further use by The Regents and members of the public. The City initially did not prepare any additional CEQA analysis for the vacation. My letter dated June 21, 2012 (copy attached), expressed The Regents' objection to the proposed vacation. It also pointed out that the proposed vacation represents a significant change to the Project analyzed in the EIR and requested that the City prepare a supplemental EIR. Instead, the City only required preparation of a 14-page Addendum.

#### 2. The Alley is Necessary for Access to the UCLA Property

In order to approve the vacation request, California Street & Highways Code section 8324 requires that the City Council find, based on all the evidence submitted, that the Alley is unnecessary for present or prospective public use.

<sup>&</sup>lt;sup>1</sup> Draft EIR, Page IV.G-22

<sup>&</sup>lt;sup>2</sup> Final EIR, Page III-20.

The Alley currently provides vehicular, pedestrian, and emergency access to the UCLA Property and the nearby Gayley Center located at 1145 Gayley Ave. Moreover, The Regents have reserved the UCLA Property for future development that will be high-rise and high density in nature to meet the future needs of the University. Such development will take advantage of the site's location adjacent to an approved future Metro subway station and portal. As discussed below, the Alley will provide needed secondary vehicular, pedestrian, and emergency access to this future development.

As set forth on the attached memorandum from Crain & Associates, a well-respected traffic engineering firm, the streets surrounding the UCLA Property offer no viable options for a new secondary access. Wilshire Boulevard serves as a critical regional connector and is classified as a Major Class II Highway. As with other high-density developments along Wilshire Boulevard, access directly to and from Wilshire Boulevard is extremely limited or not permissible by Los Angeles Department of Transportation (LADOT). Thus, it is unlikely that LADOT would permit any future access to and from Wilshire Boulevard for the UCLA Property. Additionally, obtaining a signalized ingress and egress point along Veteran Avenue, between Wilshire Boulevard and Kinross Avenue, for future development of the UCLA Property, is highly unlikely. At best, a secondary access on Veteran Avenue would be restricted to a rightin/right-out configuration. Without access to the signalized intersection at Gayley and Lindbrook Avenues as a secondary access for the UCLA Property, traffic destined for the UCLA Property to and from the east would be circulated exclusively through the signalized driveway on Kinross Avenue. The existing north-south alley along the east edge of the UCLA Property is shared by adjacent land uses along Gayley Avenue as a service access for deliveries and other support uses, and thus would not be an adequate secondary access for the UCLA Property.

As configured, the signalized intersection at Gayley and Lindbrook Avenues is an ideal secondary access that would be crucial to the viability of The Regents' future development of the UCLA Property. Crain & Associates has confirmed that the Alley is currently used by vehicles (commuter, service, and emergency) and pedestrians to access the UCLA Property and further considers the Alley to be the optimal location for a secondary access point to the UCLA Property. Therefore, the Alley is necessary for both present and prospective public use.

Moreover, there is no compelling reason to allow for the vacation. As clearly demonstrated in the EIR, the Applicant's Project would be feasible even without the vacation of the Alley. The EIR's finding that access to the Project site would be adequate expressly assumed the continued public use of the Alley. Vacating the Alley would provide Wilshire-Gayley with

the exclusive use of what is now public right-of-way, to the detriment of The Regents and the public.<sup>3</sup>

# 3. Approval of the Vacation would be Inconsistent with the City's Vacation Requirements

The Bureau of Engineering's website clearly states: "The City of Los Angeles requires the consents and waivers of damages of all property owners adjoining the public right-of-way proposed to be vacated." As stated in my June 21, 2012 letter, The Regents do not consent to the vacation and will not waive their rights as an adjacent property owner to use the Alley. Therefore, approving the vacation would violate the City's requirements for vacations.

#### 4. Approval of the Vacation Requires the City to Prepare a Subsequent EIR

California CEQA Guidelines section 15162 requires preparation of a subsequent or supplemental EIR if:

- (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

<sup>&</sup>lt;sup>3</sup> Wilshire-Gayley already incorporated public right-of-way into the Project when it vacated another leg of the public alley that ran through the middle of Developer's site.

<sup>&</sup>lt;sup>4</sup> http://engpermits.lacity.org/vacation/

- (A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR ....

As noted, Wilshire-Gayley is seeking a major change to the Project by vacating the Alley, despite assurances in the EIR that the Alley would remain publicly accessible. Moreover, the circumstances under which the Project is being undertaken have changed significantly. The EIR assumed that the Project would be completed and in operation by 2012; however, the Applicant has yet to begin construction. Even if construction were to start tomorrow, the Project would not be completed until 2015, at the earliest. All of the analyses in the EIR, including the traffic study, were predicated on a 2012 Project opening. In addition, the original analysis took credit for the prior uses on the Project site. As those uses were discontinued more than four years ago, such credit is no longer permitted under LADOT policy or the West Los Angeles Transportation Improvement Mitigation Plan.

As demonstrated in the attached analysis by Crain & Associates, changing the horizon year for the traffic analysis from 2012 to 2015 results in new significant impacts at a minimum of three intersections. These significant impacts, which were not disclosed in the EIR, are attributable to additional background traffic from related projects proposed since preparation of the original traffic study, as well as ambient growth. Under California CEQA Guidelines section 15162, these new significant impacts mandate preparation of a subsequent or supplemental EIR and preclude the use of the Addendum.

#### 5. The Regent's Utility Access under the Alley should be Maintained

The future development of the UCLA Property is anticipated to require a connection to existing utilities that run in and beneath Gayley Avenue. Vacation of the Alley would prevent such connection and would materially impair The Regents' ability to develop the UCLA Property.

The EIR for the Wilshire-Gayley Project stated the following: "The alley that abuts the north boundary of the site is 20 feet wide. The subterranean parking structure would extend a maximum of 10 feet into the alley or to the centerline of the alley."

The maximum subterranean encroachment of 10 feet from the northern property boundary should be maintained as a 10-foot wide utility easement to allow for the existing sewer line under the Alley to remain in place and allow for future utilities within the easement.

Therefore, the Council should require that such access be maintained with the following conditions:

As part of the construction of the Applicant's subterranean parking structure, a conduit pipe or sleeve shall be installed in the northern portion of the subterranean alley to provide a location for future utilities. The specifications and location of this pipe or sleeve shall be subject to review and approval prior to its installation by the Bureau of Engineering, following consultation with the owners adjoining the Alley (currently, the Regents of the University of California and Westwood Village Development Co.). Prior to submittal of plans and specifications for the pipe or sleeve to the Bureau of Engineering, the Applicant shall provide evidence of an agreement for a 10-foot wide utility easement within this alley with such adjoining owners.

Thank you for your consideration.

125-12

Jack Powazek

Administrative Vice Chancellor

cc: Councilmember Paul Koretz

City Attorney

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SANTA BARBARA • SANTA CRUZ

June 21, 2012

OFFICE OF THE ADMINISTRATIVE VICE CHANCELLOR 2211 Murphy Hall Box 951405 LOS ANGELES, CALIFORNIA 90095-1405

PHONE; (310) 825-2411 FAX: (310) 825-0414

Edmond Yew, Manager Land Development Group City of Los Angeles Bureau of Engineering 1149 S. Broadway, Suite 700 Los Angeles, CA 90015-2213

RE: City of Los Angeles Notice of Proposed Vacation - VAC-E1401186

Dear Mr. Yew,

This is in response to the June 7, 2012 City of Los Angeles Notice of Proposed Vacation (VAC-E1401186) received by The Regents of the University of California ("The Regents"). The public right-of-way described in the notice as: "the East/West Alley Westerly of Gayley Avenue between Kinross Avenue and Wilshire Boulevard", provides public ingress and egress to The Regent's property that includes two buildings (Kinross North and South) and Parking Lot 36. The Regents do not support the proposed vacation of this public alley, which has been requested by Wilshire Gayley, LLC, in furtherance of its proposed Wilshire Gayley project ("Project") on the adjacent parcel.

Throughout the Environmental Impact Report ("EIR") process for the Wilshire Gayley Project (ENV-2008-2368-EIR¹), The Regents of the University of California, on behalf of its Los Angeles Campus ("UCLA" or "Campus") provided consistent comment in regard to the Project's potential impacts to the Campus' property rights and access to The Regent's property via the alley in question. The administrative record for the Project shows that on September 2, 2008, The Regents submitted comment on the Project's Notice of Preparation requesting that the EIR consider the potential for the Project to conflict with and possibly impair development of the adjacent UCLA property.

As a result of The Regent's request, the Project's Draft EIR (June 2009) analyzed traffic and circulation impacts on local streets, inclusive of the alley, and stated: "The alley would remain public and would continue to provide unimpeded access to the other properties it currently serves." (Wilshire Gayley Draft EIR, Section IV.G-22): Following release of the Draft EIR, The Regents submitted a comment letter on July 20, 2009, further addressing the issue of access via the public alley:

"Specifically, UCLA recommend[s] that the Project's use of the alley for access to Gayley Avenue be conditioned on the development of physical site modifications and operational controls that will ensure UCLA's ability to use the alley on an unobstructed and equal basis with

<sup>&</sup>lt;sup>1</sup> The Project's EIR (ENV-2008-2368-EIR) is tied to two entitlement approvals for the Project: CPC-2009-143-GPA-SP-ZC-HD-CU-CUB-ZV-ZAA-GB and VTTM 70935 (both are referenced on the Application for Vacation of Public Right of Way.

the Project and other users of the public alley. Without such mitigation, the Project may impair two existing pedestrian access points to the UCLA Property, one of which is for emergency egress."

As required by Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, the Final EIR (February 2010) for the Project responded to the comment above (FEIR Page III-20) and concluded:

"UCLA would have the ability to use the alley on an unobstructed and equal basis with the project and other users of the public alley. Therefore, as the project would not result in a significant traffic impact with regard to the alley, the inclusion of a mitigation measure is not necessary."

Wilshire Gayley, LLC's request to vacate the alley is a newly added component of the Project as approved by the City and analyzed in the EIR. See Section 4 of the application for the vacation, dated October 27, 2011, which states that the purpose of the vacation is for "driveway access for proposed Hotel or Condominium under VTTM No. 70935 [Vesting Tentative Tract Map]." As a result, the impacts associated with granting the vacation must be analyzed in the context of the Project as a whole in conformity with CEQA, Public Resources Code Section 21166.

Failure to consider the entirety of the Project in a single environmental document constitutes piecemealing, which pursuant to CEQA, Public Resources Code Section 21159.27, is the act of dividing a project into smaller projects to minimize the environmental effects and is prohibited. For this reason the proposed alley vacation does not qualify for a categorical exemption from CEQA as suggested in Section 3 of the application. The alley was identified in the EIR (DEIR page II-12) certified by the City as a point of access to the Project, but vacation of said alley for the exclusive use by the Project was neither disclosed nor analyzed, and is in direct contradiction of the representation made by the City in its Final EIR (FEIR Page III-20) that "UCLA would have the ability to use the alley on an unobstructed and equal basis with the project and other users of the public alley." Therefore, the alley vacation request constitutes a change in the Project and requires the preparation of an update to the certified EIR in compliance with CEQA, Public Resource Code Section 21166.

In regards to the foregoing, the University believes a Subsequent or Supplemental EIR is required because the alley vacation represents a substantial change in the Project and the circumstances under which it is being undertaken which may result in new or more significant impacts than previously disclosed. See CEQA Guidelines Section 15162 and 15163. The alley provides an additional ingress and egress point to facilities and parking on the Campus. Vacation of the alley would push all vehicle traffic from Parking Lot 36 to one entrance and exit point on Kinross Avenue. Outbound PM peak traffic from Lot 36 would then move to either the Veteran Avenue or Gayley Avenue intersections at Wilshire Boulevard. In the Project Draft EIR, the traffic analysis shows that these two intersections would operate at Level of Service (LOS) E for Veteran/Wilshire and LOS D for Gayley/Wilshire (DEIR page IV.G-33). Since the analysis does not include what effect the alley vacation would have on the redistribution of these PM peak period trips, it is unknown whether it would increase the vehicle to capacity ratio (V/C) at either intersection enough to create a significant impact. The alley vacation may also result in increased air and greenhouse gas emissions related to the decrease in vehicle movement and longer idling time. The

proposed alley vacation may also reduce emergency vehicle access to both The Regent's property and The Gayley Center (1145 Gayley Avenue), which are adjoining properties to the alley. For these reasons, the proposed alley vacation must be analyzed in a Subsequent or Supplemental EIR to determine whether this newly added Project component will result in new or a substantial increase in the severity of impacts identified in the certified EIR.

Finally, absent The Regent's consent, the City is precluded from granting the request for vacation of the alley under its own City of Los Angeles Bureau of Engineering administrative guidelines (available for review at the following web address: http://engpermits.lacity.org/vacation/). The guidelines for the granting of a vacation of a public right-of-way expressly require the consent and waiver of each property owner adjoining the public right-of-way proposed to be vacated. The Regents does not consent and will not waive any rights as an adjacent property owner to use of the public alley that serves the UCLA campus. The City of Los Angeles Bureau of Engineering should therefore deny the application.

Sincerely.

Jack Powazek

Administrative Vice Chancellor

cc:

Scott Waugh, Executive Vice Chancellor & Provost
Steve Olsen, Vice Chancellor & Chief Financial Officer
Kevin Reed, Vice Chancellor, Legal Affairs
Glen Fichman, Senior Campus Counsel
Sue Santon, Associate Vice Chancellor, Capital Planning and Finance

Kelly Drumm, Senior Counsel



June 11, 2013

Mr. Dale J. Goldsmith, Esq. Armbruster Goldsmith & Delvac LLP 11611 San Vicente Boulevard Suite 900 Los Angeles, California 90049

RE: Updated Wilshire Gayley Project Traffic Impact Analysis - Select Intersections

Dear Mr. Goldsmith,

This memorandum documents Crain & Associates' completed peer review and updated traffic impact analysis of the Wilshire Gayley Project (the "Project"), based on the traffic study published by Fehr & Peers in March 2009 and the supplemental technical memorandum prepared by Gibson Transportation Consulting dated November 5, 2009. As part of our peer review, the following intersections were selected for an updated impact analysis:

# No. Intersection Sepulveda Boulevard and Wilshire Boulevard Veteran Avenue and Wilshire Boulevard Gayley Avenue and Wilshire Boulevard Westwood Boulevard and Wilshire Boulevard Glendon Avenue and Linbrook Drive

The 2009 impact analyses were conducted based on existing traffic volume data collected in 2007 and 2008, with an assumed Project buildout year of 2012. Given that construction of the Project has not commenced in June 2013, our updated impact analysis conservatively assumes a Project buildout year of 2015. Due to the ongoing construction of the I-405 Sepulveda Pass Improvements Project, which began in 2009 and is scheduled for completion in mid-2014, new traffic volume counts could not be conducted for the updated impact analysis. Therefore, the traffic counts collected for the Fehr & Peers traffic study were used. Similar to that study, an ambient traffic growth rate of one percent compounded annually was applied to the existing traffic volumes in order to estimate baseline traffic volumes for the 2015 buildout year. The updated analysis herein has been conducted using methodologies consistent with City of Los Angeles Department of Transportation ("LADOT") *Traffic Study Policies and Procedures* dated May 2012.

#### **Project Trip Generation and Baseline Assumptions**

The March 2009 Fehr & Peers traffic study analyzed two Project development options:

- Option 1 134 hotel rooms and 10 condominium units, with 6,510 square feet of groundfloor specialty retail space and a 9,975 square-foot restaurant that is open to the public; and
- Option 2 144 condominium units, with 6,510 square feet of ground-floor specialty retail space and a 9,975 square-foot restaurant space that is open to the public.

The subsequent November 5, 2009 Gibson technical memorandum analyzed the following additional development alternative:

• Option 3 - 250 hotel rooms, with 6,510 square feet of ground-floor specialty retail and a 9,646 square-foot private restaurant intended to serve hotel guests only.

Based on the trip generation rates assigned to each Project land use in the March 2009 Fehr & Peers traffic study, which used the West Los Angeles Transportation Improvement and Mitigation Specific Plan (the "WLA TIMP") and Institute of Transportation Engineers *Trip Generation* (7th Edition, 2003) manual, Option 2 would generate the lowest amount of Project vehicle trips among the development options. Therefore, Option 2 was selected for this updated analysis in order to gauge the Project traffic impacts for the least trip-intense development option. Impacts under the other options would be greater than under Option 2, including potential additional significantly impacted intersections.

The Project trip generation calculations in the March 2009 traffic study included existing trip credits for the video rental store and gas station land uses that previously occupied the Project site. These previous uses were removed prior to the completion of the March 2009 traffic study. The March 2009 traffic study also states that vehicle trips associated with the video rental store and gas station were included as background traffic in the cumulative base traffic projections. However, a review of the cumulative base peak-hour traffic volumes contained in the study indicated that existing land use trips were not added to the cumulative base traffic volumes. The trip rates and estimated trip generation for Option 2 of the proposed Project from the March 2009 traffic study have been included in Appendix A.

Per the WLA TIMP, trip credits for the previous land uses are granted if those uses were in place and operating for at least one year continuously during the four years immediately preceding the application for a building permit. Since that the previous Project land uses have been inactive for more than four years, the Project no longer qualifies for previous use trip credits. However, for comparison purposes, this updated impact analysis includes the following three scenarios:

- Analysis Scenario A Assumes trip credits for the previous land uses;
- Analysis Scenario B1 Assumes no trip credits for the previous land uses; and
- Analysis Scenario B2 Assumes no trip credits for the previous land uses and includes the effects of the proposed Wilshire Bus Rapid Transit (the "Wilshire BRT") Project on the study intersections along Wilshire Boulevard. The Wilshire BRT Project is currently under construction, with an expected completion date of end-of-year 2014.

The highlighted values from the trip generation table in Appendix A show the Option 2 Project trip estimates with no credit for the removal of the previous land uses.

As described previously, due to the ongoing construction of the I-405 Sepulveda Pass Improvements Project, the traffic volume data collected for the March 2009 Fehr & Peers traffic study were utilized for the present analysis, with an ambient traffic growth rate of one percent compounded annually used to forecast 2015 future baseline traffic volumes.

In addition, to be consistent with the March 2009 Fehr & Peers traffic study, the analyses of Scenarios A, B1 and B2 assumed the following conditions:

- Walk-in trip credits of 25 percent were not taken, for conservative purposes;
- The distribution of previous land use trips credit would be the same as the proposed Project trip distribution;
- 75 percent of the proposed Project traffic would also result in a new trip to/from the offsite parking facility at 10877 Wilshire Boulevard; and
- Related projects within an approximate 1.5-mile radius of the Project site were included in the future year traffic volume estimates.

To be consistent with the latest LADOT Traffic Study Policies and Procedures, a few adjustments were made to the March 2009 Fehr & Peers traffic study assumptions:

- The annual ambient traffic growth rate was applied on a compounded basis;
- The lane configurations and traffic signal operations at the identified study intersections (5, 6, 7, 8 and 10) were adjusted to reflect current conditions in 2008 and anticipated conditions in 2015;
- The ambient growth factor applied to the traffic volumes at Int. 5 under 2008 Existing conditions was removed, since the traffic volume data at this intersection was collected in 2008 (not 2007); and

• An updated related projects listing from LADOT and other valid current sources was used to establish the 2015 future cumulative base conditions for the present analysis. The related projects listing from the March 2009 Fehr & Peers traffic study was updated to include all reasonably foreseeable projects planned, proposed, or constructed between the collection of the existing traffic count data (2007/2008) and future Project buildout conditions (2015).

#### Traffic Impact Analysis Results

#### **Existing Condition Traffic Volumes**

Existing AM and PM peak-hour traffic volume information was extracted from the March 2009 Fehr & Peers traffic study. The traffic count worksheets for the five study intersections are shown in Appendix B. All counts conducted in 2007 were factored up using an annual growth rate of one percent to reflect 2008 traffic conditions. The adjusted 2008 AM and PM peak-hour traffic volumes are shown in Attachment B. In addition, lane configurations and traffic signal operations of the five intersections studied for this analysis were verified. Appendix C shows the 2008 existing lane configurations and traffic signal operations at the five study intersections.

#### **Cumulative Condition Traffic Volumes**

As mentioned above, an ambient traffic growth rate of one percent compounded annually was applied to the 2008 existing traffic volumes to produce future baseline traffic volumes for the Project buildout year of 2015. In addition, traffic volumes expected from other identified (related) projects in the project area were added to these 2015 future baseline volumes to create the 2015 cumulative base traffic volumes. As shown in Appendix D, a total of 41 related projects were identified for inclusion in the 2015 future traffic volume projections, based on the latest available related project information from LADOT and other sources. Appendix D includes an updated trip generation list for all related projects and a map of these related projects. Figures displaying the 2015 cumulative base condition AM and PM peak-hour traffic volumes at the study intersections are also included in Appendix D.

It should be noted that the LADOT cumulative projects list typically does not include any UCLA projects under way, which includes the following projects:

- Meyer and Renee Luskin Conference and Guest Center
- Ostin Music Center
- Engineering VI building
- 558/564 Glenrock Avenue Housing
- 625/641 Landfair Avenue Housing

The above projects are all located within the one-mile radius of the Wilshire Gayley Project site and are either under construction or will begin construction by August 2013. The absence of these UCLA projects in the list of related projects results in lower traffic volumes at the study intersections under 2015 cumulative conditions. Had these UCLA projects been included, the higher study area cumulative traffic volumes would have produced worse levels of service results at the study intersections and, therefore, would have made these intersections more sensitive to project-related traffic. This means that the project may have additional significant traffic impacts beyond those set forth herein.

In order to generate the 2015 cumulative plus project traffic volumes, the Project traffic volumes associated with each of the three analysis scenarios were added to the 2015 cumulative base condition traffic volumes. Figures displaying the 2015 cumulative plus project AM and PM peak-hour traffic volumes for all three analysis scenarios are contained in Appendix D.

#### **Cumulative Plus Project Conditions**

Using the same Critical Movement Analysis (CMA) methodology utilized in the March 2009 Fehr & Peers traffic study, cumulative conditions were analyzed for Analysis Scenarios A, B1 and B2. The summaries of these analysis results are contained in Appendix E. As shown, the three analysis scenarios yield new significant impacts that were not identified in the 2009 Fehr & Peers analysis at the following intersections:

#### Analysis Scenario A (with trip credits for previous land uses)

• Gayley Avenue and Wilshire Boulevard - PM peak hour.

#### Analysis Scenario B1 (with no trip credits for previous land uses)

- Veteran Avenue and Wilshire Boulevard PM peak hour; and
- Gayley Avenue and Wilshire Boulevard PM peak hour.

#### Analysis Scenario B2 (with no trip credits for previous land uses + Wilshire BRT)

- Sepulveda Boulevard and Wilshire Boulevard PM peak hour;
- Veteran Avenue and Wilshire Boulevard PM peak hour; and
- Gayley Avenue and Wilshire Boulevard AM and PM peak hours.

In addition, the California Sixth District Court of Appeal, in the case of Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council, (the "Sunnyvale" case) determined that a project must be compared "against current, existing physical conditions." LADOT's current policies require that a supplemental traffic impact analysis of project impacts relative to existing conditions be conducted as part of a standard traffic study. This analysis was not presented in the 2009 Fehr and Peers report, and should have been conducted as part of the addendum.

Based on the results shown in Appendix E, intersections that are significantly impacted due to project developments would need to be addressed under CEQA guidelines. Since this updated analysis evaluated the Project development option that is expected to generate the lowest amount of vehicle trips onto the surrounding street system, it is reasonable to assume that construction of either of the higher traffic-generating development options (Option 1 or 3) would result in an equal or greater number of significant traffic impacts at the study intersections. Appendix F contains the LADOT CMA & LOS worksheet results for all three analysis scenarios.

#### Gayley Avenue/Lindbrook Drive Alley Vacation

The Project proposes to vacate the existing alley that forms the west leg of the Gayley Avenue/Lindbrook Drive intersection. The Alley currently provides vehicular, pedestrian, and emergency access to the UCLA Lot 36 and the Gayley Center located at 1145 Gayley Avenue. The UCLA Regents have reserved this property of nearly seven acre in size for future development that will be high-rise and high density in nature to meet the future needs of UCLA. The streets surrounding the UCLA property offer very limited options for a new secondary access point. Wilshire Boulevard serves as a critical regional connector, and is designated as a Major Class II Highway. In addition, the near-term installation (end-of-year 2014) of the Wilshire BRT project will further restrict ingress and egress connections along Wilshire Boulevard.

As with other high-density developments along Wilshire Boulevard, access directly to and from Wilshire Boulevard is extremely limited or not feasible from the City's perspective. Thus, it is unlikely that LADOT would permit any future access to and from Wilshire Boulevard for the UCLA property. Additionally, the likelihood of obtaining a signalized ingress/egress point along Veteran Avenue between Wilshire Boulevard and Kinross Avenue for future development of the UCLA property would also be a highly unlikely scenario. At best, a secondary access on Veteran Avenue would be restricted to a right-in/right-out configuration without traffic signal controls. Without the Gayley/Lindbrook Avenue signalized intersection as a secondary access for future development of the UCLA property, traffic destined for this site to and from the east would be circulated exclusively through only one driveway on Kinross Avenue for the sevenacre site. The existing north-south alley along the east edge of the UCLA property is shared by adjacent land uses along Gayley Avenue as a service access for deliveries and other support uses, and thus would not be an adequate secondary access for the UCLA property.

As configured, the signalized Gayley/Lindbrook Avenue intersection is an ideal secondary access that would be crucial to the viability of future development of the UCLA property. This access would serve the UCLA property in the most efficient manner possible with the least amount of disruptions to the LADOT traffic signal synchronization operations on the surrounding streets, and is considered as the most optimal location for future development at this location. As demonstrated in the EIR, the Wilshire Gayley Project would be feasible without the

vacation of the Alley. The EIR's finding that access to the Project site would be adequate expressly assumed the continued public use of the Alley.

The above and the appended documents conclude our peer review and updated analysis. If you have questions regarding any portion of this memorandum, please do not hesitate to give me a call.

Sincerely,

Diana Skidmore Managing Director

DCS:d C20904 JB39077 Appendices

# APPENDIX A OPTION 2 PROJECT TRIP GENERATION TABLE

### TABLE 5B PROJECT TRIP GENERATION ESTIMATES - OPTION 2

#### Trip Rates

	T					Weekday			
	ITE		- · · ·	A.N	I. Peak Ho	our		II. Peak Ho	
Land Use	Code	Units	Daily	ITI	Trip Rat	es	West LA	A TIMP Tri	p Rates
	10000	4.	Trips	ln	Out	Total	ln	Out	Total
Luxury Condominium	233	per Dwelling Unit	4.18	23%	77%	0.56	63%	37%	0.55
Specialty Retail		per ksf	44.32	61%	39%	1.03	44%	56%	5.00
Video Rental Store		per ksf	42.94	N/A	N/A	N/A	46%	54%	9.60
		per ksf	89.95	82%	18%	0.81	67%	33%	7.39
Quality Restaurant		per Rsi per Pump	168.56	50%	50%	12.07	50%	50%	15.18
Gas/Service Station	944	Thei Lauth	100.00			<u> </u>			

#### **Project Trip Generation**

					1	Weekday			
Land Use	ITE Code	Size	Daily	A.N	1. Peak Ho	our	P.M	I. Peak Ho	
	Code		Trips	ln	Out	Total	<u>In</u>	Out	Totai
Proposed Land Use									
Condominium	233	144 Dwelling Unit	602	19	62	81	50	29	79
Specialty Retail	814	6.510 ksf	289 (29)	4 0	3 0	7 0	15 <i>(2)</i>	18 <i>(</i> 2)	33 <i>(4)</i>
Quality Restaurant	931	Less 10% pass-by trip credit  9.975 ksf	897 (135)	7 (1)	1 0	8 (1)	50 (8)	24 (4)	74 (12)
		Less 15% internal capture  Less 10% pass-by trip credit	(76)	(1)	0	(1)	(4)	(2)	(6)
		Subtotal	1,548	28	66	94	101	63	164
Existing Land Use									
Video Store	896	7.265 ksf Less 30% pass-by trip credit	312 <i>(94)</i>	N/A <i>N/A</i>	· N/A <i>N/A</i>	N/A <i>N/A</i>	32 (10)	38 (11)	70 (21)
Gas Station	944	8 Pumps Less 50% pass-by trip credit	1,348 <i>(674)</i>	48 (24)	49 (25)	97 (49)	60 (30)	61 (31)	121 (61)
		Subtotal	892	24	24	48	52	57	109
		Net Incremental Trips	656	4	42	46	49	6	55

PM peak hour trip generation rates used from West Los Angeles Transportation Improvement and Mitigation Specific Plan, Updated June, 2003.

All other trip generation estimates prepared using Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

#### APPENDIX B

STUDY INTERSECTION TRAFFIC VOLUME COUNT WORKSHEETS AND EXISTING (2008) PEAK-HOUR TRAFFIC VOLUME (ADJUSTED) FIGURES

#### WILTEC

#### INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

FEHR AND PEERS

PROJECT:

WESTWOOD COUNTS

DATE:

TUESDAY APRIL 8, 2008

PERIOD:

7:00 AM TO 10:00 AM

INTERSECTION:

SEPULVEDA BOULEVARD

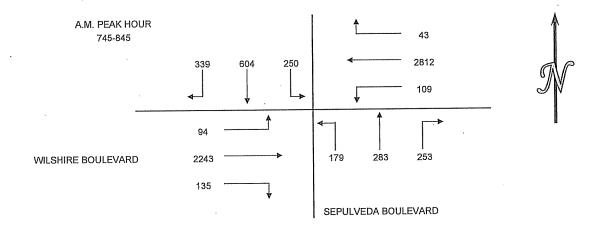
N/S E/W

WILSHIRE BOULEVARD

CITY:

WEST LOS ANGELES

15 MIN COUN	ITS												
TO WINT COCK	1 4	2	ál	4	. 5	- 6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	87	103	36	22	517	10	38	43	18	34	478	9	1395
715-730	78	133	55	18	690	15	59	52	34	38	518	10	1700
730-745	101	120	55	22	654	28	47	48	43	35	555	8	-1716
745-800	83	161	73	10	730	31	59	78	59	36	620	27	1967
800-815	83	135	55	16	655	22	58	62	45	30	555	47	1763
815-830	87	157	55	9	694	29	66	68	27	40	567	14	1813
830-845	86	151	67	8	733	27	70	75	48	29	501	6	1801
845-900	77	159	70	9	690	36	77	. 71	-50	26	545	4	1814
900-915	54	174	53	18	754	37	99	69	29	37	532	11	1867
915-930	70	170	69	10	639	28	91	68	41	37	509	7	1739
930-945	84	131	50	17	684	29	78	75	31	28	494	11	1712
945-1000	67	130	53	6	674	36	73	68	35	27	489	17	1675
HOUR TOTA	LS .												
	1	2	3	4	5	6	7	- 8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	349	517	219	72	2591	84	203	221	154	143	2171	54	6778
715-815	345	549	238	66	2729	96	223	240	181	139	2248	92	7146
730-830	354	573	238	57	2733	110	230	256	174	141	2297	96	
745-845	339	604	250	43	2812	109	253	283	179	135	2243	94	
800-900	333	602	247	42	2772	114	271	276	170	125	2168	71	7191
815-815	304	641	245	44	2871	129	312	283	154	132	2145	.35	
830-930	287	654	259	45	2816	128	337	283		129	2087	28	
845-945	285	634	242	54	2767	130	345	283	151	128		33	
900-1000	275	605	225	. 51	2751	130	341	280	136	129	2024	46	6993



Phone: (626) 564-1944 Fax: (626) 564-0969

#### INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

FEHR AND PEERS

PROJECT: DATE:

WESTWOOD COUNTS TUESDAY APRIL 8, 2008

PERIOD:

3:00 PM TO 6:00 PM

INTERSECTION:

SEPULVEDA BOULEVARD

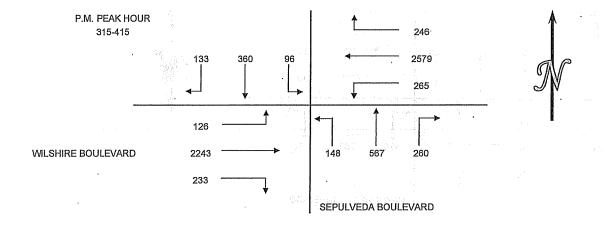
N/S E/W

WILSHIRE BOULEVARD

CITY:

WEST LOS ANGELES

15 MIN COU	VITS											12/11/01/03	
TO WILL COO.	1	. 2	3	4	5	6	7		9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	31	109	25	50	609	57	54	92	52	57	575	34	174
315-330	36	108	23	48	656	63	67	125	32	55	606	31	1850
330-345	41	89	22	68	674	73	60	122	44	69	577	32	187
345-400	31	81	26	65	614	65	73	158	38	49	526	30	1756
400-415	25	82	25	65	635	64	60	162	34	60	534	33	1779
415-430	26	95	24	46	653	69	74	153	33	45	492	25	1735
430-445	24	80	19	48	634	78	81	151	38	33	447	30	1663
445-500	42	79	27	66	666	72	89	158	33	25	464	26	1747
500-515	20	84	22	57	645	83	66	139	23	38	499	28	1704
515-530	30	93	. 26	54	642	101	65	157	39	28	522	29	1786
530-545	35	93	20	58	686	118	64	158	43	29	509	26	1839
545-600	30	95	24	76	723	79	79	167	47	24	507	30	1881
HOUR TOTAL	S									(1)		1	
	1	2	3	4	5	6	7	8	9	: 10	1/1	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	139	387	96	231	2553	258	254	497	166	230	2284	127	7222
315-415	133	360	96	246	2579	265	260	567	148	233	2243	126	7256
330-430	123	347	97	244	2576	271	267	595	149	223	2129	120	7141
345-445	106	338	94	224	2536	276	288	624	143	187	1999	118	6933
400-500	117	336	95	225	2588	283	304	624	138	163	1937	114	6924
415-515	112	338	92	217	2598	302	310	601	127	141	1902	109	6849
430-530	116	336	94	225	2587	334	301	605	133	124	1932	113	6900
445-545	127	349	95	235	2639	374	284	612	138	120	1994	109	7076
500-600	115	365	92	245	2696	381	274	621	152	119	2037	113	7210



CLIENT:

FEHR AND PEERS

PROJECT:

WESTWOOD TRAFFIC COUNTS

DATE:

WEDNESDAY NOVEMBER 14, 2007

PERIOD:

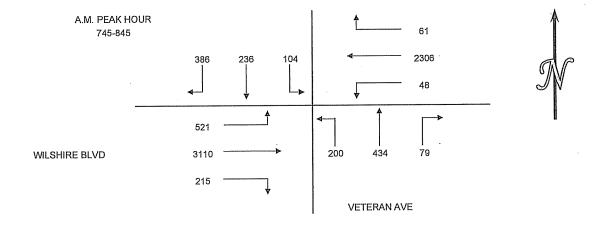
7:00 AM TO 10:00 AM

INTERSECTION:

N/S VETERAN AVENUE

E/W WILSHIRE BOULEVARD

15 MIN COUN	TS							•	ry I			147	
10 111114 (000)	1	2	3	4	5	6	7	8	. 9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	95	28	24	6	474	11	10	56	41	41	583	102	1471
715-730	94	34	23	15	515	15	11	74	48	55	699	112	1695
730-745	100	44	18	19	586	16	26	95	38	55	710	137	1844
745-800	108	58	31	18	594	14	32	107	44	46	783	147	1982
800-815	93	53	29	14	564	11	21	109	46	58	797	129	1924
815-830	94	66	20	15	549	10	16	118	55	57	749	110	1859
830-845	91	59	24	14	599	13	10	100	55	54	781	135	1935
845-900	95	92	44	11	478	24	39	125	45	55	764	100	1872
900-915	82	97	33	8	480	17	42	93	45	42	753	109	1801
915-930	93	89	39	17	484	28	21	85	. 32	46	733	109	1776
930-945	78	65	37	10	525	18	32	99	44	66	. 727	103	1804
945-1000	88	65	39	12	492	25	18	96	52	59	722	110	1778
HOUR TOTAL	S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	397	164	96	58	2169	56	79	332	171	197	2775	498	6992
715-815	395	189	101	66	2259	56	90	385	176	214	2989	525	7445
730-830	395	221	98	66	2293	51	95	429	183	216	3039	523	7609
745-845	386	236	104	61	2306	48	79	434	200	215		521	7700
800-900	373	270	117	54	2190	58	86	452	201	224	3091	474	7590
815-815	362	314	121	48	2106	64	107	436	200	208	3047	454	7467
830-930	361	337	140	50	2041	82	112	403	177	197	3031	453	7384
845-945	348	343	153	46	1967	87	134	402	166	209	2977	421	7253
900-1000	341	316	148	47	1981	88	113	373	173	213	2935	431	7159



Phone: (626) 564-1944 Fax: (626) 564-0969

#### INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

FEHR AND PEERS

PROJECT:

WESTWOOD TRAFFIC COUNTS

DATE:

WEDNESDAY NOVEMBER 14, 2007

PERIOD:

3:00 PM TO 6:00 PM

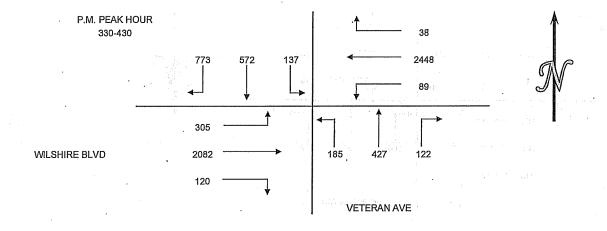
INTERSECTION:

N/S VETERAN AVENUE

E/W

WILSHIRE BOULEVARD

15 MIN COUI	UTC.				MARKETZI (MARKIS)							(de) (de) (de)	eristikane
15 WIN COOL	1	أو	3	4	5	6	7	8	9	- 10l	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	154	83	26	13	588	15	35	80	52	28	526	69	1669
315-330,	171	116	39	10	618	20	25	84	51	39	500	69	1742
330-345	182	129	31	11	624	28	35	101	49	33	523	62	1808
345-400	206	141	47	8	587	13	24	99	47	29	528	69	1798
400-415	192	151	35	8	623	22	31	124	47	32	529	82	1876
415-430	193	151	24	11	614	26	32	103	42	26	502	92	1816
430-445	182	107	12	12	606	20	. 29	∵: 111	57	33	470	69	1708
445-500	195	154	. 36	10	512	14	31	103	35	28	456	81	1655
500-515	205	173	33	7	535	39	35	103	50	24	437	78	1719
515-530	201	167	32	6	588	29	74	137	52	20	406	75	1787
530-545	195	152	18	11	599	11	17	146	43	23	400	66	1681
545-600	209	156	27	10	551	15	13	130	46	23	426	80	1686
HOUR TOTAL	ĹS								, ii			(14) tagadagi	
	1	2	3	4	5	6	7	.8.	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	713	469	143	42	2417	76	119	364	199	129	2077	269	7017
315-415	751	537	152	37	2452	83	115	408	194	133	2080	282	7224
330-430	773	572	137	38	2448	89	122	427	185	120	2082	305	7298
345-445	773	550	118	39	2430	81	116	437	193	120	2029	312	7198
400-500	762	563	107	41	2355	82	123	441	181	119	1957	324	7055
415-515	775	585	105	40	2267	99	127	420	184	111	1865	320	6898
430-530	783	601	113	35	2241	102	169	454	194	105	1769	303	6869
445-545	796	646	119	34	2234	93	157	489	180	95	1699	300	6842
500-600	810	648	110	34	2273	94	139	516	191	90	1669	299	6873



CLIENT:

FEHR AND PEERS

PROJECT: DATE:

WESTWOOD TRAFFIC COUNTS WEDNESDAY NOVEMBER 14, 2007

PERIOD:

7:00 AM TO 10:00 AM

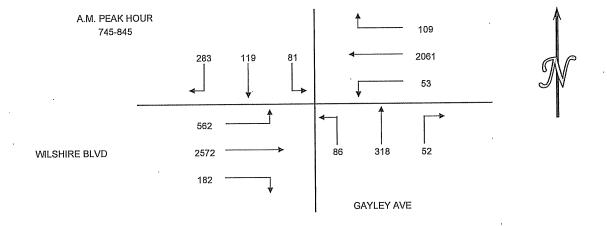
INTERSECTION:

**GAYLEY AVENUE** 

N/S E/W

WILSHIRE BOULEVARD

Franklin Sami						34.0							
15 MIN COUN	15	2	3	4	5	6	7	8	. 9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	62	10	7	19	440	12	6	40	7	22	457	100	1182
715-730	65	15	15	22	473	7	8	57	8	33	513	136	1352
730-745	80	14	12	25	528	13	5	60	18	38	566	130	1489
745-800	76	28	. 27	24	530	11	10	86	26	44	742	142	1746
800-815	76	28	17	31	500	11	14	81	17	. 53	608	137	1573
815-830	72	30	21	24	543	9	13	75	29	43	531	124	1514
830-845	59	33	16	30	488	22	15	76	14	42	691	159	1645
845-900	82	52	25	33	430	21	12	86	. 21	58	630	121	1571
900-915	71	38	12	34	424	15	7	50	20	54	639	106	1470
915-930	70	25	17	34	439	9	8	65	16	37	570	125	1415
930-945	76	31	21	37	431	5	14	53	19	43	633	155	1518
945-1000	84	34	31	64	408	. 7	6	. 68	23	52	588	104	1469
HOUR TOTAL	s												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	283	67	61	90	1971	43	29	243	59	137	2278	508	5769
715-815	297	85	71	102	2031	42	37	284	69	168	2429	545	6160
730-830:	304	100	77	104	2101	44	42	302	90	178	2447	533	6322
745-845	283	119	81	109	2061	53	52	318			2572	562	6478
800-900	289	143	79	118	1961	63	54	318	81	196	2460	541	6303
815-815	284	153	74	121	1885	67	47	287	. 84	197	2491	510	
830-930	282	148	70	131	1781	67	42		71	191	2530	511	6101
845-945	299	146	75	138	1724	50	41	254	76	192	2472	507	5974
900-1000	301	128	81	169	1702	36	35	236	78	186	2430	490	5872



CLIENT:

FEHR AND PEERS

PROJECT: DATE: WESTWOOD TRAFFIC COUNTS
WEDNESDAY NOVEMBER 14, 2007

PERIOD:

3:00 PM TO 6:00 PM

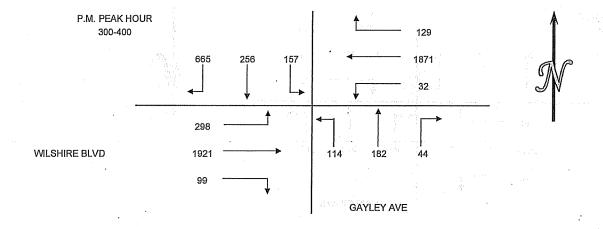
INTERSECTION:

N/S

GAYLEY AVENUE

E/W WILSHIRE BOULEVARD

S hange the respect of the second contract of	and compared that the enterprise com-	control de la co	ckoectena commence caracteria es	VARIOUS PROPERTY AND	The same and the same of the same of		0000001100011-00011-000	Other consequences of the		and the same and t	V 100 F 100 V 100	THE SECOND COMMENTS OF STREET	- VINESON VENUENCE
15 MIN COU	VTS			4,77			117 1 24				171		
	1	2	3	4	5	. 6	7	8	9	10	11	12	
PERIOD:	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	193	73	45	44	515	s	6	40	23	22	498	74	1540
315-330	165	49	41	33	469	11	14	49	25	35	505	78	1474
330-345	137	63	36	32	459	4	13	52	26	16	460	77	1375
345-400	170	71	35	20	428	10	11	41	40	26	458	69	1379
400-415	188	86	34	23	456	4	16	46	39	18	494	90	1494
415-430	168	67	21	20	426	2	13	47	35	33	440	87	1359
430-445	176	76	40	14	395	11	8	43	22	26	385	87	1283
445-500	173	61	32	27	402	3	12	39	48	17	433	79	1326
500-515	165	78	34	12	375	3	19	68	43	18	405	59	1279
515-530	190	94	31	5	360	2	18	67	20	19	374	71	1251
530-545	216	93	17	18	331	5	19	52	64	19	303	56	1193
545-600	230	87	37	13	339	- Apr. 1	30	71	51	14	381	93	1347
HOUR TOTAL	S										1717		
	1	2	. 3	4	5	6	7	8	. 9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	665	256	157	129	1871	32	44	182	114	99	1921	298	5768
315-415	660	269	146	108	1812	29	54	188	130	95	1917	314	5722
330-430	663	287	126	95	1769	20	53	186	140	93	1852	323	5607
345-445	702	300	130	77	1705	27	48	177	136	103	1777	333	5515
400-500	705	290	127	84	1679	20	49	175	144	94	1752	343	5462
415-515	682	282	127	73	1598	19	52	197	148	94	1663	312	5247
430-530	704	309	137	58	1532	19	57	217	133	80	1597	296	5139
445-545	744	326	114	62	1468	13	68	226	175	73	1515	265	5049
500-600	801	352	119	48	1405	11	86	258	178	70	1463	279	5070



CLIENT:

FEHR AND PEERS

PROJECT:

WESTWOOD TRAFFIC COUNTS

DATE:

WEDNESDAY NOVEMBER 14, 2007

PERIOD:

7:00 AM TO 10:00 AM

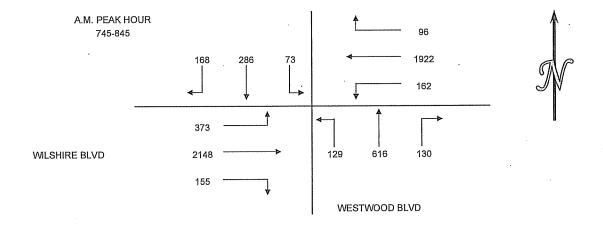
INTERSECTION:

N/S WESTWOOD BOULEVARD

E/W

WILSHIRE BOULEVARD

15 MIN COUN	ITS												
	1	2	3	- 4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	39	35	10	12	420	14	27	112	24	24	328	83	1128
715-730	38	41	13	22	440	23	. 26	124	24	26	495	92	1364
730-745	45	68	17	21	485	24	34	137	31	41	468	75	1446
745-800	40	65	18	26	476	39	31	150	44	44	549	98	1580
800-815	32	78	23	24	472	34	42	168	32	42	553	92	1592
815-830	38	· 77	13	22	507	37	27	122	27	28	522	87	1507.
830-845	58	66	19	24	467	52	30	176	26	41	524	96	1579
845-900	49	81	25	21	414	61	48	196	20	27	488	77	1507
900-915	48	71	29	20	347	40	31	157	38	59	512	102	1454
915-930	44	72	17	26	419	- 56	44	. 151	24	76	· 483	67	1479
930-945	42	82	24	12	418	41	29	154	38	. 31	506	90	1467
945-1000	68	66	30	33	393	49	43	162	33	65	501	99	1542
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	- 8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	162	209	58	81	· 1821	100	118	523	123	135	1840	348	5518
715-815	155	252	71	93	1873	120	133	579	131	153	2065	357	5982
730-830	155	288	71	93	1940	134	134	577	134	155	2092	352	6125
745-845	168	286	73	96	1922	162	130	616	129	155	2148	373	6258
800-900	177	302	80	91	1860	184	147	662	105	138	2087	352	6185
815-815	193	295	86	87	1735	190	136	651	111	. 155	2046	362	6047
830-930	199	290	90	91	1647	209	153	680	108	203	2007	342	6019
845-945	183	306	95	79	1598	198	152	658	120	193	1989	336	5907
900-1000	202	291	100	91	1577	186	. 147	624	133	231	2002	358	5942



Phone: (626) 564-1944 Fax: (626) 564-0969

#### INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

FEHR AND PEERS

PROJECT:

WESTWOOD TRAFFIC COUNTS

DATE:

WEDNESDAY NOVEMBER 14, 2007

PERIOD:

3:00 PM TO 6:00 PM

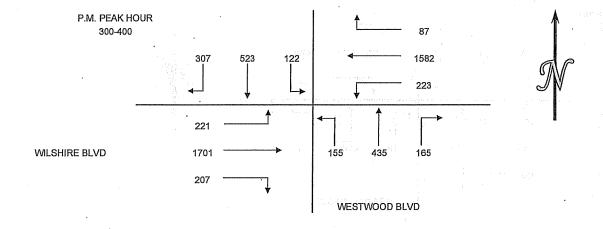
INTERSECTION:

N/S WESTWOOD BOULEVARD

E/W

WILSHIRE BOULEVARD

15 MIN COU	NTS												
TO WILL TO SE	1 1	2	. 3	4	. 5	6	7		9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	99	129	32	26	430	55	50	105	40	68	426	50	1510
315-330	78	127	29	22	393	38	35	113	48	52	478	69	1482
330-345	72	134	33	25	388	88	39	104	31	50	449	் 50	1463
345-400	58	133	28	14	371	42	41	113	36	37	348	52	1273
400-415	55	115	32	29	370	45	35	130	31	65	389	45	1341
415-430	49	141	33	14	344	21	31	100	29	49	413	38	1262
430-445	52	119	31	11	339	43	52	, 109	32	52	423	32	1295
445-500	48	117	23	10	333	26	45	134	- 31	40	373	26	1206
500-515	45	130	21	7	366	25	, 44	164	26	43	331	24	1226
515-530	35	104	14	11	321	31	50	127	18	47	386	47	1191
530-545	26	142	19	5	270	25	59	157	23	27	349	27	1129
545-600	25	110	21	5	264	21	31	161	34	42	339	35	1088
HOUR TOTA	LS												
	1	2	3	4	. 5	6	7	8	9	10	11	12	4
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	307	523	122	87	1582	223	165	435	155	207	1701	221	5728
315-415	263	509	122	90	1522	213	150	460	146	204	1664	216	5559
330-430	234	523	126	82	1473	196	146	447	127	201	1599	185	5339
345-445	214	508	124	68	1424	151	159	452	128	203	1573	167	5171
400-500	204	492	119	64	1386	135	163	473	123	206	1598	141	5104
415-515	194	507	108	42	1382	115	172	507	118	184	1540	120	4989
430-530	180	470	89	39	1359	125	191	534	107	182	1513	129	4918
445-545	154	493	77	33	1290	107	198	582	98	157	1439	124	4752
500-600	131	486	75	28	1221	102	184	609	101	159	1405	133	4634



FEHR AND PEERS WESTWOOD COUNTS TUESDAY APRIL 8, 2008 7:00 A.M. TO 10:00 A.M.

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:

N/S

GLENDON AVENUE/TIVERTON AVENUE LINDBROOK DRIVE WEST LOS ANGELES

CITY:

	SB GLEN	IDON AV	E MAR		WB LIND	BROOK	DR		NB GLE	NDON AL	/ENUE		EB LIND	BROOK	DR.		Total Line Street
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL	TOTALS
700-715	. 1	4	3	0	3	7	28	21	36	17	39	11	3	30	6	11	220
715-730	6	8	3	1	1	7	37	19	45	19	38	10	5	44	5	4	25
730-745	9	9	6	0	0	. 7	40	30	73	20	40		3	68	9	4	
745-800	6	7	4	0	4	3	47	34	86	. 39	54	13	5	. 83	7	5	39
800-815	5	13	11	1	4	1	47	35	77	24	70	19	15	71	3	6	40
815-830	9	12	7	0	2	12	49	49	75	24	56	12	- 6	46	5	8	372
830-845	5	16	8	2	2	19	43	39	66	10	54	12	4	67	6	2	355
845-900	6	10	12	0	2	19	41	39	55	18	46	12	12	63	7	12	354
900-915	8	13	6	1	2	14	55	55	78	18	57	13	8	80	8	7	423
915-930	16	18	8	3	3	. 13	46	47	78	14	81	18	8	71	8	13	44
930-945	10	19	8	3	4	13	46	43	53	22	51	7	- 6	47	13	10	35
945-1000	3	12	9	2	3	18	47	48	57	26	46	14	13	61	9	12	380
HOUR TOTA	LS		ALCHE AL												HERENE		
	SB GLEN	NDON AV	/E		WB LINE	BROOK	DR		NB GLE	NDON A	/ENUE		EB LIND	BROOK	DR.		
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	<sup>®</sup> NBT⊗	NBL.	EBR	EBT	EBL(T)	≸EBL □	TOTALS
700-800	22	. 28	16	1	8	24	152	104	240	95	171	44	16	225		24	119
715-815	26	37	24	2	9	18	171	118	281	102	202	52	28	266		19	137
730-830	29	41	28	1	10	23	183	148	311	107	220	54	29	268	24		149
745-845	25	48	30	3	12	35	186	157	304	97	234	56	30	267	21	21	152
800-900	25	51	38	3	10	51	180	162	273	76	226	55	37	247	21	28	148
815-815	28	51	33	3	8	64	188	182	274	70	213	49	30	256	26		150
830-930	35	57	34	6	9	65	185	180	277	60	238	55	32	281	29		157
845-945	40	60	34	7	11	59	188	184	264	72	235		34	261	36		157
900-1000	37	62	31	9	12	58	194	193	266	80	235	52	35	259	38	42	160

<sup>(</sup>T) - Traffic entering Tiverton Avenue (one-way Northbound)

## WILTEC 5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:

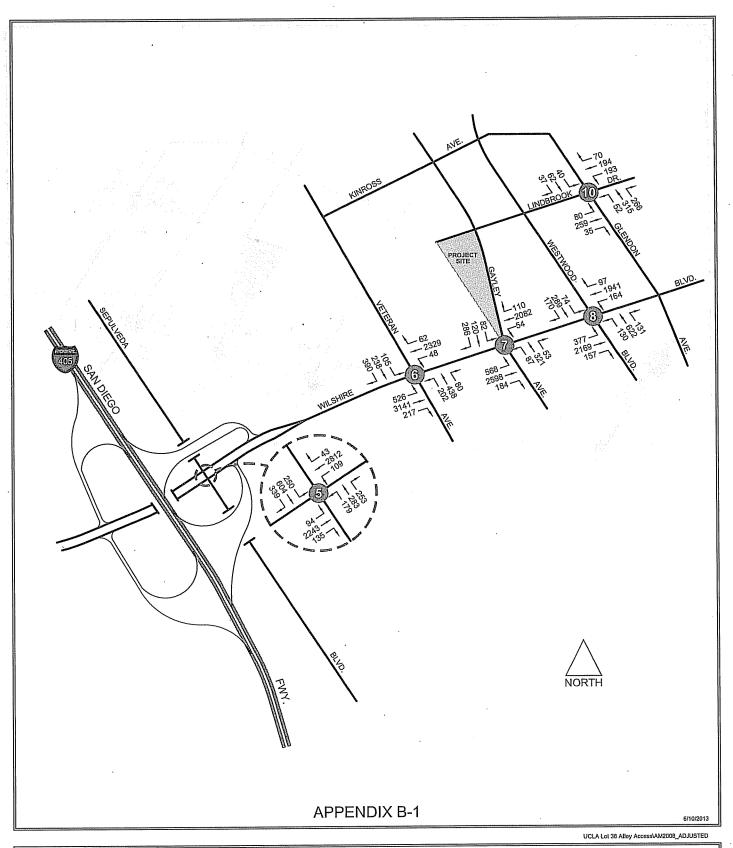
FEHR AND PEERS
WESTWOOD COUNTS
TUESDAY APRIL 8, 2008
3:00 PM TO 6:00 PM
GLENDON AVENUE/TIVERTON AVENUE
LINDBROOK DRIVE
WEST LOS ANGELES

N/S E/W

CITY:

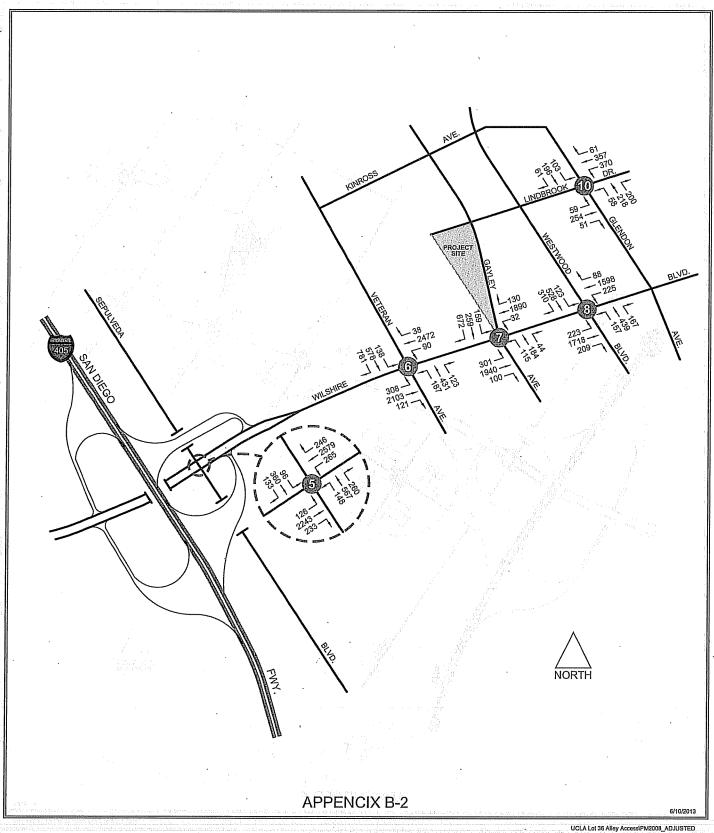
Barren St.	SB GLE	NDON AV	/E		WB LINE	BROOK	DR data		NB GLE	NDON A	'ENUE		EB LIND	BROOK	DR.		
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	War	WBT	WBL	NBR	NBR(T)	-NBT∴	NBL	EBR	EBT	EBL(T)	EBL	TOTALS:
300-315	9	47	15	2	1	10	81	67	27	7	. 32	4	. 14	45	3	5	36
315-330	7	40	13	2	4	8	62	89	36	··· 12	25	5	12	39	6	7	36
330-345	6	47	14	0	7	2	57	- 58	37	20	33	10	10	47	. 8	6	36
345-400	10	27	12	-3	9	. 6	58	64	41	16	23	5	8	- 52	- 4	. 9	34
400-415	12	32	8	3	5	5	77	81	35	e - 11	27	6	10	43	2	5	36
415-430	- 6	35	13	3	6	8	· · · · · 67	73	30	12	35	12	11	43	4	. 5	36
430-445	18	42	10	- 1	7	10	67	78	34	15	32	100 to 100 c 7	6	45	- 5	6	38
445-500	14	40	16	2	3	4	79	79	28	18	33	6		59	3	5	39
00-515	16	49	23	4	5	4	85	101	51	15	38	9	19	66	7	9	50
515-530	11	58	29	2	5	8	103	95	46	17	41	23	14	72	4	12	54
530-545	12	. 51	25	2	6	11	76	82	49	15	35	7	13	57	2	2	44
545-600	22	38	16	. 2	14	8	93	92	54	14	43	19	mid <b>5</b>	59	5	18	. 50
HOUR TOTA	LS						HIETH	EMPER MAN									House that I
	SB GLEN	IDON AV	Œ		WB LINDBROOK DR				NB GLENDON AVENUE				EB LINDBROOK DR.				
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL.	TOTALS
300-400	32	161	54	7	21	26	258	278	141	55	113	24	44	183	21	27	144
315-415	35	146	47	8	25	21	254	292	149	59	108	26	40	181	20	27	143
330-430	34	141	47	9	27	21	259	276	143	59	118	33	39	185	18	25	143
45-445	46	136	43	10	27	29	269	296	140	54	117	30	35	183	15	25	145
00-500	50	149	47	9.	21	27	290	311	127	56	127	31	36	190	14	21	150
15-515	54	166	62	10	21	26	298	331	143	60	138	34	45	213	19	25	164
30-530	59	189	78	9	20	26	334	353	159	65	144	45	48	242	19	32	182
		198	93	: 10	19	27	343	357	174	65	147	45	55	254	16	28	188
45-545	53	1901	931	101													

<sup>(</sup>T) - Traffic entering Tiverton Avenue (one-way Northbound)



EXISTING (2008) TRAFFIC VOLUMES (ADJUSTED) AM PEAK HOUR



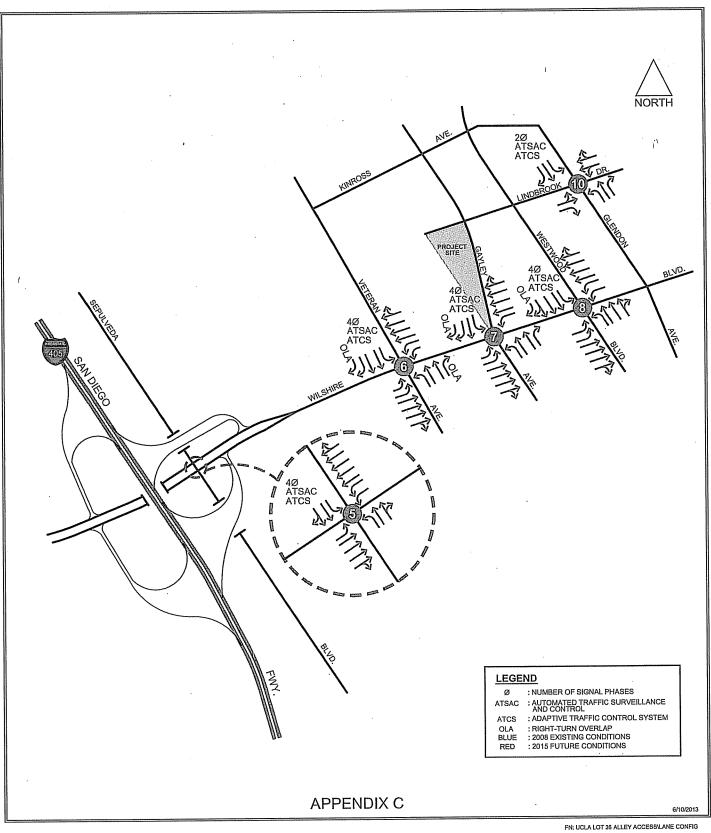


EXISTING (2008) TRAFFIC VOLUMES (ADJUSTED) PM PEAK HOUR



#### APPENDIX C

STUDY INTERSECTION LANE CONFIGURATIONS AND TRAFFIC SIGNAL OPERATING CONDITIONS



STUDY INTERSECTION LANE CONFIGURATIONS AND TRAFFIC SIGNAL OPERATING CONDITIONS



#### APPENDIX D

RELATED PROJECT TRIP GENERATIONS AND MAP CUMULATIVE BASE PEAK-HOUR TRAFFIC VOLUME FIGURES CUMULATIVE PLUS PROJECT PEAK-HOUR TRAFFIC VOLUME FIGURES

Appendix D-1

				Appendix D-1								
			Related Projects - Wilshire Gayley Project Study Area					R	PM PEAK HOUR			
NO.	ADDRESS/LOCATION	SIZE		PROJECT DESCRIPTION	DAILY	IN	EAK HOU OUT	TOTAL	IN		TOTAL	
1.	1130 Gayley Avenue <sup>1</sup>	34	du	Apartment	459	7	17	24	22	21	43	
		5,250	sf	Specialty Retail								
2.	1120 Glendon Avenue <sup>2</sup>	350		Condominium	4,198	58	148	206	332	283	615	
		50,000		Commercial	(162)	0	1	1	3	1	4	
3.	10844-10852 Lindbrook Drive <sup>3</sup>	19 (10,000)		Apartment Retail	(102)	Ū	•	•	ŭ	• •	•	
4.	900 Gayley Avenue <sup>2</sup>	2,750		Convenience Store	1,142	63	40	103	36	46	82	
5.	1401 Kelton Avenue <sup>2</sup>	24		Condominium	141	2	9	11	9	4	13	
6.	10777 Wilshire Boulevard <sup>2</sup>		du	Condominium	328	4	21	25	21	10	31	
7.	10776 Wilshire Boulevard <sup>2</sup>	87		High-Rise Condominium	364	6	24	30	30	18	48	
8.	1465 Westwood Boulevard <sup>2</sup>	3,750		Convenience Store	2,767	125	126	251	50	48	98	
9.	10765 Wilkins Avenue <sup>2</sup>		du	Townhome	47	1	3	4	3	1	4	
10.		8	du	Condominium	47	1	3	4	3	1	4	
11.	10700 Wilshire Boulevard <sup>2</sup>	64	du	Condominium	375	5	23	28	23	12	35	
12	10647 Ashton Avenue <sup>2</sup>	10	du	Condominium	59	1	3	4	4	2	6	
	1654 Greenfield Avenue <sup>2</sup>	8	du	Condominium	47	1	3	4	3	1	4	
	10475 Wilshire Boulevard <sup>2</sup>	172	du	Senior Housing	599	6	8	14	9	5	14	
15.	10605 Eastborne Avenue <sup>2</sup>	12	du	Condominium	70	1	4	5	5	2	7	
16.	10901 Santa Monica Boulevard <sup>2</sup>	36	du	Apartment	618	9	18	27	47	25	72	
		8,485		Retail							70	
17.	11677 Wilshire Boulevard <sup>2</sup>	64,000	sf	Mixed Use	516	55	55	110	40	39	79	
18.	10381 Eastborne Avenue <sup>2</sup>	16		Condominium .	94	1	6	7	6	3	9	
19.		35		High-Rise Condominium	146	2	10	12	12	7 11	19 32	
20.		59		Condominium	346	4	22	26	21		32 7	
	1614 Hilts Avenue <sup>2</sup>	12		Condominium	70	1	4	5	5	2 2	6	
22	964 Hilgard Avenue <sup>2</sup>	12		Apartment	81	1	5	6	4 7	3	10	
23.	_	18		Condominium	105	1	7	8 56	76	41	117	
24	1767 Westwood Boulevard <sup>3</sup>	111		Apartment Retail	1,154	11	45	56	70	41	117	
	L O L A	7,000	SI		7 006	307	42	349	121	588	709	
25	25. Le Conte Avenue & Broxton Avenue		st		7,000	001		•				
		40,000	sf	Retail								
	•	150,000	sf		407	•			•	4	7	
26	10866 Le Conte Avenue		-1		187	U	U	U	3	4	,	
	10200 Milabira Boulovard <sup>3</sup>				559	8	37	45	36	17	53	
	2 .						5	39	7	35	42	
		•								(17)	(21)	
29	, 10700 Gailta Morilca Doulevalu			Retail	1-0.1	17	1 7		• •	• •		
26		150,000 106	sf sf st du sf sf	Office Geffen Playhouse - Theater Expansion <sup>3</sup> Theater Condominium Office Office	7,006 187 559 241 (834)	307 0 8 34 (89)	42 0 37 5 (12)			4 17 35		

Page 1 of 2

#### Appendix D-1

	•			Related Projects - Wilshire Gayley Project Stud	ly Area	<b>a</b>		EAK HOL			PEAK HO	
NO.	ADDRESS/LOCATION	SIZE		PROJECT DESCRIPTION		DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
30.	10857 Santa Monica Boulevard <sup>3</sup>	47 (	du	Condominium		0	0	0	. 0	123	61	184
		16,500	sf	Retail						_		
31.	1777 Westwood Boulevard3	45	du	Condominium		(311)	(8)	(37)	(45)	.2	1	3
		9,000	sf ·	Retail								
32.	11567 Santa Monica Boulevard3	68	du	Condominium		633	9	45	54	41	20	61
	· /.	10,000	sf	Retail				_		_		
33.	2142 Pontius Avenue <sup>3</sup>	17,600	sf	Office		350	41	6	47	9	41	50
34.	11660 Santa Monica Boulevard			WLA Vons Supermarket Project <sup>4</sup>		1,946	51	32	83	37	36	73
		53,000	sf	Supermarket								
35.	1466 Westgate Avenue			Westside Family YMCA Project5		1,204	52	33	. 85	27	46	73
		65,000	sf	YMCA Facility							_	
36.	11024 Strathmore Drive <sup>6</sup>	31	du	Apartment		206	3	13	16	10	5	15
	11421 Olympic Boulevard			Mixed-Use Project <sup>7</sup>		682	10	36	46	34	21	55
٠	1712. Olympia manterial	89	du .	Apartment								
		6,030	sf	Specialty Retail						_2		
38.	11771 Montana Avenue <sup>8</sup>	62	du	Apartment		412	6	26	32	20	10	30
39.	1929 Beloit Avenue <sup>3</sup>	63	du	Condominium		369	5	23	28	23	12	35
	1730 Sawtelle Boulevard <sup>8</sup>	55	du	Condominium		320	4	20	24	20	10	30
	1700 Sawtelle Boulevard <sup>3</sup>		du	Condominium		523	7	33	40	45	22	67

du = Dwelling Units; sf = Square Feet; st = Seats.

du = Dwelling Units; sf = Square Feet; st = Seats.

1.Indbrook & Gayley Mixed-Use Project Updated Trip Generation technical letter (Crain & Associates, January 28, 2013).

Related project trip generation provided in the Traffic Study for the Wilshire Gayley Project (Fehr & Peers, March 2009).

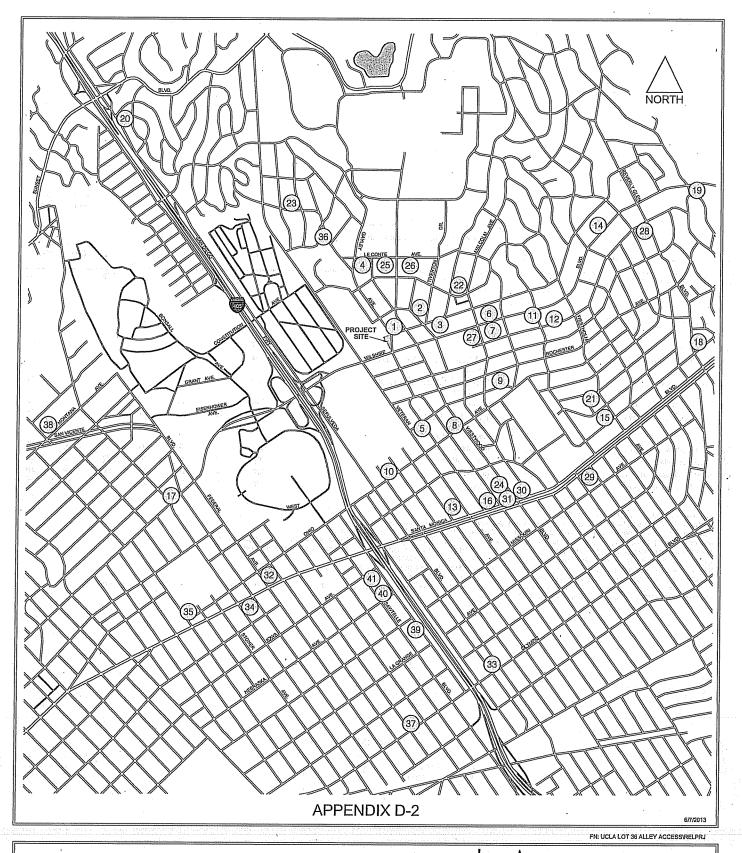
Related project trip generation provided in the Transportation Study for the Century City Center Project (Gibson Transportation Consulting, September 2012).

Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 850 (Supermarket).

Traffic Impact Study for the Proposed Westside Family YMCA Facility (Crain & Associates, March 2012).

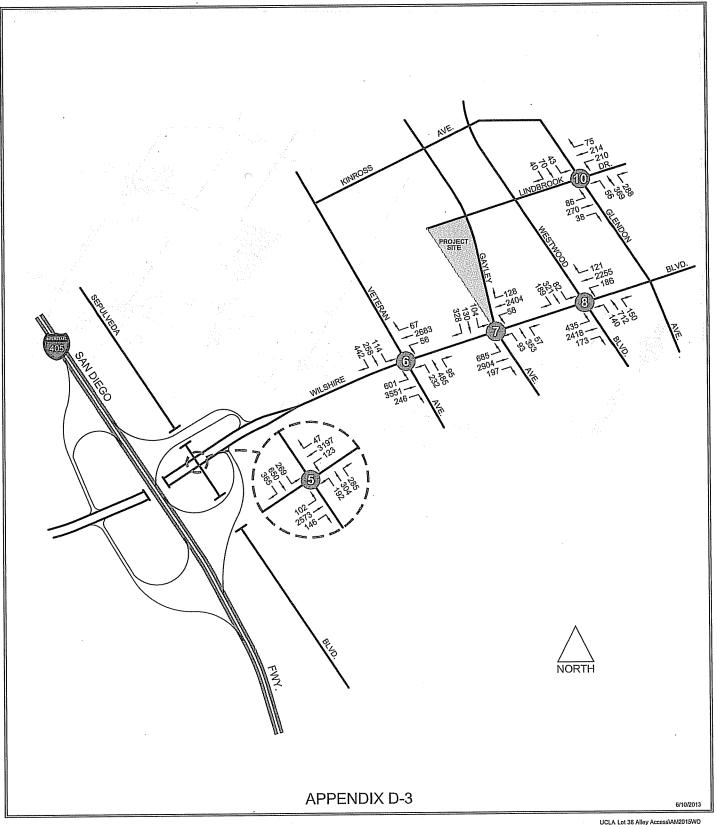
Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 220 (Apartment).

Trip Generation and peak-hour directional distributions contained in 9th Edition of the Trip Generation Manual (Institute of Transportation Engineers, 2012) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (adopted March 8, 1997).



WILSHIRE GAYLEY PROJECT UPDATED RELATED PROJECTS MAP

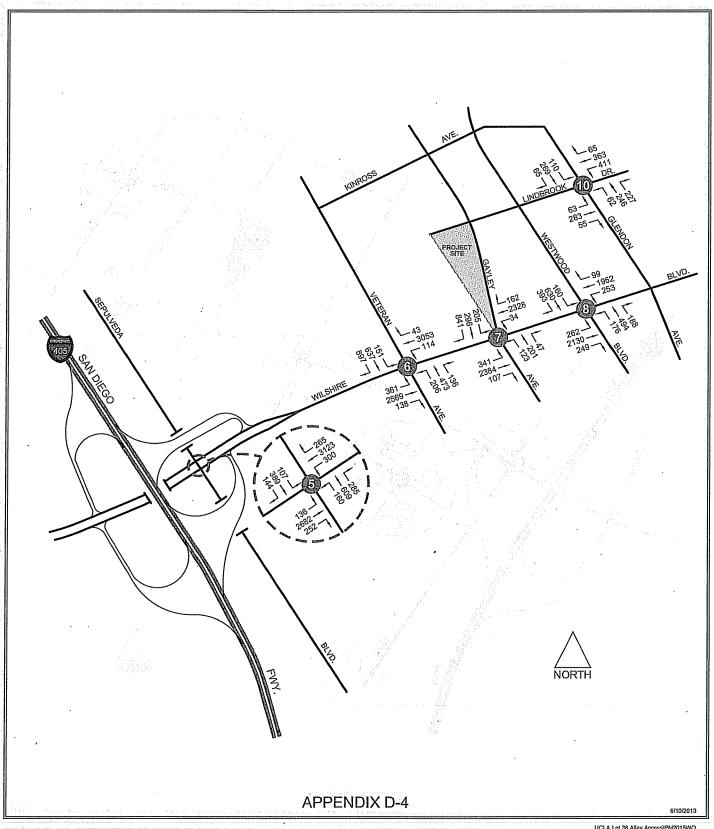




UCLA Lot 36 Alley Access\AM2015WO

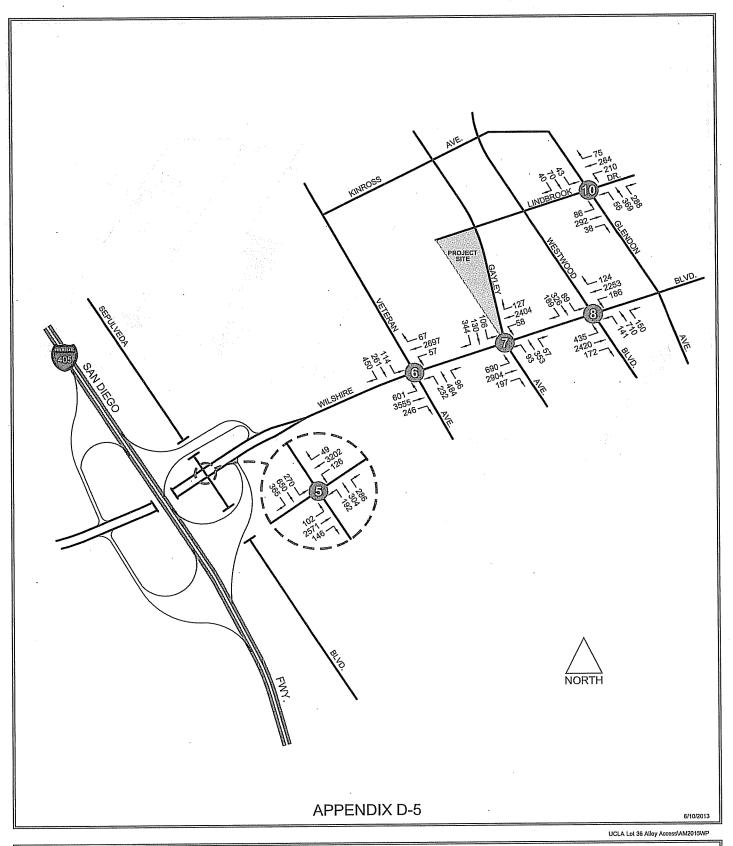
CUMULATIVE BASE CONDITION (2015) TRAFFIC VOLUMES AM PEAK HOUR





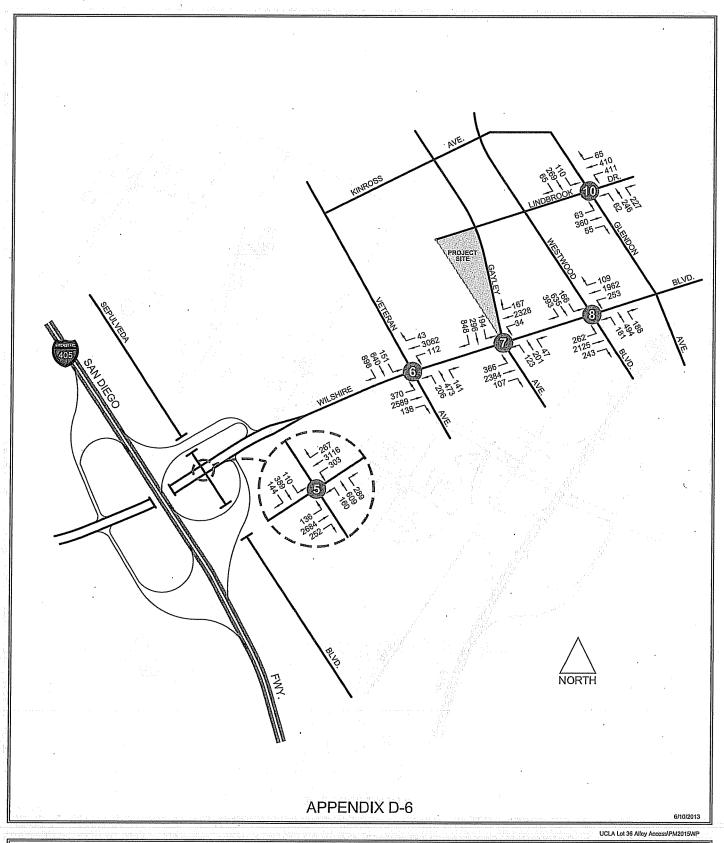
CUMULATIVE BASE CONDITION (2015) TRAFFIC VOLUMES PM PEAK HOUR





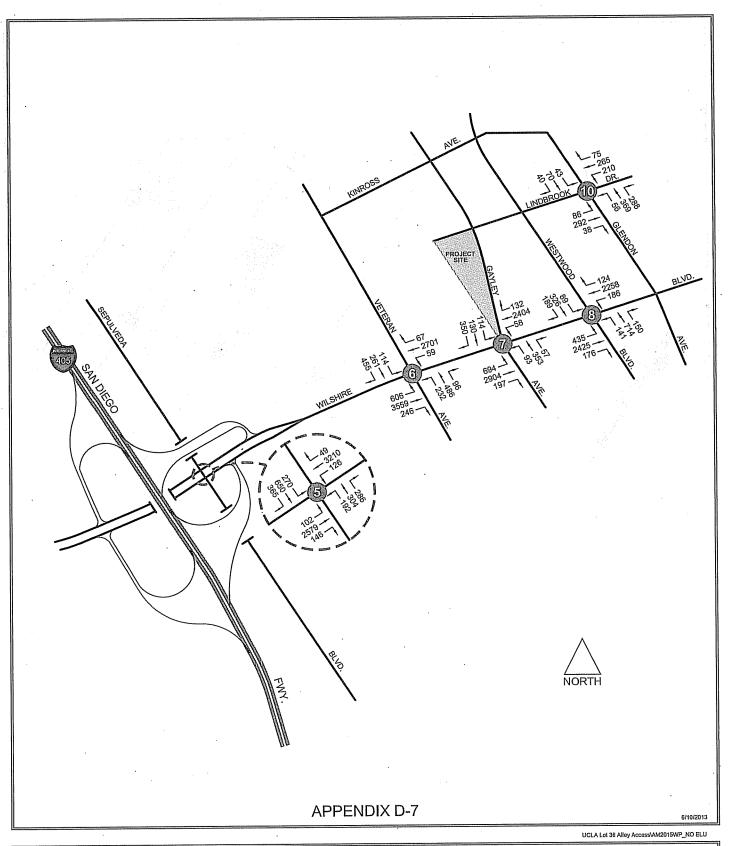
CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO A (WITH CREDITS FOR PREVIOUS LAND USES) AM PEAK HOUR





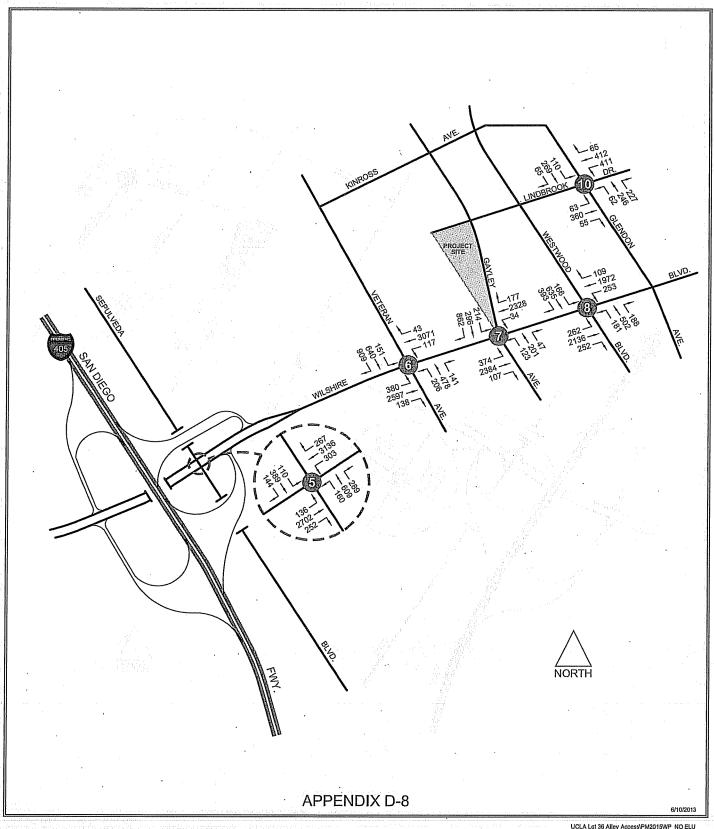
CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO A (WITH CREDITS FOR PREVIOUS LAND USES) PM PEAK HOUR





CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO B1 (WITHOUT CREDITS FOR PREVIOUS LAND USES) AM PEAK HOUR

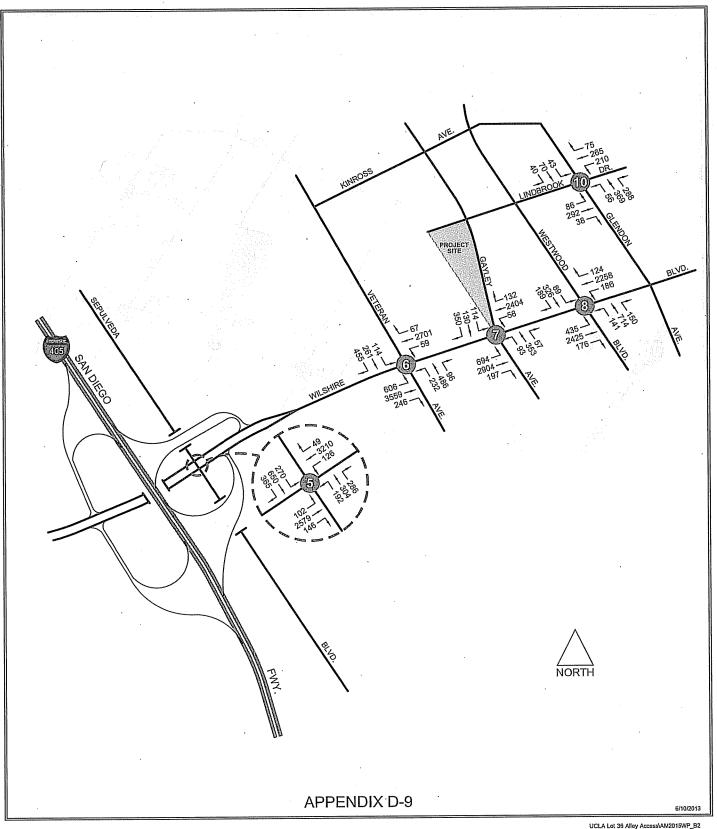




UCLA Lat 36 Alley Access\PM2015WP\_NO ELU

CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO B1 (WITHOUT CREDITS FOR PREVIOUS LAND USES) PM PEAK HOUR

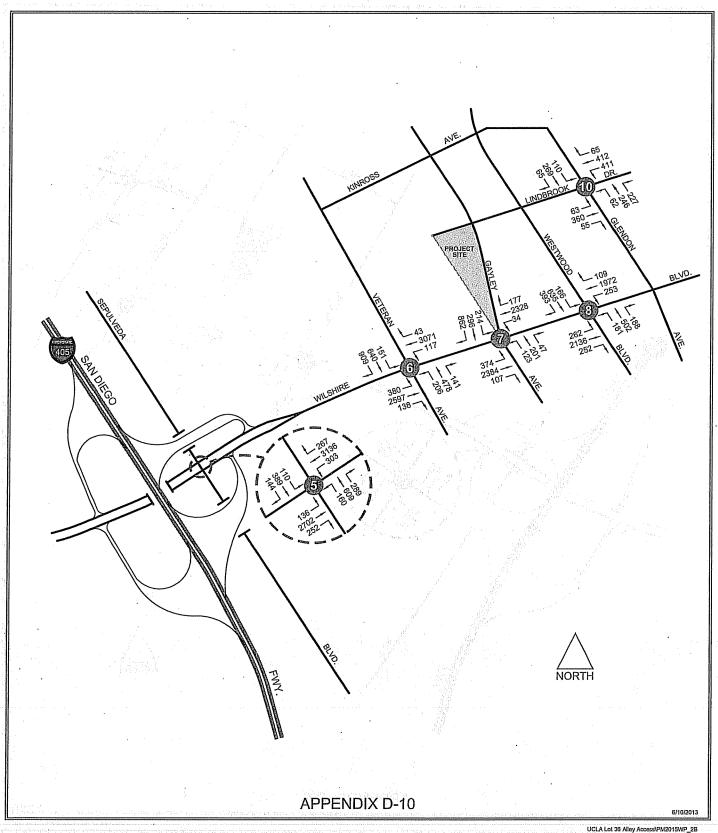




UCLA Lot 36 Alley Access\AM2015WP\_B2

CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO B2 (WITHOUT CREDITS FOR PREVIOUS LAND USES) WITH WILSHIRE BRT INSTALLED AM PEAK HOUR





CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES SCENARIO B2 (WITHOUT CREDITS FOR PREVIOUS LAND USES) WITH WILSHIRE BRT INSTALLED PM PEAK HOUR



#### APPENDIX E

CRITICAL MOVEMENT ANALYSIS AND LOS SUMMARY FOR ANALYSIS SCENARIOS A, B1 AND B2

# APPENDIX E-1 Analysis Scenario A – Critical Movement Analysis and LOS Summary (With Trip Credits for Previous Land Uses)

			E	xisting C	onditions			I	uture Co	nditions	
No.	Intersection	Peak Hour	Exist CMA	ing LOS	w/ Pro	ject LOS	w/o Pr CMA	oject LOS	w/ Pro	ject LOS	Change in v/c due to Project
5	SEPULVEDA BLVD. WILSHIRE BLVD.	AM PM	0.887 0.857	D D	0.888 0.862	D D	0.955 0.957	E E	0.956 0.962	E	0.001 0.005
6	VETERAN AVE.	AM	0.811	D	0.813	D	0.904	E	0.907	E	0.003
	WILSHIRE BLVD.	PM	0.897	D	0.900	E	0.989	E	0.995	E	0.006
. 7	GAYLEY AVE.	AM	0.732	C	0.736	C	0.839	D	0.843	D	0.004
	WILSHIRE BLVD.	PM <sup>a</sup>	0.824	D	0.836	D	0.952	E	0.964	E	0.012 *
8	WESTWOOD BLVD.	AM	0.688	B	0.692	B	0.774	C	0.779	C	0.005
	WILSHIRE BLVD.	PM <sup>b</sup>	0.874	D	0.877	D	1.031	F	1.034	F	0.003
10	GLENDON AVE.	AM	0.521	A	0.536	A	0.552	A	0.567	A	0.015
	LINDBROOK DR.	PM	0.599	A	0.651	B	0.642	B	0.693	B	0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

<sup>\*</sup> Indicates a significant traffic impact according to LADOT standards.

<sup>&</sup>lt;sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>&</sup>lt;sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.

# APPENDIX E-2 Analysis Scenario B1 – Critical Movement Analysis and LOS Summary (Without Trip Credits for Previous Land Uses)

		to describe the second	Ex	disting C	onditions		1.		Future Co	nditions	
No.	Intersection	Peak Hour	Existi CMA	ing LOS	w/ Pro CMA	ject LOS	w/o Pro	oject LOS	w/ Pro	ject <u>LOS</u>	Change in v/c due to Project
5	SEPULVEDA BLVD. WILSHIRE BLVD.	AM PM	0.887 0.857	D D	0.889 0.865	D D	0.955 0.957	E	0.957 0.965	E E	0.002 0.008
6	VETERAN AVE. WILSHIRE BLVD.	AM PM	0.811 0.897	D D	0.817 0.908	D E	0.904 0.989	E	0.909 1.001	E F	0.005 0.012 *
7	GAYLEY AVE. WILSHIRE BLVD.	AM PM <sup>a</sup>	0.732 0.824	C D	0.744 0.843	C D	0.839 0.952	D E	0.851 0.970	D E	0.012 0.018 *
8	WESTWOOD BLVD. WILSHIRE BLVD.	AM PM <sup>b</sup>	0.688 0.874	B D	0.694 0.882	B D	0.774 1.031	C F	0.781 1.039	C F	0.007 0.008
10	GLENDON AVE. LINDBROOK DR.	AM PM	0.521 0.599	A A	0.536 0.651	A B	0.552 0.642	A B	0.567 0.693	A B	0.015 0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

<sup>\*</sup> Indicates a significant traffic impact according to LADOT standards.

<sup>&</sup>lt;sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>&</sup>lt;sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.

### APPENDIX E-3 Analysis Scenario B2 – Critical Movement Analysis and LOS Summary

(Without Trip Credits for Previous Land Uses; With Wilshire BRT Installed)

			E	xisting C	onditions		A STATE OF THE STA	1.00	Future Co	nditions	
No.	Intersection	Peak Hour	Exist CMA	ing LOS	w/ Pro CMA	ject LOS	w/o Pr CMA	oject LOS	w/ Pro	oject LOS	Change in v/c due to Project
5	SEPULVEDA BLVD. WILSHIRE BLVD.	AM PM	0.887 0.857	D D	0.889 0.865	D D	1.083 1.073	F	1.085 1.083	F	0.002 0.010 *
6	VETERAN AVE. WILSHIRE BLVD.	AM PM	0.811 0.897	D D	0.817 0.908	D E	1.053 1.167	F F	1.061 1.179	F F	0.008 0.012 *
7	GAYLEY AVE. WILSHIRE BLVD.	AM PM <sup>a</sup>	0.732 0.824	Ċ	0.744 0.843	C	0.961 1.083	E	0.972 1.098	E F	0.011 * 0.015 *
. 8	WESTWOOD BLVD. WILSHIRE BLVD.	AM PM <sup>b</sup>	0.688 0.874	B D	0.694 0.882	B D	0.889 1.142	D F	0.896 1.150	D F	0.007 0.008
10	GLENDON AVE. LINDBROOK DR.	AM PM	0.521 0.599	A	0.536 0.651	A B	0.552 0.642	A B	0.567 0.693	A B	0.015 0.051 0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

<sup>\*</sup> Indicates a significant traffic impact according to LADOT standards.

<sup>&</sup>lt;sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>&</sup>lt;sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.

# APPENDIX F LADOT CMA & LOS WORKSHEETS





								A V	lent Grov	utha (0/3a		0 1 -		DI	ut	Date:		6/7/2013	
I/S #:		EPULVEDA BLVI	).			r of Count		Amb		vtn: (%):	1 AM		cted by: wed by:	RI		Project:	UCLA Lo		enario A
5	Much tract and an	VILSHIRE BLVD.			Proje	ction Year			Pea	k Hour:	AM 4	Kevie	wea by:		.4	Projecti	JOLAL		ao A
	No. of Pi posed Ø'ing: N/S-1, E/W-2 or Bo Turns: FREE-1, NRTOR-2 or OI ATSAC-1 or ATSAC+AT	oth-3? LA-3?	SB- WB-	4 0 0 1	NB EB	0 SE 0 W		NB EB	0	SB WB	0 0 0 2	NB EB	0	SB- WB-	0 0 0 2 0	NB EB		SB- WB-	
	Override Ca		TING COND		FYIST	ING PLUS PI		FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDITI	ON W/ PRO	JECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Right Right Left-Through-Right Left-Right	283 253	1 0 1	268 253	0 0 1	179 283 254	179 269 254	0 1 14	192 304 285	1 0 1 1 0 0	192 295 285	0 1	192 304 286	1 0 1 1 0 0	192 295 286				
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through	250 604 339	0 1 1	250 472 339	0	251 604 339	251 472 339	1 2 2	269 650 365	1 0 1 1 0 0	269 . 508 365	1 0 0	270 650 365	1 0 1 1 0 0	270 508 365				
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	9/ 2245 133	3 1	595 135	-2 0	94 2241 135	94 594 135	1 168 1	102 2573 146	1 0 3 1 0	102 680 146	0 -2 0	102 2571 146	1 0 3 1 0	102 679 146				
WESTBOUND	Left Loft-Through Through Through-Right Right Left-Through-Right Left-Right	100 281:	0 4 1	571 43	3 5 2	112 2817 45	62 572 45	6 182 1	123 3197 47	2 0 4 1 0	68 649 47	3 5 2	126 3202 49	2 0 4 1 0	69 650 49			a taga pinin ili para panjar ili para panjar ili panjar ili panjar ili panjar ili panjar ili panjar ili panjar	
	CRITICAL VOI		lorth-South East-Wes SUN	t: 665	13	orth-South: East-West: SUM:	666			rth-South East-West SUM	: 751 : 1451			rth-South: East-West: SUM:	752 1452				i
V/	VOLUME/CAPACITY (V/C) C LESS ATSACIATCS ADJUST LEVEL OF SERVICE	TMENT:		0.957 0.887 D			0.958 0.888 D				1.055 0.955 E				1.056 0.956 E	10			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Δν/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls

6/10/2013-5:17 PM





	1.22 19																		
I/S #:	North-South Street:   SEPUL	EDA BLVD.	Carry Na P	ang manulyter	Yea	r of Count	: 2008	Amt	lent Grov	vth: (%):	-1	Condu	cted by:		N	Date:		6/7/2013	
5	East-West Street: WILSHI	RE BLVD.	e a company	1112.177	Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:	R	K	Project:	UCLA L	ot 36: Sc	enario A
<u> </u>	No. of Phases			4			4		1 1		4				4				A 14.34
Opp	oosed Ø'Ing: N/S-1, E/W-2 or Both-3?			0		0 SE	0 3~ 0	NB	n	SB	0	NB	0	SB	. 0	NB	FE VOV.	SB-	
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	. 0	NB EB	0 SE		EB	Ö	WB	ő	EB	Ö	WB	Ö.	EB-		WB	And Maria
	ATSAC-1 or ATSAC+ATCS-2?	LD- V		1			1		1.1		2				2				
	Override Capacity			0_			0				0				0				
	The second se	EXIST	NG CONDI		<u> </u>	ING PLUS P			E CONDITI				RE CONDIT				W/ PROJE		
4	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	148	1	14B	. 0	148	148	1	160	1	160	0	160	1	160				
3	Left-Through	557	0.			567	416	1	609	0	447	0	609	0 1	449				
8	Through Through-Right	567	1	414	, ,	307		l '	003	1	Market	ľ		1					
E	Right	260	o	260	4	264	264	6	285	Ó	285	4	289	0	289				
NORTHBOUND	Left-Through-Right		0					· .		0		Ĭ		0					
	Left-Right	ADDRESS ASSESS	erenesi trasonusm		100 PERSONAL SECTOR	 CraptorpicoSec#0.70	Colored differen	TOUR TOWNSHIP BY	Named a principal	eranestraria	-	THE STATE OF THE STATE OF		·reservation	Transit	en de la compania de La compania de la compania del compania del compania de la compania del compania del compania de la compania del com	enere e e		
	Left	J 96		l 96	3	99	99	4	107	12051444	107	3	110	14461112568 1	110	d rassanya			
2	Left-Through		ó		~			i '		0				0					
8	Through	360	1	247	0	360	247	3	389	1	267	0	389	1	267				
里 里	Through-Right	400	1 0	133	0	133	133	1	144	1 0	144	0	144	1 0	144				
SOUTHBOUND	Right Left-Through-Right	133	0	133	, ,	133	100	1 '	144	0		ľ	1-1-1	ŏ					
တ	Left-Right	l	*							um novem no <b>ik</b> domaio as Che		IN COMPANY OF CORPORATION	ETIMA DINA SUNDERSTATED	ATENIES WERE STORY		eptomos operator	est vicinitaties	rsætteneres vrok	Luciani.
AND DES							in in the second	SANCE			400	0	136	1.50111.000 1	136	2020		whiski	
	Left Left-Through	126	0	126	0	126	126	1	136	1 0	136	ľ	130	Ó	130				
3	Through	2243	3	619	2	2245	620	277	2682	-3	734	2	2684	3	734				
EASTBOUND	Through-Right		1							1		l _		1					
I S	Right	233	0	233	0	233	233	2	252	0	252	0	252	0	252				
i ii	Left-Through-Right Left-Right		0		1		15,15			U				v					
	Editinging	in de la company	<b>L</b>			anauga										Kiris.			
	Left	265	2	146	3	268	147	16	300	2 0	165	3	303	2	167	- September 1			
WESTBOUND	Left-Through Through	2579	0	565	-7	2572	564	358	3123	4	678	-7	3116	4	677				
8	Through-Right	25/9	1	303	"	2012	(Selferen	""	0,20	1		].		1					
ST	Right	246	0	246	2	248	248	1	265	0	265	2	267	0	267	1			
WE	Left-Through-Right		0				la de la companya de			0		1		0					
لـنــا	Left-Right	No.	rth-South:	510	N/	orth-South:	515	<b>!</b>	No	rth-South	554	1	No	rth-South	559				Professional Confessional
	CRITICAL VOLUMES		ast-West:			East-West:		1		ast-West	: 899			ast-West	901	1			
		<u> </u>	SUM:			SUM:	1282			SUM	: 1453			SUM:	Alle A Control of Street	š.			\$45,680,65 Transporter
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.932				1.057				1.062	d'a			Indian
V/C	C LESS ATSACIATCS ADJUSTMENT:			0.857			0.862	1 .			0.957				0.962	Si Angelo			
	LEVEL OF SERVICE (LOS):			D			D	ļ			E	1			E	Š.			MARKET SE
	REMARKS:																		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.005 Significant impacted? NO

Δv/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls

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		- 1 tr				- 44 s _ 5	4 1 1		. 1 1 1			1, 200	- 10,00		24.30	45.			
I/S #:		AN AVE.		<u> </u>		r of Coun		Ami		wth: (%):	1	1	cted by:		ON	Date:		6/7/2013	
6		RE BLVD.	A. C.	a rationar	Proje	ction Yea		processing	Pe	ak Hour:	AM	Revie	wed by:	Alexand F	સલ	Project:	UCLAL	ot 36: Sc	cenario A
Op	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	Wn 0		0	l		4				0			4	0				Altahor.
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 s		NB EB	3	SB WB	3 0	NB EB	3	SB WB	3 0	NB EB		SB	
	ATSAC-1 or ATSAC+ATCS-2?		****	1			1			•••	2				2				
	Override Capacity			0	1 1	<u> </u>	0			<u> </u>	0	12.554		44.54	0	24 /25	The total		approx.
	MOVEMENT	EXIST	ING CONDI			NG PLUS P				ION W/O PR		1	E CONDIT				W/ PROJE		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	202	1	202	0	202	202	15	232	1	232	0	232	1	232	<u> </u>	-		B4999
NORTHBOUND	Left-Through	96	0		症.				612-	0		1.0	\$ L.	0		1			
BO	Through Through-Right	438	2	219	-1	437	219	15	485	2	243	-1	484	2 '	242	l .			
ΣĦ	Right	80	1	67	1	81	68	9	95	1	64	1	96	1	65				
ğ	Left-Through-Right		0						1	0				o .			-1		
1.	Left-Right		manifest to the same			1 2 1					i.			<u> </u>					
100000	Left	l 105	1	105	0	105	105		114		114	0	114	1	- 114				
SOUTHBOUND	Left-Through	100	o .	100		IUJ	100		1 14	0			114	0				pagaši	
<u> </u>	Through	238	2	119	3	241	121	3	258	2	129	3	261	2	131			<ul> <li>Mayor</li> <li>makes</li> </ul>	
置	Through-Right		. 0					24	1.14	0		14		0				451	
동	Right Left-Through-Right	390	. 2	71	8	398	75	24	442	2	. 0	8	450	2 0	0	· ·		<ul> <li>30%</li> </ul>	
ű	Left-Right		Ĭ		S. 1887		i		andija.			2 / 19							
															Milite.				
۵	Left Left-Through	526	2	289	0	526	289	37	601	2	331	0	601	2	331				
STBOUND	Through	3141	3	840	4	3145	841	183	3551	3	949	4	3555	3	950			31,955	
8	Through-Right	335.0	1						- 400	1				1		· ·			
EAST	Right	217	. 0	217	0	217	217	13	246	0	246	0	246	0	246		per pare		HE W
ш	Left-Through-Right Left-Right		U		4.5					0			\$4.54°	0		ļ			
HIN			WHITE									NEWS N				THE SHAPE	er same		1000
ا ہ	Left	48	2	26	1	49	27	5	56	2	31	1	57	2	31			1 1 1 1 1 1	
WESTBOUND	Left-Through Through	2329	0 3	598	14	2343	601	186	2683	0	688	14	2697	0	691			431	
8	Through-Right	2023	1	584905		2010		100	2000	1	060	11, 44	2031	1				to regard	
ST	Right	62	. 0	62	0	62	62	1	67	0	67	0	67	0	67				1
3	Left-Through-Right Left-Right	ASSOL.	0			1961   141   154 2001   2004   154		egenesis ne		0		Harry Color	Mala.	0					
-5.6			th-South:	324		th-South:	. 324			th-South:	361			h-South:	363	May near	a a dua s		lyana.
<u></u>	CRITICAL VOLUMES	li de la P	ast-West: SUM:	887 1211	E	ast-West: SUM:	890 1214		E	ast-West: SUM:	1019 1380		Ea	st-West: SUM:	1022 1385				
	VOLUME/CAPACITY (V/C) RATIO:	la distri		0.881	1/1	135	0.883		14 CF		1.004	1,000	sign of a		1.007		111111	5016	in a training
V/C	LESS ATSACIATCS ADJUSTMENT:			0.811	. 757	AM.	0.813				0.904	100	3841		0.907	in marketis	44. <i>10</i> 1 (c.	14 14 17 1	
15%	LEVEL OF SERVICE (LOS):	Bala, Value	to be an a second	D	, 4.1		D				Е		roji Dist Savojska se		E	-40,00	DW CLASS		lika.
	DEMARKS.														F 1-7 to 101 325				*************

REMARKS

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.003
Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:17 PM





I/S #:	North-South Street: VETER	AN AVE.		Learn Search	Yea	r of Count	: 2008	Amb	ient Grov	vth: (%):	-1		cted by:		N	Date:		6/7/2013	
6	East-West Street: WILSH	RE BLVD.			Proje	ction Year	2015		Pea	k Hour:	PM	Revie	wed by:	R	K	Project:	UCLAL	ot 36: Sc	enario A
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	4 0 0 0	NB EB	O SE		NB EB	3 0	SB WB	4 0 3 0 2	NB EB	3 0	SB WB	4 0 3 0	NB EB	is Spirite pille Coute no Ve	SB WB	
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	1		ó			Ö				·ō				0				
	The American Committee of the Committee	EXIST	NG CONDI	TION	EXIST	ING PLUS P	ROJECT		E CONDITIO				RE CONDIT				W/ PROJE		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right	187 431 123	1 0 2 0 1	187 216 98	0 5	187 431 128	187 216 104	6 11 4	206 473 136	1 0 2 0 1	206 237 73	0 5	206 473 141	1 0 2 0 1	206 237 79				
SOUTHBOUND NC	Left-Through-Right Left-Right  Left Left-Through Through Through-Right Right Left-Through-Right	138 578 781	1 1 .	138 289 346	0 3 1	138 581 782	138 291 343	3 17 60	151 637 897	1 0 2 0 2	151 319 294	0 3 1	151 640 898	1 0 2 0 2	151 320 290				
	Left-Right  Left  Left  Left-Through  Through	308	2 0 3	169 556	9 20	317 2123	174 561	31 314	361 2569	2 0 3 1	199 677	9 20	370 <sub>.</sub> 2589	2 0 3	<b>204</b> 682				
EASTBOUND	Through-Right Right Left-Through-Right Left-Right	121	0 0	121	0	121	121	8	138	0	138	0	138	0 0	138				
WESTBOUND	Left Left-Through Through Through-Right	90 2472	2 0 3 1	50 628	-2 9	88 2481	48 630	18 403	114 3053	2 0 3 1 0	63 774	-2 9 0	112 3062 43	2 0 3 1	62 776 43		THE STATES CO. ST. STATES		
WEST	Right Left-Through-Right Left-Right	38	0	38	0	38	38	2	43	0	43			0 rth-South					
	CRITICAL VOLUMES		rth-South: East-West SUM:	797		orth-South: East-West: SUM:	804			rth-South ast-West SUM	: 973 : 1498			rui-South East-West SUM	: 980 : 1506				Fig. 1
V/	VOLUME/CAPACITY (V/C) RATIO C LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS)	: [		0.967 0.897 D			0.970 0.900 E				1.089 0.989 E				1.095 0.995 E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0,006 Δv/c after mitigation: N/A Significant Impacted? NO

Fully mitigated? N/A





					· · · · · · · · · · · · · · · · · · ·	<u> </u>	<u> </u>					· · · · · · · · · · · · · · · · · · ·		17 1 545	1 20 1 1 1	Total Section	<u> </u>		
I/S #:	North-South Street: GAYLE		<u> </u>	4 4 10 to 1		r of Coun	<del></del>	Amb	lent Grov		1		cted by:		N	Date:		6/7/2013	
7		RE BLVD.	<u>arramata</u>	Annangia.	Proje	ction Yea		1. 6.4-1. 121	Pe	ak Hour:	AM	Revie	wed by:		₹К	Project:	UCLAL	ot 36: Sc	enario A
Opt	No, of Phases cosed Ø'ing: N/S-1, E/W-2 or Both-3?		422	0	3.5	_	4 0			^	0.	11			4 0	1		971	No topology
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	3	NB EB	0 S	8 3 8 0	NB EB	0	SB WB	3	NB EB	0	SB WB	3 0	NB EB	la vidaji bili Li in bili	SB WB	şayığı
	ATSAC-1 or ATSAC+ATCS-2?		772-	1			1			***	2			WD-	2		17:47	***	100
	Override Capacity	<u> </u>		0		·	0				O				0				<u> </u>
	MOVEMENT	EXIST	NG CONDI			NG PLUS P			E CONDITI				RE CONDIT				W/ PROJE		,
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	87	1	87	0	87	87	0	93	1	93	0	93	1	93				超過線的
NORTHBOUND	Left-Through	321	0 2	161	0	321	161	9	353	0 2	177	0	353	0 2					
8	Through Through-Right	321	0		U	321	101	9	303	0		U	303	0	177			1.46	
Ĕ	Right	53	1	26	0	53	26	o	57	1	28	0	57	1	28				
ᅙ	Left-Through-Right	45	0							. 0				0		1			
NEW PERSON	Left-Right	MANAGET MANAGEMENT OF SE	ditirentation	i	18070321970193	rengestrania del		Sultificatores	HELDHARIN VERNER	Den allander och		enteriorativo	recidente en la	errenterat	1.00	202203525555	HER HEREN HEREN	ninga ay ay ay ay ay ay	
EMBLES	Left	<b>8</b> 2		82	2	84	84	16	104	11111111111111111111111111111111111111	104	2	106	######################################	106	HENVERN			
SOUTHBOUND	Left-Through	Sala G	0			Salar Til				0		锁	A NA H	0					
ត្ត	Through	120	1	120	0	120	120	1	130	1	130	0	130	1	130				
置	Through-Right Right	286	0 2	0	16	302		21	328	0	o	16	344	2	0				14
8	Left-Through-Right	200	ō					-1	020	ō			344	ô	helio		19409		
o l	Left-Right	ersece income and ex-	phine management			and the same of the same of	<u> </u>	124-44-47-10:12474-4-1		i Francisco de productivo				- NEW THEORY S. P. S. CO.			an and the females	and and depolarized	M
	Left	568	· 2	l 312	5	573	315	76	685	2	377	5	690	2	380				
9	Left-Through	500	. 0	3.2	3	3/3	313	/8	000	ő	311		050	ő	300	!			
ਨੇ	Through	2598	3	696	0	2598	696	119	2904	3	775	0	2904	3	775	l			
STBOUND	Through-Right	404	1		0	404			107	1 0			40-	1		ļ			
EAS	Right Left-Through-Right	184	0	184	U	184	184	0	197	o o	197	0	197	. 0	197	Ī			
	Left-Right	Art.			44.				1469		Kalini.		W. T.	- T.	la de la constante de la const			12.1	
	1-0																		
9	Left Left-Through	54	. 1	54	0	54	54	0	58	0	58	0	58	1	58	l			
WESTBOUND	Through	2082	. 3	548	0	2082	548	172	2404	3	633	0	2404	3	633			ay be	
Ĕ l	Through-Right		1			400		40	400	1			14.74	1					
/ES	Right Left-Through-Right	110	0	110	-1	109	109	10	128	0	128	-1	127	0	127	{	40000		
5	Left-Right	1414	radia.		(46)	ykirin ett		ng tronge		edβ		(4.6)	pápi,					Minde.	
344			h-South:	243		th-South:	245			h-South:	281	1.9		h-South:	283	Januari I. La	V 1 - 1994		I. Comment
1,30	CRITICAL VOLUMES	E.	st-West: SUM:	860 1103	E	ast-West: SUM:	863 1108		Ea	st-West: SUM:	1010 1291		Ea	st-West: SUM:	1013 1296				
7.7	VOLUME/CAPACITY (V/C) RATIO:		uom:	0.802	1	auni	0.806		- 12 II.	GUM.	0.939	- 44	10.74	JUN.	0.943	1 1 1 1 1 1 1 1		900,175	Belo Colo
V/C	LESS ATSACIATCS ADJUSTMENT:			0.732		4.5	0.736				0.839	13	M		0.843	2500 0, 147			land.
	LEVEL OF SERVICE (LOS):	Kalandara	17 P. 1800	0.732 C			0.736 C				0.038 D	. 35			n.043	sys n é	STRIP V	. Asym	
	DEMARKS.	بنين سنني		engrasi 🕶 Spitali .			MADEO - 38991				accept - Accept	Later Set Later	, in a fact is a serie	tip to distri	media — Milito	Land Care to 15	· · · · · · · · · · · · · · · · · · ·		Property Control Co.

REMARKS

Version: 11 Beta; 8/4/201

ROJECT IMPACT

Change in v/c due to project: 0.004
Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:17 PM





I/S #:	North-South Street:	GAYLEY	AVE.	2.20 (2.20) - C	ang pada	Yea	r of Count	2008	'Amb	lent Grov	vth: (%):	1 1	Condu	cted by:	D	N	Date:		6/7/2013	
7	110/1/1 0000/1 01/10/11	WILSHIR		g si trage d	ilan a		ction Year			Pe	ak Hour:	PM	Revie	wed by:	R	ĸ	Project:	UCLA L	ot 36: Sc	enario A
	2001110010111	Phases			0			4 0		¥ 1		4 0				4 0			SB-	
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	3	NB	0 SE		NB EB	0	SB WB	3	NB EB	0	SB WB	3	1	i de la companya de l		
Might		4.	EB 0	WB	0	EB	0 W	3 O	EB		WB	2	EB.	Ū	***	2		g trut (Alta y et a	7.77	
	ATSAC-1 or ATSAC+A Override C				1169			1169				1169	1			1169	1.50			·
	Overnue	Jupaury	EXISTI	NG CONDI		EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUE	RE CONDIT	ION WI PR	OJECT		W/ PROJE		
	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
1	Left		115	1	115	0	115	115	0	123.	1	123	0	123	1	123				K.
	Left-Through			0					,	004	0 2	101	0	201	0	101				
2	Through		184	2	92	0	184	92	4	201	0	101	٠.	201	0					
풀	Through-Right		44	0	28	١ ,	44	28	0	47	1	30	0	47	1	30				Buch
NORTHBOUND	Right Left-Through-Right Left-Right		44	Ó	20	DESCRIPTION OF THE PROPERTY OF			*0805500000		0				0				auga ta ta sa	
				1	1 450	-11	148	148	35	205	33944444 <b>1</b>	205	-11	194		194	26356000	ggal Hasimidan	jayajamin mb	
≘	Left Left-Through		159	0	159	-11	140	140	33	200	. 0		l ''		0					
5	Through		259	1	259	0	259	259	18	296	1	296	0	296	1	296				
Ĭ	Through-Right			0					i .		0	No.	7		0 2	265				
SOUTHBOUND	Right Left-Through-Right Left-Right		672	2 0	204	7	679	194	121	841	2 0	275	· · · · · · · · · · · · · · · · · · ·	848	0	200		nena e aggregita	native training and the	, de comme
MANAGE								12.000.00414		والمتلافية				366	2	201		ADEC DE LES		
_	Left		301	2	166	25	326	179	18	341	2 0	188	25	300	0	201				
2	Left-Through		1940	0	510		1940	510	304	2384	3	623	0	2384	3	623				
ğ	Through Through-Right		1940	1		1	1040		007		1				1	HALL				
EASTBOUND	Right Left-Through-Right		100	0	100	0	100	100	0	107	0	107	0	107	0	107				
energy (m)	Left-Right	uuceatote70	weight die 1977 in 197	ARTHECT O		e energe		draway.	STORES	LEDGE TOTAL			NOT THE	HE STAF	Mariani				Sing	
	Left		l 32	1	1 32	Ö	32	32	0	34	1	34	0	34	1	34				No.
QND	Left-Through Through		1890	0 3	505	1 0	1890	506	302	2328	0 3	623	0	2328	0 3	624				
8	Through-Right		1	1							1		5	407	1 0	167				New
WESTBOUND	Right Left-Through-Right Left-Right		130	0	130	5	135	135	23	162	.0 0	162	5	167	0					
	CRITICAL V	OLUMES		rth-South East-West SUM	: 671	N	orth-South: East-West SUM:	685			rth-South: East-West: SUM:	B11			rth-South: East-West SUM	: 825 : 1244				
<del> </del>	VOLUME/CAPACITY (V/C	) RATIO:			0.894	3		0.906				1,052	1			1.064				
\ \ <i>\</i> \	C LESS ATSACIATOS ADJUS		l		0.824	ä		0.836				0,952				0.964	Š.			rayin.
\	LEVEL OF SERVICE		1		D.DZ4	ê		D				E	1			E	Š.			painte
L	LEVEL OF SERVICE	)= (LU3);	Consulda ana	aallu ndiuri					1											

REMARKS: Override capacity adjusted manually

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.012
Significant impacted? YES

Δv/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls

6/10/2013-5:17 PM



### **Level of Service Workheet**



(Circular 212 Method)

/S #:		OOD BLVD	ay spir	bilaria:	1	r of Coun		Ami	ient Grov		1949	Condu	cted by:		N	Date:		6/7/2013	
8		RE BLVD.		1201-91.21	Proje	ction Yea	2015	<u> </u>	Pe	ak Hour:	MA	Revie	wed by:	8-0,946 <b>F</b>	₹K	Project:	UCLAL	ot 36: Sc	cenario /
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	No.		0		0.5	0			<b>.</b>	4	4. <u>1 </u>	•		4 0				
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB- 0 EB- 0	SB WB	3 0	NB EB	0 S		NB EB	0	SB WB	3 0	NB EB	0	SB WB	3 0	NB EB		SB WB	
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	1.		1	1 - 70		1			L	2				2				
		EXIST	NG CONDI		EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PE	OJECT	FUTUI	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	TIGATION
1	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
2.5	territorio de la general de la companya de la comp Personal	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
٦	Left	130	1	130	1	131	131	1	140	1	140	1	141	1	13141				ENSW!
3	Left-Through		0	30000	1_0				11.4	0		1		. 0					
ᅙ	Through	622	2	251	-2	620	250	45	712	2	287	-2	710	2	287				
፰	Through-Right Right	131	0	131	0	131	131	10	150	, , , , , , , , , , , , , , , , , , ,	150		150	1	150				One of
NORTHBOUND	Left-Through-Right	. 131	0	W.	"	. 101		"	150	n		, j	130	0		İ		, wat is	
Z	Left-Right				100	ijdana.			1.1.1.1.1.1.1		San Sa							3. 13. 15.	- [1000]
NUMA 1			THE STATE OF THE S					<b>TENETE</b>			fan de Wi								
_	Left	74	. 1	74	7	81	81	3	82	1	82	7	89	.1	89				
3	Left-Through		0 .						10.0	0		2.0	000	0		l		Serie de la companya	
요	Through Through-Right	289	2	115	5	294	116	11	321	2	128	5	326	2	129			d Value	
Ŧ	Right	170	i	o	a	170	0	7	189		0	n	189	1	0			1.0	
SOUTHBOUND	Left-Through-Right	""	ò		١	170		· '	100				100	o		i		or satisfy	
σ.	Left-Right		5 mag					l	- A 166			1.15							
ا ہ	Left	377	. 2	207	0	377	207	31	435	2	239	0	435	2	239	ł			1
Ξl	Left-Through Through	2169	0 3	582	2	2171	582	93	2418	0 3	648	2	2420	: 0 3	648	1			
ᅙ	Through-Right	2109	1	502		2171	302	93	2410	1	040		2420	1	040	1	Engl	in ghalaan	
EASTBOUND	Right	157	Ö	157	-1	156	156	5	173	o	173	-1	172	0	172				Marie 1
š	Left-Through-Right		0					_		0		47		0				. A 4 79 f	
	Left-Right								40.11					and a large transfer and constant		Harmerto Adama	errorma kristolikos kriitus	and the state of t	
_	Left Left-Through	164	2	90	0	164	90	. 10	186	2	102	. 0	186	2	102				
3	Through	1941	3	510	-2	1939	510	174	2255	3	594	-2	2253	3	594			150000	
윤 l	Through-Right		1		1	1000		1,74	2200	_ ĭ		-	2200	1		1	1653	And grown	1000
WESTBOUND	Right	97	0	97	3	100	100	17	121	0	121	3	124	0	124	l .		14.	
3	Left-Through-Right	Marin Am.	0			Grand Control				0				0		-			
	Left-Right	0.0000000000000000000000000000000000000	30000		2 1 9 65		e de la companya de	angle des la la	3 11 2 11	<u> 1 /2 </u>	Radeler:	and of hel	ووتفد لطبل	randanii		. • straigenge.	<u>aliste a r</u>		biguer.
. Mili	CRITICAL VOLUMES		th-South: ast-West:	325 717		rth-South: ast-West:	331 717	l .		h-South: ist-West:	369 833			h-South: ist-West:	376 833	etjanan .	vojihora:		in a
	CRITICAL VOLUMES	F	st-west: SUM:	1042	, , ,	ast-west: SUM:	1048	Marian.	Ea	st-west: SUM:	1202	100	E	st-west: SUM:					
	VOLUME/CAPACITY (V/C) RATIO:	80 West 15	20,11,	0.758	. 1/1/	50,,,,	0.762		14-11-1	16	0.874		Million.		0.879		119 / / /	77454	le grant
WC	LESS ATSAC/ATCS ADJUSTMENT:	<b>热热料</b> 点		\$114.456.54?			Oleraniers.				0.774				May base	10000	医乳泡剂	wka W	<b>H</b>
	LEVEL OF SERVICE (LOS):		el an Louis	0.688	11.1		0.692			Alleri Etroi	医乳腺 经银行的经济证据		Mar.		0.779	laughe:	religion	a la chaelt.	
	LEVEL OF SERVICE (LOS):	Act 2011, 175 11		В	Proc. 24.545	A. Parada	В	har been g	e un Militar	William .	C	ova obli:	Sugar	<u> </u>	C		<u> </u>	<u> </u>	[6] 省州縣

REMARKS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.005 Significant impacted? NO

Δν/c after mitigation: N/A
Fully mitigated? N/A

6/10/2013-5:17 PM





I/S #:	North-South Street: WESTW	OOD BLVD.	- Symptotic	on and the second	Ven	r of Count	: 2008	Amb	ient Grov	vth: (%):	1 4	Condu	cted by:	r Sansan D	)N	Date:	100000000000	6/7/2013	
1/3 #: B	East-West Street: WILSHIF		A consideration	11.14.54.1		ction Year				k Hour:	PM		wed by:		КK	Project:	UCLAL	ot 36: Sc	enario A
0	No. of Phases			4			4	<u> </u>			4				4			22.22.2	Trismari,
Op	posed Ø'ing: N/S-1, E/W-2 or Both-3?			Ó			O				0		_		0	l		SB	
Right	Turns: FREE-1, NRTOR-2 or OLA-37	<i>NB</i> 0	SB	3	NB-	0 SE		NB EB	0	SB WB	3	NB EB	. 0	SB WB	3 0	NB EB			
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	WB	0	EB	U VVI	5 U	EB	U	W.D	2		U	WD	2		No. 1973, Was		Kanglala B
- 7	Override Capacity			1031	2		1031		1		1031	1. 1			1031		7 5 4 1 M F	14 / 12	
- 7		EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUI	RE CONDITI	ION W/ PR	OJECT		Wi PROJE	CT W/ MIT	IGATION
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
1		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
_	Left	157	1	157	5	162	162	8	176	1 0	176	5	181	1	181				
2	Left-Through	439	0 2	202	۱ ,	439	202	23	494	2	227	۰.	494	2	227				
BO	Through Through-Right	409	1		ľ	400	•		-10-1	1				1					
E	Right	167	Ö	167	0	167	167	9	188	0	188	0	188	0	188	l ·			HANNE
NORTHBOUND	Left-Through-Right		0		İ					0		1		0					
-	Left-Right		aramara.co		to recommend	the control of the control	ni perituan aras	*************	e anno especiales	(EXTAINSIPE)	i de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de la c La compansión de la compa	THITPSHIPS	energian.	SE WENNER	il strang	THE STATE OF			
	l Left	l 123	l 1	123	6	129	129	28	160	1	160	6	166	1	166	STANDAY.	magypaidi	tenstvanski pl	
8	Left-Through	123	lö		ľ	120		-	100	ò				0					
0	Through	528	2	210	5	533	211	64	630	2	256	5	635	2	257				
SOUTHBOUND	Through-Right		1			040		61	393	1 1	0	0	393	1 1	0				
2	Right Left-Through-Right	310	1 0	0	0	310	,0	01	383	ò		١ ،	333	ò					1333
ဗ	Left-Right		"							_	No.							Magazina (Magazina)	
					SEPPRES.										, de la come				
	Left	223	2	123	0	223	123	23	262	2	144	0	262	2	144				
EASTBOUND	Left-Through Through	1718	0 3	482	-5	1713	479	288	2130	3	595	-5	2125	3	592				
301	Through-Right	""	1		"					1		l		1	(Mag				
ST	Right	209	0	209	-6	203	203	25	249	0	249	-6	243	0	243				
ΕĀ	Left-Through-Right		0					İ		0		ļ .		U	Hereit.				Link
555566	Left-Right				STANGE			umana	eranyan	NAME OF THE	ing Est					THUE ST	ykyy.	Werley.	
ACLAST SEE	Left	225	2	124	0	225	124	12	253	2	139	0	253	2	139	1			
2	Left-Through		0			4500	404	240	1000	0 3	515	١،	1962	0 3	518		•		
ος	Through	1598	3	422	0	1598	424	249	1962	1	513	"	1302	1	310	16			
STE	Through-Right Right	. 88	6	88	10	98	98	5	99	0	99	10	109	ó	109				
WESTBOUND	Left-Through-Right	1	ō				No.			0	I William	1	•	0	MAG				1500
	Left-Right	<u> </u>	<u> </u>	MON	<u> </u>		1000000	<u> </u>		dh Caudh	432		A/	th-South:	438	<u> </u>	<u>-</u>		Plantinisk Pressions
	CRITICAL VOLUMES		rth-South: ast-West:			orth-South: East-West:		l		th-South: ast-West				un-souur. ast-West:	The second second	San Area			
	CHITICAL VOLUMES	"	asi-wesi. SUM:		1	SUM:	Printing and the con-		-	SUM				SUM:					pasien.
	· VOLUME/CAPACITY (V/C) RATIO:			0.944	1		0.947				1.131				1.134				Maria.
V/	C LESS ATSAC/ATCS ADJUSTMENT:	1		0.874	1		0.877				1.031				1.034	Taken and the second			
	LEVEL OF SERVICE (LOS):	1		D			D				F				F				
		Oueride ron							**************************************										

REMARKS: Override capacity adjusted manually

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Results\_AnalysisA (with ELU credit).xls

6/10/2013-5:17 PM





I/S #:	North-South Street:   GLENDO	ON AVE	- 12 - 12 - 14 - 14 - 14 - 14 - 14 - 14	Salaman	T v	r of Coun	t: 2008	Ami	ient Gro	wth: /%):	1.74	Candi	cted by:		)N	Date:		6/7/2013	34980s, s
10		OOK DR.	era de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de l La compansión de la compa	E Reformation		ction Year				ak Hour:	AM		wed by:		K X	Project:	UCLA L		
10	No. of Phases	TOR DR.			Froje	Ction real	2013			an Hour.	2	Revie	wed by.	Fr. Sept. Day 8	2	Fruject	UULAL	01 30. 30	enano i
Op	posed Ø'ing: N/S-1, E/W-2 or Both-3?			ō			0		1 d.		0				0	4 1		100	Menny.
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SI		NB EB	0	SB WB	0 2	NB EB	0	SB WB	0 2	NB EB	St. CALLEY.	SB	1994
	ATSAC-1 or ATSAC+ATCS-2?	LD- 0	WD-	î			1			***	2		7.		2			117	
	Override Capacity			0	-		0		63.	garante	0	و و د د د و د	10 1 10 15		0	5 a 1	<u> </u>		Alaman Sas
	4 11 <u>40 11 11 1</u> 1 11 11 11	EXIST	NG CONDI		1	NG PLUS P	ROJECT		E CONDITI				RE CONDIT				W/ PROJE		
100	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 Volum
0	Left ,	52	1	52	0	. 52	52	0	56	1	56	0	56	1	56				Male
NORTHBOUND	Left-Through	045	. 0			045			000	0		0	200	0					
요	Through	315	0	315	0	315	315	31	369	1	369	"	369	0	369			t a band	
프	Through-Right Right	266	1	266	n	266	170	3	288	1	183	0	288	1	183				Kill III
e e	Left-Through-Right		o			200		١		. 0		Ĭ		o ·					
Z	Left-Right		-							e e e E a Merie		100				l		i mino	
ੁ	Left	40	. 1	40	0	40	40	0	43	1 0	43	0	43	1 0	43				
ξl	Left-Through Through	62	1 1	62	0	62	62	4	70	1	70	0	70	1	70				
₩	Through-Right	02	Ö		, .	. UZ				o				o		i		Matrice .	
5.1	Right	37	1	37	0	37	37	o	40	1	40	0	40	1	40				h
SOUTHBOUND	Left-Through-Right		0		100	: 1				0	MARK	100		0					
THE WHOLE	Lêft-Right	601.0E050030E050000	sa empresiment	l	INCIDENCIAL AND		Lange	SHORESTERNISH	uassa alutatan	inistantentak	la de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición dela composición de la composición dela	STATES SERVICE	NATASKAWA KUS	10010501190201				wasansan	
	Left	I 80	0	I 80	0	80	80	0	86	Ō	86	0	86	0	86				
9	Left-Through		1							1				ĭ		ŀ			
EASTBOUND	Through	259	0	339	22	281	361	-8	270	0	356	22	292	0	378				
ĕ	Through-Right	23 E. I	0		150	grand.		2.5	L Gar	0		24	Sec. 22.	0		l	1. 1	-11 T East 1	
AS	Right	35	1 0	9	0	35	9	0	38	1	10	0	38	1	10	١.			
ш	Left-Through-Right Left-Right		U		100					U	li in in	7.4		U					
	ingin	Halatan P			EATHER STATE		initia.	avenus			in that	SINDAY	TO LOOK		er alle thi	<b>HEREIS</b>	NAME OF		
	Left	193	0	193	0	193	193	3	210	0	210	0	210	0	210		*		
뒫	Left-Through	that I	1		<u> </u>	APIL.		200		1.				1				, #8565 C	
ត្ត	Through	194	0	229	50	244	314	6	214	0	289	50	264	0	339			Was see	
E	Through-Right Right	70	. 0	229	0	70	0	. 0	75	0	o	0	75	0	i o				
WESTBOUND	Left-Through-Right		Ö					J	1. 1.15	Ö		10.0		Ö			1362.5		
7	Left-Right	A Section	a sagrand			MARKE II		rigides god	ung kilif ,	May		to a filling	d Millia	حواليا إوجاب		a salas paga	and A	Massi	HANK
			th-South:	355		th-South:	355			th-South:	412	k Ng		h-South:	412	gradi, ji pi			
1	CRITICAL VOLUMES	E	ast-West: SUM:	532 887	E	ast-West:	554 909		E	st-West: SUM:	566 978		Ea	st-West: SUM:	588 1000		20 20 20		
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	Ki-chertekis/segon (		SUM:	ICSOLGERSTANA.		1 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SUM:	Park November NV Supposed	1.11	, no product Mga sya	อบเท:	Audio Durfancial of No.	741 April 1	2, 86, 713	1900 110	Last Silver
			•	0.591	1 M		0,606				0.652	1.4	March 1		0.667	and to		Days card	li de la constante de la const
V/C	LESS ATSACIATCS ADJUSTMENT:			0.521		The Salar	0.536				0.552	- 50			0.567	diam.	uni vali di		
7740	LEVEL OF SERVICE (LOS):	anti ye ji		A	para masyani	ipalalija kan	A	anny a suj	Activity (S)	quadiaya.	A	service designation	<u> 44 (14 0) (14 4)</u>	4 4 4 5 14 48 4	A	-13,634	11.11.11.11		MADE N

REMARKS:

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.015 Δν/c after mitigation: N/A Significant impacted? NO Fully mitigated? N/A

6/10/2013-5:17 PM





	North-South Street:   GLENDO	ON AUG -			7/	r of Count	: 2008	Δmh	lent Grov	vth- (%)-	1 1	Condu	cted by:	D	N	Date:	Allah A	6/7/2013	
I/S#:		OOK DR.				ction Year		741112		ak Hour:	PM		wed by:		К	Project:	UCLAL		enario A
10	No. of Phases	OOK DK.		2	11016	Guon real	2 2				2	1,0110			2	1			19,004
Opp	oosed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		1 1		0	NB	0	SB	0	NB	Carrier 6	SB-	
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 2	NB-	0 SE		NB EB	0	SB WB	2	EB	0	WB	2	EB		WB	
	ATSAC-1 or ATSAC+ATCS-2?			1			1				2				2				
	Override Capacity			0	ENIOT	NG PLUS P	0	FUTUE	E CONDITI	ON WIO DE	0	EUTIN	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	EXIST	NG CONDI	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	movement .	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left	58	1	58	0	58	58	0	62	1	62	0	62	1	62				P. S.
NORTHBOUND	Left-Through	218	0	218		218	218	12	246	0 1	246	0	246	0 1	246				
180	Through Through-Right	210	Ö		ľ				2.0	Ö		_		Ó					
불	Right	200	1	15	0	200	15	13	227	1	22	0	227	1 0	22				
2	Left-Through-Right		0							0		İ		U					
	Left-Right				10751775							MANGE							
ا م	Left	103	1	103	0	103	103	0	110	1 0	110	0	110	1 0	110				
N N	Left-Through Through	196	0	196		196	196	59	269	1	269	0	269	1	269				
單	Through-Right		Ö		l					0				0	65				
SOUTHBOUND	Right	61	1 0	61	0	61	61	0	65	1 0	65	0	65	1 0					
ဗ	Left-Through-Right Left-Right	[	ľ		1								na razonalnostica il contribio	Section of the Sec		i certainte	erre autoriori finontano	umeumionitis.	
	Harrie Harriston de la compaña de la compaña de la compaña de la compaña de la compaña de la compaña de la com					59	59	0	63	0	63	0	63	Ō	63	Sama			
ا م	Left Left-Through	59	0	59	0	59		"	03	1		. "	05	1					
5	Through	254	0	313	77	331	390	11	283	0	346	77	360	0	423				
Ϊğ	Through-Right Right	51	0	22	0	51	22	۰ ا	55	0 1	24	0	55	1 .	24				
EASTBOUND	Left-Through-Right	] "	Ö			0.			-	Ó				0					
- pro-menent	Left-Right		Some manager	Joseph	200520200	¥10000000	li principal Conservation	THERESTER		verezeke		THE STATE OF	A						dente:
44555	Left	370	1 0	l 370	0	370	370	14	411	0	411	0	411	0	411	A ACRES ADDRESS	MEGALIN GERM	911120 E191	
8	Left-Through		1					-	000	1 0	428	47	410	1 0	475				Person
20.	Through Through-Right	357	0	418	47	404	465	-20	363	1	420	"'	410	1		200			
WESTBOUND	Right	61	0	0	0	61	0	0	65	0	0	0	65	0	0				
N.	Left-Through-Right		0					}		0				0		ŝ			
<b> </b>	Left-Right	No	rth-South:	321	No	orth-South:				rth-South:		1		rth-South:					Figure 1
	CRITICAL VOLUMES		ast-West:			East-West:	760		E	ast-West. SUM.			Ė	ast-West: SUM:					
	VOLUME/CAPACITY (V/C) RATIO:	<del> </del>	SUM:	Application of the		SUM:	1081 0.721	<del> </del>		SUM.	0.742			GUIN:	0.793	1			1-12-12-12-12-12-12-12-12-12-12-12-12-12
1//	LESS ATSACIATCS ADJUSTMENT:			0.669	1		0.721				0.642	1			0.693	eg- to-			
V/C	LEVEL OF SERVICE (LOS):			0.599 A	1		0.001 B	ļ			В.				В	Na.			
	LEVEL OF SERVICE (EGG).			1000	1			<u> </u>				4							

REMARKS

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.051 Significant Impacted? NO

Δv/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls

6/10/2013-5:17 PM



### **Level of Service Workheet**



(Circular 212 Method)

S#:		EDA BLVD	·Mary			r of Coun		Ami	ient Grov	<u>`</u>	1		cted by:		N	Date:		6/7/2013	
5		RE BLVD.	<u> Maryiri</u>	hapaja i	Proje	ction Yea			Pea	k Hour:	MA	Revie	wed by:	<b>F</b>	RK .	Project:	UCLA Lo	t 36: Sc	enario
• • •	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 si		NB EB	0	SB WB	4 0 0	NB EB	. 0	SB WB	4 0 0	NB EB		SB- WB-	
	ATSAC-1 or ATSAC+ATCS-2?  Override Capacity	EB- 0	VV	1		.,	1			VVD	2			,,,,,,	2 0	- <del>- 1</del>	ing one. Tight		
	Overside dapacity	EXIST	ING CONDI		EXIST	NG PLUS P		FUTUR	E CONDITION	ON W/O PF	OJECT	FUTU	RE CONDIT	ON W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	rigatio
e i	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	Lar Volu
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	179 283 253	1 0 1 1 0	179 268 253	0	179 283 254	269 254	0 1 14	192 304 285	1 0 1 1 0	192 295 285	0 0 1	192 304 286	1 0 1 1 0	192 295 286		, ,-		
SOUTHBOOM	Left Left Left Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right	250 604 339	1 0 1 1 0 0	250 472 339	1 0 0	251 604 339	251 472 339	1 2 2	269 650 365	1 0 1 1 0 0	269 508 365	1 0 0	270 650 365	1 0 1 1 0 0	270 508 365				Table of the second sec
EASIBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right	94 2243 135	1 0 3 1 0	94 595 135	0 6 0	94 2249 135	94 596 135	1 168 1	102 2573 146	1 0 3 1 0	102 680 146	0 6 0	102 2579 146	1 0 3 1 0	102 681 146		10 3 L		
WESTBOUND	Left Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	109 2812 43	2 0 4 1 0	60 571 43	3 13 2	112 2825 45	62 574 45	6 182 1	123 3197 47	2 0 4 1 0	68 649 47	3 13 2	126 3210 49	2 0 4 1 0	69 652 49				The second second second second second
	CRITICAL VOLUMES		th-South: ast-West: SUM:	651 665 1316		rth-South: East-West: SUM:	651 668 1319	s n Systan,		h-South: st-West: SUM:	700 751 1451			h-South: st-West: SUM:	700 754 1454	sala Kal	erunun (d	t.	
V/C	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	en vale Soere Market	San years or	0.957 0.887 D			0.959 0.889 D	: espillenel			1,055 0,955 E			safir te	1.057 0.957 E	iongal Lating Straph	in i sette Literatura Literatura	eriografi Yakiray a Saakkay a	

REMARKS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.002 Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM





I/S #:	North-South Street: S	SEPULVE	EDA BLVD.	and Arrest	Discharge.		r of Count		Amb	lent Grow		1 1		cted by:	<u>d</u>		Date:		6/7/2013	
5	East-West Street: V	WILSHIR	E BLVD.	. Californ		Proje	ction Year	2015		Pea	k Hour:	PM	Revie	wed by:	ı R		Project:	UCLA Lo	t 36: Sc	nario B1
	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	3oth-3?	NB 0 EB 0	SB WB	4 0 0 0	NB FB	0 SE		NB EB	0	SB WB	4 0 0	NB EB	0	SB WB	0 0 0	NB EB		SB WB	
	ATSAC-1 or ATSAC+AT	TCS-2?	EB- U	¥VD	. 1.			1				2		_		2				
	Override Ca				0			0				0_		RE CONDITI	ON WEDD	0	FUTURE	W/ PROJE	CT W/ MIT	IGATION
•		3,473	EXISTI	NG CONDI			NG PLUS P		Added	E CONDITION Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	MOVEMENT	13	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ð	Left Left-Through	:	148	1 0	148	0	148	148	1	160	1 0	160	0	160	0	160				
Bou	Through Through-Right		567	1	414	0	567	416	1	609	1	447	0	609	1 1	449				
NORTHBOUND	Right Left-Through-Right Left-Right		260	0	260	4	264	264	6.	285	0	285	4	289	0 0	289	reary street			
9	Left Left-Through		96	1 0	96	3	99	99	4	107	1 0	107	. 3	110	1 0	110				
BOU	Through Through-Right		360	1 1	247	0	360	247	3	389	1 1	267	0	389	1 1	267				
SOUTHBOUND	Right Left-Through-Right Left-Right		133	0	133	0	133	133	1	144	0 0	144	0	144	0 0	144				
	Left Left-Through		126	1 0	126	0	126	126	1	136	1 0	136	0	136	1 0	136	Milheran			
SOUN	Through Through-Right		2243	3	619	20	2263	624	277	2682	3 1	734	20	2702	3 1	739				
EASTBOUND	Right Left-Through-Right Left-Right		233	0	233	0	233	233	2	252	0	252	0	252	0 0	252				
	Left		265	1 2	1 146	3	268	147	16	300	2	165	3	303	2	167				2,00,44
OND	Left Left-Through Through		2579	0 4	565	13	2592	568	358	3123	0 4	678	13	3136	0 4	681	A PORT			
WESTBOUND	Through-Right Right Left-Through-Right Left-Right		246	1 0 0	246	.2	248	248	1	265	1 0 0	265	2	. 267	0 0	267		•		
	CRITICAL VO	LUMES		rth-South East-West SUM	: 765		orth-South: East-West: SUM:	771			th-South: ast-West SUM:	899 1453			th-South: ast-West: SUM:	906 1465				
V/	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUST				0.927 0.857			0.935 0.865			1	1,057 0.957				1.065 0.965				
	LEVEL OF SERVICE	E (LOS):	<u> </u>		D	1		i D				E	<u> </u>			E	<u> </u>			NAME OF

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.008 Significant impacted? NO

Δv/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM





				·					<u> </u>							<del></del>	1 11	1,1175	
I/S #:	North-South Street: VETERA			<u> </u>		r of Coun		Ami	lent Grov		1		cted by:		)N	Date:		6/7/2013	
6		RE BLVD.		\$5 YELT	Proje	ction Yea			Pe	ak Hour:	AM	Revie	wed by:	Figure 5	K.	Project:	UCLA Lo	t 36: Sc	enario E
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 S	4 0 s 0	NB	3	SB	0 3	NB	3	SB	4 0 3	NB		SB	tibe di Ghash
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 W	<i>B</i> 0	EB	0	WB	0	EB	0	WB	0	EB	halipa.	WB-	
	ATSAC-1 or ATSAC+ATCS-27			1			1				2				2	350.1			
-	Override Capacity	FXIST	ING CONDI		EXIST	NG PLUS P		FUTUE	E CONDITI	ON W/O PE		FUTUE	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MD	rigation
	MOVEMENT	- Little	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
10		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
0	Left	202	1	202	0	202	202	15	232	1	232	0	232	1	232				WHE.
NORTHBOUND	Left-Through	·	0					ــ ا		0				0					la de la companya della companya del
8	Through Through-Right	438	2	219	1	439	220	15	485	2	243	1	486	2	243				
E	Right	80	1	67	1	81	67	9	95	. 1	64	1	96	1	64				
Ö	Left-Through-Right	j	Ö						77.4	ò				o,			# 17	300 10	
~	Left-Right					in the second section		. ran en klenst menset	g dine.								Min Market Parkieth	no more presents and record	
			Hiller																
9	Left Left-Through	105	1	105	0	105	105	1	114	1	114	0	114	1	114				1
SOUTHBOUND	Through	238	2	119	3	241	121	3	258	2	129	3	261	2	131	}			
里	Through-Right	10 g	- 0		100			1		0		2.5		0					
支	Right	390	2	71	13	403	76	24	442	2	0	13	455	2	0		ave hits		
မ	Left-Through-Right Left-Right		U		1.0	1				U				٠,				March 199	
								TOTAL STATE OF THE		40117									
_	Left	526	2	289	5	531	292	37	601	2	331	5	606	. 2	333				
EASTBOUND	Left-Through Through	3141	0	840	8.	3149	842	183	3551	0	949	8	3559	0 3	951		·		
8	Through-Right	0.41	1		Ū	0140		100	0001	1		51 m	0000	1					
IS	Right	217	0	217	0	217	217	13	246	0	246	0	246	. 0	246			garage (Color	
m l	Left-Through-Right		0		144					0		94.5		0					
TSUSTANIO	Left-Right	erimentani	ATTENDES				Angelia e	SSECTION			<u>!</u>	SPECIES ES	unnakwik			JOHN WINE	SECTIONS	romenene Pomenene	l est
	Left	48	2	26	3	51	28	5	56	2	31	3	59	2	32	MAIN CONTRACT	C-52121 12.E222	SCALING ALIENSA	
WESTBOUND	Left-Through		0		100	Page 1			430.7	0		2.0	eribi.	0		l		The section of	
줐	Through Through-Right	2329	3	598	18	2347	602	186	2683	3	688	18	2701	3	692		18/31	44. Vid	
STE	Right	62	0	62	0	62	62	1	67	Ó	67	O	67	ò	67				
3	Left-Through-Right	gran sati	0		196				150	0		, (The		0					
	Left-Right	24411 21	5400	NO NO	1711111	Plan Harry		, kanadan	rominist, a	position,		Special Control	White a	e-myther	Lesterad	nationally et a		4, 1, 17	la de
	CRITICAL VOLUMES		th-South: ast-West:	324 887		th-South: ast-West:	325 894			h-South: st-West:	361 1019	1.893		th-South: ast-West:	363 1025	alkhaur.	A.2.9:53		
100	CHITCAL VOLUMES		SUM:	1211		SUM:	1219	and for		SUM:	1380	1.00		SUM:	1388	200 A 100			1.6
1.15	VOLUME/CAPACITY (V/C) RATIO:	With the		0.881	40.0		0.887		1,745		1.004	(4.1)	mili		1.009	1 1 1 1 1	11 J. W.	and the	
V/C	LESS ATSAC/ATCS ADJUSTMENT:	per Milatoria.		0.811	1.00	April	0.817		- 948	EV.	0.904	130			0.909	1944639	Market And	wasti.	
	LEVEL OF SERVICE (LOS):	1965 N. S.		D		Salva II.	D	e dans essen	a field	rise no co	E		#5 d \$5 d i ou		E	1000	Mark 4	r Sparing Britania de la comp	

REMARKS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.005 Significant impacted? NO Δν/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisB1 (without ELU credit).xls

6/10/2013-5:18 PM





								1											
1/S #:	North-South Street: VETERA	N AVE.	Andread States	Harana (Inc.	Yea	r of Count	2008	Amb	lent Grov		1.1.1.4 1.772.	Condu	cted by:		N	Date:	11455	6/7/2013	
6	East-West Street: WILSHII	RE BLVD.	41.45		Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:	R	K	Project:	UCLAL	t 36: Sc	enario B
1	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	4 0 0	NB-	0 SI	4 0 3 0	NB	3	SB	4 0 3	NB	3	SB	4 0 3	NB	nyaqatiga T	SB-	Travel Jungan
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	Ö	EB-	0 W		EB	ŏ	WB-	Ö	EB	0	WB	0	EB		WB	
	ATSAC-1 or ATSAC+ATCS-27			1			1			21.7	2	100			2				
	Override Capacity			0			0				0	FUTUE	RE CONDIT	ION INV DO	0	FITTIBE	W/ PROJE	CT MI MI	FIGATION
1		EXIST	ING CONDI			NG PLUS P		Added	E CONDITION Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
	Left	187	1	187	0	187	187	6	206	1	206	0	206	1	206				
3 1	Left-Through	404	0	216	5	436	218	11	473	0	237	5	478	2	239		•		
8	Through Through-Right	431	0	210	١ ،	430	210	''	470	ō		ľ	.,.	Õ		ŀ			
E	Right	123	1	98	5	128	103	4	136	1	73	5	141	1	77				
NORTHBOUND	Left-Through-Right Left-Right		0		ASSETSECTED	Prontintury (1981)	I Daniel	contracts and	verses and a	0		2023 A WARREN		0					L
Ziolia.		l 138	1 1	l 138	0	138	138	3	151	1466 <b>1</b>	151	0	151	<u>1</u>	151	#12-13-134-1		Prince Co.	
무	Left Left-Through	136	-6	130	, ,	130	100	ľ	101	ò		١		Ó					
8	Through	578	2	289	3	581	291	17	637	2	319	3	640	2	320				
里!	Through-Right	Į.	0					۱	207	0		4.0	909	0 2	291				
SOUTHBOUND	Right	781	2	346	12	793	346	60	897	2	294	12	909	0	231				
တ္တ ၂	Left-Through-Rìght Left-Rìght		U U			NAMES OF THE PARTY		on were a word to	STAPICT SILE	PACE CONTRACTOR		porter or the or the	curentate en	secondaria	la de la compa	STEED VALUE	SISSIFE CONTROL	estatenene	
					19	327	180	31	361	2	199	19	380	2	209	200291251			2,128,51
۵	Left Left-Through	308	2	169	l ia	321	100	"	301	Õ		"	000	õ					
EASTBOUND	Through	2103	3	556	28	2131	563	314	2569	3	677	28	2597	3	684				
8	Through-Right	1	1		1					1	Part I		400	1	138				
[5]	Right	121	0	121	0	121	121	8	138	0	138	0	138	0	130				
ш	Left-Through-Right Left-Right	1	0		1			ĺ		·									
THE PERSON	Loringia				THEFT			TANKSHI TANKSHI				HALLE							
	Left	90	2	50	3	93	51	18	114	2 0	63	3	117	2	. 64				
ž	Left-Through	0470	0	628	18	2490	632	403	3053	3	774	18	3071	3	779				100
ğ	Through Through-Right	2472	1	620	10	2430	032	403	0000	1		"	-211	1					la la
1 25	Right	38	i	38	0	38	38	2	43	0	43	0	43	0	43				
WESTBOUND	Left-Through-Right		0							0				0					
	Left-Right	<del> </del>	15 5-00	533	<del> </del>	orth-South:	533	<del> </del>	ħ/a-	rth-South:	525	-	No	rth-South:	526	6 ·			NO PERSON
	CRITICAL VOLUMES		rth-South: East-West:			run-soum: East-West:				ast-West:	973			ast-West					
	, Old TOPE TOESINES	1. '	SUM:		<u> </u>	SUM				SUM:				SUM	: 1514				15/5/35
	VOLUME/CAPACITY (V/C) RATIO:	T		0,967			0.978				1.089				1.101				
V/C	LESS ATSACIATOS ADJUSTMENT:			0.897			0.908				0.989				1.001				
	LEVEL OF SERVICE (LOS):	1		D			E				E				F				MAK.
<u> </u>	REMARKS:				1			-	20270				***************************************						

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.012 Significant impacted? YES

Δv/c after mitigation: N/A
Fully mitigated? N/A

6/10/2013-5:18 PM





I/S #:	North-South Street:	GAYLEY A	VE.	nië site		Yea	r of Coun	t: 2008	Ami	blent Grov	vth: (%):	i de la companya de l	Condu	cted by:		ON	Date:	14.510 M	6/7/201	3
7	East-West Street:	WILSHIRE	BLVD.		Help Help		ction Yea			Pe	ak Hour:			wed by:		RK				enario B1
	posed Ø'ing: N/S-1, E/W-2 or E		IR 0		4 0		^ ^	4 0			on.	0 0	.,_	^		4	NB		SB-	
Right	t Turns: FREE-1, NRTOR-2 or C		IB 0 IB 0	SB WB	3	NB EB	0 S		NB EB	0	SB WB	3 0	NB EB	0	SB WB	ő	EB-		WB	10.2
	ATSAC-1 or ATSAC+AT				1			1				2 0				2	laga.			r Killing. Landridika
		apacity	EXIST	NG COND		EXIST	ING PLUS P	ROJECT	FUTUE	RE CONDITI	ON W/O PF		FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ M	FIGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		87 321 53	1 0 2 0 1	87 161 26	0 0 0	87 321 53	87 161 26	9	93 353 57	1 0 2 0 1	93 177 28	0 0 0	93 353 57	1 0 2 0 1	93 177 28			The state of the s	
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right		82 120 286	1 0 1 0 2 0	82 120 0	10 0 22	92 120 308	92 120 0	16 1 21	104 130 328	1 0 1 0 2 0	104 130 0	10 0 22	114 130 350	1 0 1 0 2	114 130 0				
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		568 2598 184	2 0 3 1 0	312 696 184	9 0 0	577 2598 184	317 696 184	76 119 0	685 2904 197	2 0 3 1 0	377 775 197	9 0 0	694 2904 197	2 0 3 1 0	382 775 197				
WESTBOUND	Left Left-Through Through Through-Right Right Right Left-Through-Right Left-Right		54 2082 110	1 0 3 1 0	54 548 110	0 0 4	54 2082 114	54 549 114	0 172 10	58 2404 128	1 0 3 1 0	58 633 128	0 0 4	58 2404 132	1 0 3 1 0	58 634 132		in the second se		
	CRITICAL VOL	.UMES		th-South: ast-West: SUM:	243 860 1103		rth-South: East-West: SUM:	253 866 1.119	Tale Samuelane		h-South: st-West: SUM:	281 1010 1291			th-South: st-West: SUM:	291 1016 1307		Markey S.A.	in the	
- 10	VOLUME/CAPACITY (V/C) F	COTAS	HOAL.		0.802	100		0.814		. 1004	Arta -	0.939				0.951	13-14-55	100	rassent Is	178

LEVEL OF SERVICE (LOS):

REMARKS:

Version: 1i Beta; 8/4/2011

V/C LESS ATSACIATCS ADJUSTMENT:

PROJECT IMPACT

6/10/2013-5:18 PM





I/S #:	North-South Street:   GAYLE	Y AVE	9 - 9 - 9 - 9 - 1		Von	r of Count	: 2008	Amb	lent Grov	vth: (%):	- 4	Condu	cted by:	D	N	Date:	grid (A. Pages)	6/7/2013	albert s
7	110/1// 000/// 01111	RE BLVD.				ction Year				ak Hour:	PM		wed by:	R	К	Project:	UCLA LO	t 36: Sce	nario B1
<b> -</b>	No. of Phases	1		4	7.030		4				4				4		12.5		The state of the
Орг	osed Ø'ing: N/S-1, E/W-2 or Both-3?			0	1		O		1		0		_		0			SB	
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB- 0	SB-	3	NB EB	0 SI		NB EB	0	SB WB	3 0	NB EB	. 0	SB WB	3	NB EB		WB	
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB-	1	EB-	U W	5- U	E6		VVD	2		Ü	***	2				
	Override Capacity	- [		1169			1169		1		1169				1169		5 - 12		
		EXIST	NG COND	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT		RE CONDIT				W PROJE		,
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume 123	Lanes 1	Volume 123	Volume 0	123	1	123	Votable	Volume	Lanes	\$12000 ACCURATED
۵	Left	115	0	115	0	115	115	ľ	123	0	123	. "	120	0					
3	Left-Through Through	184	2	92	0	184	92	4	201	2	101	0	201	2	101				
8	Through-Right	""	ō		Ĭ			1		0				0					
₹.	Right	44	. 1	28	0	44	28	0	47	1	30	0	47	1	30				
NORTHBOUND	Left-Through-Right		0		1					0				0					
	Left-Right		arsusen	100000000000000000000000000000000000000	entries.		l Panakan	HETETER			Geografia	WOODE IN							
SHAME	Left	159	1	159	9	168	168	35	205	1	205	9	214	1	214	9980 218882P F	THE CONTRACT OF THE CONTRACT O	i gwele ba <b>e</b> - y gline i'r aar ae	rein.
2	Left-Through	""	0							0				0					
፩	Through	259	1	259	0	259	259	18	296	. 1	296	0	296	1 0	296	1			
置:	Through-Right	672	0 2	204	21	693	197	121	841	2	275	21	862	2	268				
SOUTHBOUND	Right Left-Through-Right	0/2	ō		~'	000		'-'		0				0		1			
Ö	Left-Right	1	<u> </u>			nandardang ay dah yan Muna ( 8)	1-12-30-36		erecoulty destroyers	evarennous.	1	acertanessa.	amediane es	nttentivite		same res			
		-1	eistetti		33	334	184	18	341	2	188	33	374	2 2	206	RINESSE.	HARAGE SALES		
ے ا	Left Left-Through	301	2 0	166	33	334		"	041	ō		"	0. 1	ō	No say				
3	Through	1940	3	510	0	1940	510	304	2384	3	623	0	2384	3	623				
<u> </u>	Through-Right		1						407	1 0	107	0	107	1 0	107				N.
EASTBOUND	Right Left-Through-Right	100	0	100	0	100	100	0	107	0		١ '	107	Ö	101				
ш	Left-Right		"				<b>M</b>			•						and the second s	arki arkina kharikan	novembel and the latest	
<b>HORS</b>													34		34				
	Left	32	1 0	32	0	32	32	0	34	1 0	34	0	34	0	34	ŀ			IN THE
3	Left-Through Through	1890	3	505	0	1890	509	302	2328	3	623	0	2328	3	626				
8	Through-Right	1	1							1		1		1					NATE:
WESTBOUND	Right	130	0	130	15	145	145	23	162	. 0	162	15	177	0	177				
\$	Left-Through-Right Left-Right	1	0		1					U				U					Himi
ļJ	Lett-Kigiit	No	rth-South:	374	No	orth-South:	374	<b></b>	No	rth-South:	419			rth-South:		(			(Magazia)
	CRITICAL VOLUMES		ast-West:	671		East-West:			E	ast-West:	811		E	ast-West:					
ļ			SUM:	Freed with supposit		SUM:	65 20 10 10 15 16 16			SUM:	Block of the Control of the	-		SUM:	TORU TENNESTORIS	1			Sidesiana Sidesiana
	VOLUME/CAPACITY (V/C) RATIO			0.894			0.913	1			1.052	1			1.070				
V/0	C LESS ATSACIATOS ADJUSTMENT	ł		0.824			0.843	1			0.952	ž.			0.970	2000			
	LEVEL OF SERVICE (LOS)			D	1		i D	1			E				E	<u> </u>			Para Tabala
	REMARKS:	Override car	nothe adjust	ad manually	,														

REMARKS: Override capacity adjusted manually

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.018 Significant impacted? YES

Δν/c after mitigation: N/A
Fully mitigated? N/A

Results\_AnalysisB1 (without ELU credit).xls

6/10/2013-5:18 PM



### **Level of Service Workheet**



(Circular 212 Method)

I/S #:	North-South Street: WESTW	OOD BLVD			Yea	r of Coun	t: 2008	Ami	olent Grov	wth: (%):	5.54/4	Condu	cted by:		אכ	Date:	h.Jh.Jhr	6/7/2013	3
8	East-West Street: WILSHII	RE BLVD.	ray de Aped	Sept. 1841	Proje	ction Yea	r: 2015		Pe	ak Hour:	MA	Revie	wed by:	, dissert F	₹K	Project:	UCLAL	ot 36: Sc	enario B
1 1	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	NB 0 EB 0	SB WB	4 0 3 0	NB EB	0 si 0 W		NB EB	0	SB WB	4 0 3 0 2	NB EB	0	SB WB	4 0 3 0 2	NB EB	orani Orani Sept.	SB WB	
	Override Capacity	FUICE	ING CONDI	0	FVICT	ING PLUS P	0	-11777	E CONDITI	ON W/O DE	0	Firest	RE CONDIT	ON WEDE	O PECT	CUTUR	W/ PROJE	CT WI MI	CIC ATTION
	MOVEMENT	EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
GNNC	Left Left-Through Through	130 622	1 0 2	130 251	1 2	131 624	131 252	1 45	140 712	1 0 2	140 287	1 2	141 714	1 0 2	141 288				was a second
NORTHBOUND	Through-Right Right Left-Through-Right Left-Right	131	1 0 0	131	0	131	131	10	150	1 0 0	150	0	150	1 0 0	150		i e o		
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	74 289 170	1 0 2 1 1 0	74 115 0	7 5 0	81 294 170	81 116 0	3 11 7	82 321 189	1 0 2 1 1 0	82 128 0	7 5 0	89 326 189	1 0 2 1 1 0	89 129 0				
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right	377 2169 157	2 0 3 1 0 0	207 582 157	7 3	377 2176 160	207 584 160	31 93 5	435 2418 173	2 0 3 1 0	239 648 173	0 7 3	435 2425 176	2 0 3 1 0	239 650 176		A Special Control		
WESTBOUND	Left Left-Through Through Through-Right Right Right Left-Through-Right Left-Right	164 1941 97	2 0 3 1 0	90 510 97	0 3 3	164 1944 100	90 511 100	10 174 17	186 2255 121	2 0 3 1 0	102 594 121	0 3 3	186 2258 124	2 0 3 1 0	102 596 124				The second secon
W.	CRITICAL VOLUMES		th-South: ast-West: SUM:	325 717 1042		rth-South: East-West: SUM:	333 718 1051			th-South: ast-West: SUM:	369 833 1202			th-South: ast-West: SUM:		sy denen Salahan	i kiji n		
v/c	VOLUME/CAPACITY (V/C) RATIO: LESS ATSACIATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		en de de de la	0.758 0.688 B			0.764 0.694 B				0.874 0.774 C				0.881 0.781 C	ne tra s Viga viz Vigas	e jaken Bijaken Wasanti	eses yes da Aese Laverd	

REMARKS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

6/10/2013-5:18 PM





/S #:																				
	North-South Street:	WESTWO	OOD BLVD.	, was the second	oy olumba		r of Count		Amb	lent Grow		1 - 1		cted by:	D		Date:		6/7/2013	
8	East-West Street:	WILSHIR	E BLVD.		n de Fo	Proje	ction Year	2015		Pea	k Hour:	PM	Revie	wed by:	R		Project:	UCLALO	1 36: Sce	nario B1
Орро	No. of osed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?	<i>NB</i> 0	SB	4 0 3	NB	0 SE	4 0 1- 3	NB	0	SB	4 0 3	NB		SB	4 0 3	NB	e e salas Serial de	SB-	
Right T	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	ő	EB	0 W		EB	0	WB	0	EB	0	WB-	0	EB		WB	
	ATSAC-1 or ATSAC+A				1			1				2 1031				1031				
	Override (	Capacity		NG CONDI	1031	EVICTI	NG PLUS PI	1031	FIITUR	E CONDITIO	ON W/O PR		FUTUE	E CONDITI	ON W/ PRO		FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	HOVEHEN	1000	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
_ 1	Left		157	1	157	5	162	162	8	176	1 1	176	5	181	. 1	181	1			
NORTHBOUND	Left-Through			0			4.47	-		494	0 2	227	8	502	0 2	230				
ğ	Through		439	2 1	202	. 8	447	205	23	494	1	221	ľ	. 502	1					
置	Through-Right Right		167	Ö	167	. 0	167	167	9	188	Ö	188	-0	188	0	188				
ğ	Left-Through-Right			0					İ		0				0					
<u> </u>	Left-Right	·	asamine azazarent	est assetspat	l.	anneren			93854266557	STATEMATER			25-343375	######################################			OFFICE SE			inst
	Left		123	1 1	1 123	6	129	129	28	160	1	160	6	166	1	166	0.000254478018	Zone Zone in the benefit is	Programme to	
₽	Left-Through		""	0							0	30230		202	0					
SOUTHBOUND	Through		528	2	210	5	533	211	64	630	2	256	5	635	2 1	257				
置	Through-Right Right		310	1	0	0	310	0	61	393	1	0	0	393	i	0				
5	Left-Through-Right		3,0	o			0.0	Make			0	la Figure			0					
σ,	Left-Right				errevist mores	ser encentres	nero sustrata de caractera	I they be supplied	m terrorio della		ACOMORANIEST		e de la constante de la consta	Tariff Care	nerodena.			16.1712E5FE	enraes es	
	Left		l 223	l 2	1 123	0	223	123	23	262	<b>2</b>	144	0	262	2	144	i damaratara	(particularities	000900202224	
₽.	Left-Through		223	0		ľ	2.2.0		]		0				0.					
ž	Through		1718	3	482	6	1724	484	288	2130	3	595	6	2136	3 1	597				
ğΙ	Through-Right		209	1 0	209	.3	212	212	25	249	0	249	3	252	Ó	252				
EASTBOUND	Right Left-Through-Right		209	0	203	1	212				ō				0					
w .	Left-Right					COLUMN FAMOUR	the one and implement. For	e du marcuni	vesourceur.	muse experience	an and a district	. de reconstitu	ou cura hidrea	veatetentiti				VERTURE PAGE	744/585FE	rae est
			225	) <u>2</u>	124	0	225	124	12	253	2	139	0	253	<u>2</u>	139	i managrada			
₽	Left Left-Through		225	0	3000	1 "	220		'~	200	0				0		t.			N. W.
ž	Through		1598	3	422	10	1608	427	249	1962	3	515	10	1972	3 1	520	1			1000
Ĕ	Through-Right			1 0	88	10	98	98	5	99	1 0	99	10	109	Ö	109				K SE
WESTBOUND	Right Left-Through-Right		88	0	00	10	90	1	"	55	ő		1		Ō					
5	Left-Right				A CARE	L		Park (Sept.	<u> </u>			100000000000000000000000000000000000000	<u> </u>		4.0.4	438	P:			PURSAGE Elements
		01.11450		rth-South			orth-South: East-West:				rth-South: ast-West				rth-South: ast-West:		ž.			Market
	CRITICAL V	OLUMES	1 '	East-West SUM		1	:ast-west SUM	- 牽引於死所 1947年1月1日	1		SUM				SUM:					(5000)
	VOLUME/CAPACITY (V/C	) RATIO:	1	00///	0.944			0.952				1.131				1.139				I AND THE
V/C	LESS ATSACIATOS ADJU	•			0.874			0.882				1.031				1.039				
	LEVEL OF SERVICE				D			D	1			F	1			F				Establish.

REMARKS: Override capacity adjusted manually

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

6/10/2013-5:18 PM





I/S #:		ON AVE.	, strale,	V Char	Yea	r of Coun	t: 2008	Am	bient Grov	vth: (%):	1	Condu	cted by:	historia E	ON	Date:		6/7/2013	3 2 3 3 3
10		ROOK DR.	백기원인		Proje	ction Yea	r: 2015	100	Pe	ak Hour:	AM	Revie	wed by:	single F	સદ	Project:	UCLA L	ot 36: Sc	enarlo B1
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	2 0 0	NB	0 S	2 0	NB	: :	SB	2 0 0	NB	o.	SB	2 0 0	NB	4,4,4 Vene Enew	SB	Mischell Divide
Right	Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity	EB 0	WB	2 1 0	EB	o w		EB	Ö	WB	2 2 0	EB-	0	WB	2 2 0		lander Actyles	WB	
	er i eta eta eta eta eta eta eta eta eta eta	EXIST	ING COND		EXIST	ING PLUS P	ROJECT	FUTUE	RE CONDITI	ON W/O P		FUTU	RE CONDIT	ION W/ PR		FUTURE	W PROJE	CT W/ MIT	IGATION
9.7	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 Loft-Through Through-Right Right Loft-Through-Right Loft-Right	52 315 266	1 0 1 0 1 0	315 266	0	52 315 266	52 315 170	0 31 3	56 369 288	1 0 1 0 1 0	369 183	0 0 0	56 369 288	1 0 1 0 1 0	56 369 183	***************************************			
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	62 37	1 0 1 0 1 0	40 62 37	0	40 62 37	40 62 37	0 4 0	43 70 40	1 0 1 0 1 0	43 70 40	0 0 0	43 70 40	1 0 1 0 1 0	43 70 40				
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	80 259 35	0 1 0 0 1	80 339 9	0 22 0	80 281 35	80 361 9	О # О	86 270 38	0 1 0 0 1 1	86 356 10	0 22 0	86 292 38	0 1 0 0 1	86 378 10				
WESTBOUND	Left Left-Through Through Through-Right Right Right Left-Through-Right Left-Right	193 194 70	0 1 0 1 0	193 229 229	0 51 0	193 245 70	193 315 0	3 6 0	210 214 75	0 1 0 1 0 0	210 289 0	.0 51 0	210 265 . 75	0 1 0 1 0 0	210 340 0				
	CRITICAL VOLUMES		th-South: ast-West: SUM:	355 532 887		th-South: ast-West: SUM:	355 554 909			h-South: st-West: SUM:	412 566 978	in the		h-South: st-West: SUM:	412 588 1000		ea se Shewet		
V/C	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.591 0.521 A			0.606 0.536 A	e se si signi sy			0,652 0,552 A			. Maj k	0.667 0.567 A	espera Historia	ningala Sangala Sangala Sangala		

REMARKS

Version: 11 Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.015
Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM





I/S #:	North-South Street: GLENDO	ON AVE.	ar energy gra	100	Yea	r of Count	2008	Amb	lent Grov	vth: (%):	1	Condu	cted by:	D	N	Date:	n Ngarajda	6/7/2013	Surveye
10		OOK DR.	ere ggest	111-111	Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:	F	₹K -	Project:	UCLA Lo	t 36: Sce	anarlo B
السستسي	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			2 0			2 0	•	1 12		2 0				2 0		enanari kir Tali	SB	
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	<i>NB</i> 0	SB	0	NB EB	0 St		NB EB	0	SB WB	0 2	NB EB	0	SB WB	0 2	112-			
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	WB	.2 1	EB	U W	1	25	Ū	***	2		ŭ		2				And the second
	Override Capacity	<u></u>		. 0			0		· · ·		0		RE CONDIT	1011111111111	0	CUTURE	W/ PROJE	CT MU MIT	CIGATION
		EXIST	NG CONDI			NG PLUS P			E CONDITI			Added	Total	No. of	Lane	Added	Total	No. of	Lane
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Volume	Lanes	Volume	Volume-	Volume	Lanes	Volume
_ [	Left	58	1	58	0	58	58	0	62	1	- 62	0	62	1	62	1			THE R
불	Left-Through		0		١ ,	040		12	246	0	246	0	246	0 1	246		•		
줐	Through	218	1 0	218	. 0	218	218	12	240	ó		ľ	2.40	ò					
	Through-Right Right	200	1	15	0	200	15	13	227	1	22	0	227	1	22	1			
NORTHBOUND	Left-Through-Right	2.00	ó							Ó				0		1			
Ž	Left-Right	l	i -		1								responsessed that the later	na roynaciwinkomatek		contemporary process	ronamental		January.
														544411144 1	110				property.
0	Left	103	1	103	0	103	103	0	110	1	110	0	110	ó	110				
3	Left-Through	196	0	196	0	196	196	59	269	1	269	0	269	1	269				
요	Through Through-Right	130	6	130	ľ	150		"	200	ò		-		0					
E	Right	61	1	61	0	· 61	61	0	65	1	65	0	65	1	65				
SOUTHBOUND	Left-Through-Right		0		l			1		0		1		0					
03	Left-Right		i Antonos anas		ntervesticis	ng saniti a bag	la di balayan y	CONTRACTO		were the state				OHNERAL			UNIVERS		
REFEREN	Loft	59	l o	l 59	0	59	59	0	63	O	63	0	63	0	63	2,5704,5744	72, (1, 12, 2, 116, 2)		
≘∣	Left-Through	"	1		1	-				1				1					
Ś	Through	254	0	313	77	331	390	11	283	0	346	77	360	0	423				
ĕ	Through-Right	l	0		١.	51	22	0	55	0 1	24	0	55	0 1	24				
EASTBOUND	Right	51	1 0	22	0	51	4	ľ	55	ó		"	00	ò					
ш.	Left-Through-Right Left-Right		ľ				Maria	1		_								same en en en en en en en en en en en en en	
90/494			istara									Serre							
	Left	370	0	370	0	370	370	14	411	0 1	411	0	411	0	411				15
WESTBOUND	Left-Through	357	1 0	418	49	406	467	-20	363	ó	428	49	412	ò	477	;			
ಠ್ಣ	Through Through-Right	337	1		1 ""	400		1 20	000	1		' '		1					
STE	Right	61	l i	0	Ö	. 61	0	0	65	0	0	0	65	0	0				
WE	Left-Through-Right	1	0							0				0					
	Left-Right			Stephen.			EARTH ODA		N/	rth-South	: 356	5	No	rth-South	: 356	8			\$100.00000 \$100.00000
	CRITICAL VOLUMES		rth-South: East-West:	321 683		orth-South: East-West:				ast-West	The state of the second st			ast-West					
	CRITICAL VOLUMES	· '	ast-west. SUM:		1	SUM:			_	SUM				SUM					
<del> </del>	VOLUME/CAPACITY (V/C) RATIO:	1		0.669			0.721				0.742				0.793				155
1///	LESS ATSACIATCS ADJUSTMENT:			0.599			0.651				0.642				0.693				T. S. M.
"	LEVEL OF SERVICE (LOS):			0.595 A			В	1			В				В				
<u></u>	REMARKS:	1		\$ 1000 PM (\$10)			1-12-12-12-12-12-12-12-12-12-12-12-12-12		***************************************				-						

REMARKS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.051
Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisB1 (without ELU credit).xis

6/10/2013-5:18 PM



#### **Level of Service Workheet**



(Circular 212 Method)

/S #:	North-South Street: SEPUL	/EDA BLVD	· Servicial de		Yea	r of Coun	t: 2008	Ami	blent Grov	wth: (%):	1	Condu	icted by:	1345	ON	Date:		6/10/201	3
5	East-West Street: WILSHI	RE BLVD.	ghaphy hajib	nggaraga	Proje	ction Yea	r: 2015		Pe	ak Hour:	AM	Revie	ewed by:	ú87, F	₹K	Project:	UCLAL	ot 36: Sc	enario B
	No. of Phases posed Ø'Ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	NB 0 EB 0	SB WB	4 0 0 0 0	NB EB		4 0 8 0 78 0 1	NB EB	0	SB WB	4 0 0 0 0	NB EB:-	0 0	\$8 WB	4 0 0 0 2	NB EB	n delaktiva n delaktiva n delaktiva	SB WB	
	Override Capacity	EVICE	ING COND	0	FWAT	ING PLUS P	0		RE CONDITI	ON 111/O E	0	e e e e e e e e e e e e e e e e e e e	RE CONDIT		0	FUTUE	W/ PROJE	OT 141/ 1417	CATION
	MOVEMENT	EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
317	Marie and the safety of the safety of	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	283 253	1 0 1 1 0	179 268 253	0 0	179 283 254	179 269 254	0 1 14	192 304 285	1 0 1 1 0	192 295 285	0 0 1	192 304 286	1 0 1 1 0	192 295 286		• :		
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right	250 604 339	1 0 1 1 0 0	250 472 339	0 · 0	251 604 339	251 472 339	1 2 2	269 650 365	1 0 1 1 0 0	269 508 365	1 0 0	270 650 365	1 0 1 1 0 0	270 508 365				Parameter and a second
EASTBOUND	Left Left-Through Through Through Through-Right Right Left-Through-Right Left-Right	94 2243 135	1 0 3 1 0	94 595 135	6 0	94 2249 135	94 596 135	1 168 1	102 2573 146	1 0 3 0 1	102 858 -50	0 6 0	102 2579 146	1 0 3 0 1	102 860 50				
WESTBOUND	Loft Left-Through Through Through Through-Right Right Left-Through-Right Left-Through-Right	109 2812 43	2 0 4 1 0	60 571 43	3 13 2	112 2825 45	62 574 45	6 182 1	123 3197 47	2 0 4 0 1	68 799 0	3 13 2	126 3210 49	2 0 4 0 1	69 803 O				
	CRITICAL VOLUMES		th-South: ast-West: SUM:	651 665 1316		rth-South: East-West: SUM:	651 668 1319	ereta inc., a		h-South: st-West: SUM:	700 926 1626			th-South: ast-West: SUM:			e attificati Maries		
V/C	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): REMARKS:			0.957 0.887 D			0.959 0.889 <b>D</b>				1,183 1,083 F				1.185 1.085 F		vieyV•ten Jiganiani Samitte na	e same celar Tarizzen han Eustephilipak	distribution of the second

REMARKS

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

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

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xi





I/S #:	North-South Street:   SI	EPULVE	DA BLVD.	an also noted	sing and	Yea	r of Count	: 2008	Amb	lent Grov	vth: (%):	1	Condu	cted by:	- D	N	Date:	report type of	6/10/2013	3 (14.54-54.7)
5	East-West Street: W	/ILSHIRI	BLVD.	.5		Proje	ction Year	: 2015		Pea	ak Hour:	PM	Revie	wed by:	R	K	Project:	UCLA L	t 36: Sce	enario B
	No. of Pt posed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?			0			4 0		0		0 0	NB	0	SB	4 0 0	NB	ang an sa Casan kan	SB-	
Right	Turns: FREE-1, NRTOR-2 or OL		NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	. 0	EB-	ő	WB	ŏ				
	ATSAC-1 or ATSAC+ATO			1.2	1		•	1				2				2				
	Override Car	pacity			0			0				0		RE CONDIT	0411411 00	0	CUTURE	W/ PROJE	CT 18// 881T	IGATION
			EXISTI	NG CONDI			ING PLUS P		Added		ON W/O PR	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	MOVEMENT	111	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Volume	Total Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		148	1	148	0	148	148	- 1	160	1	160	0	160	1	160	1			
	Left-Through			0		۰ ا	567	416	1	609	0	447		609	0 1	449				
BO	Through Through-Right		567	. 1	414	ľ	507	410	l '	609	1		"	003	1					
H	Right	11	260	Ö	260	4	264	264	6	285	Ö	285	4	289	Ó	289				Land Barrier
NORTHBOUND	Left-Through-Right Left-Right			0			***		CT-07-30000000F-1702-311-		- 0		2125071750000		0		rists strovensk			
	Left		96	1 1	i 96	3	99	99	4	107	1	107	3	110	1	110				
요	Left-Through		90	0	36	"	55		"	107	ò				0					
SOUTHBOUND	Through		360	1	247	0	360	247	3	389	1	267	0	389	1	267				
문	Through-Right	1	400	1		0	133	133	١.,	144	1 0	144	0	144	1 0	144	1			
5	Right Left-Through-Right	- 1	133	0	133	١ ٥	133	133	'	144	0		"	144	ő		l			
တ	Left-Right	1											Management Springer	manic for it to occare	anger have come to the first of the		F-98-10 TO 6-22-9-32	mens a totalous	entretterent	
											1	136	0	136	1	136	161623122	SALES I		
ا ہ ا	Left Left-Through		126	1 0	126	0	126	126	1	136	0	130	ľ	130	ó	130				
EASTBOUND	Through		2243	3	619	20	2263	624	277	2682	3	894	20	2702	3	901				
8	Through-Right	l		1							0		١.	050	0		,			
4S1	Right	I	233	. 0	233	0	233	233	2	252	1 0	172	0	252	1 0	172				
ш	Left-Through-Right Left-Right	1		١				least.			Ü				-					In in
THE Y						MONE							BREE							
	Left		265	0	146	3	268	147	16	300	2	165	3	303	2 0	167				
WESTBOUND	Left-Through Through	- 1	2579	4	565	13	2592	568	358	3123	4	781	13	3136	4	784				
8	Through-Right	1	2010	1							0		1		0					
TS:	Right	i	246	0	246	2	248	248	1	265	1 0	212	2	267	1 0	212				
š	Left-Through-Right Left-Right			0	152.0						U				U					155
<b></b>	201111311		Nor	rth-South:	510	No	orth-South:				rth-South:	554			th-South:					
	CRITICAL VOL	.UMES	E	ast-West:	765		East-West:		1	E	ast-West:	1059		E	ast-West: SUM:					
ļ	MOLIMETO AD ACITY GUOLE	107101	<del></del>	SUM:	Lors when terms		SUM:	12326-1-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	<del> </del>	.,	SUM:	1613			SUIVI	1.183				LANGE OF
	VOLUME/CAPACITY (V/C) R	ı			0.927			0.935				1.173				1.083				
V/C	C LESS ATSACIATCS ADJUST				0.857	1	•	0,865 D				1,073 F				1.083 F				
	LEVEL OF SERVICE	(LOS):			D	1		ייטיי	<u> </u>			ing <b>r</b> .es	1			p. 3589 Francis	1			1 (2000 jajos)

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.010 Significant impacted? YES

Δv/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls





VS #:	North-South Street:   VETER/	N AVE.	en en sala en en en en en en en en en en en en en	 	Yea	r of Coun	t: 2008	Amb	ient Grov	wth: (%):	ing and	Condu	cted by:	*1;;;i	ON	Date:		6/10/201	3
6	East-West Street: WILSHI	RE BLVD.	والمراجعة والمراجعة	eniments.	1	ction Yea	·····		Pe	ak Hour:	AM		wed by:		Ж		UCLA L		
	No. of Phases osed Ø'ing: N/S-1, E/W-2 or Both-3? Furns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	NB 0 EB 0	SB WB	4 0 0 0	NB EB	0 si	4 0 9 0	NB EB	3	SB WB	4 0 3 0 2	NB EB	3 0	SB WB	4 0 3 0 2	NB EB		SB WB	
	Override Capacity	EVICT	ING CONDI	0	EVICT	NG PLUS P	0	EUTUG	E CONDITI	ON WIO DE	0		RE CONDIT	ION MILES	0	ELITION	W PROJE	OT MU NO	TICATION
	MOVEMENT	EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	202 438 80	1 0 2 0 1 0	202 219 67	1	202 439 81	202 220 . 67	15 15 9	232 485 95	1 0 2 0 1	232 243 64	1	232 486 96	1 0 2 0 1	232 243 64		T-		
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	105 238 390	1 0 2 0 2 0	105 119 71	0 3 13	105 241 403	105 121 76	1 3 24	114 258 442	1 0 2 0 2 0 2	114 129 0	0 3 13	114 261 455	1 0 2 0 2 0	114 131 0				
EASTBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right	526 3141 217	2 0 3 1 0	289 840 217	5 8 0	531 3149 217	292 842 217	37 183 13	601 3551 246	2 0 3 0 1	331 1184 130	5 8 0	606 3559 246	2 0 3 0 1	333 1186 130				
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right	48 2329 62	2 0 3 1 0	26 598 62	3 18 0	51 2347 62	28 602 62	5 186 1	56 2683 67	2 0 3 0 1	31 894 10	3 18 0	59 2701 67	2 0 3 0 1	32 900 10				
13.1. 2014	CRITICAL VOLUMES		th-South: ast-West: SUM:	324 887 1211		th-South: ast-West: SUM:	325 894 1219			h-South: st-West: SUM:	361 1225 1586			h-South: st-West: SUM:	363 1233 1596			1	
V/C I	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.881 0.811 D			0.887 0.817 D	a a stage			1.153 1.053 F				1.161 1.061 F		orderina posterina province	a kiji sa Majirat Majirat	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change In v/c due to project: 0.008 Δν/c after miligation: N/A Significant impacted? NO Fully mitigated? N/A

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls





I/S #:	North-South Street:   VET	ERAN AVE.	ysayaq saddistr	ngan belah	Yea	r of Count	: 2008	Amb	lent Grov	vth: (%):	-11 -25	Condu	cted by:			Date:		6/10/2013	
6		SHIRE BLVD.		11 (1 to 1 to 1)	Proje	ction Year	2015		Pe	ak Hour:	PM	Revie	wed by:	R	K	Project:	UCLA Lo	t 36: Sce	enario B2
Ор	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both Turns: FREE-1, NRTOR-2 or OLA ATSAC-1 or ATSAC+ATCS	-3?   NB 0 EB 0	SB WB	4 0 0 0 1	NB EB	O SE O W		NB EB	3 0	SB WB	4 0 3 0 2	NB EB	3	SB WB	4 0 3 0 2	NB EB			
	Override Capa		ING CONDI		EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PI	ROJECT	FUTUI	RE CONDIT	ION W/ PRO	DJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
6	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	187 431 123	1 0 2 0 1	187 216 98	. 5 5	187 436 128	187 218 103	6 11 4	206 473 136	1 0 2 0 1 0	206 237 73	5 5	206 478 141	1 0 2 0 1	206 239 77				
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	138 578 781	1 0 2 0 2 0	138 289 346	0 3 12	138 581 793	138 291 346	3 17 60	151 637 897	1 0 2 0 2 0	151 319 294	3 12	151 640 909	1 0 2 0 2 0	151 320 291			mentadored asses	
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	308 2103 121	2 0 3 1 0	169 556 121	19 28 0	327 2131 121	180 563 121	31 314 8	361 2569 138	2 0 3 0 1	199 856 35	19 28 0	380 2597 138	2 0 3 0 1	209 866 35				ent i
WESTBOUND.	Left Left-Through Through Through-Right Right Left-Through-Right	90 2472 38	2 0 3 1 0 0	50 628 38	3 18 0	93 2490 38	51 632 38	18 403 2	114 3053 43	2 0 3 0 1	63 1018 0	3 18 0	117 3071 43	2 0 3 0 1	64 1024 0				
	CRITICAL VOLU		orth-South East-West SUM	: 797	SI	orth-South: East-West: SUM:	812			rth-South East-West SUM	: 1217			rth-South: :ast-West: SUM:	1759				
V	VOLUME/CAPACITY (V/C) RA /C LESS ATSAC/ATCS ADJUSTME LEVEL OF SERVICE (L	ENT: OS):		0.967 0.897 D			0.978 0.908 E				1,267 1,167 F				1.279 1.179 F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.012 Significant impacted? YES

Δν/c after mitigation: N/A
Fully mitigated? N/A

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls

6/10/2013-5:18 PM



### **Level of Service Workheet**



(Circular 212 Method)

I/S #:	North-South Street: GAYLE	Y AVE	, -a(a-5-)-	r pultificilies	V-		t. 0000	Ami	oient Grov	wth: (%):	In G	T 0:						OM DIGG 4	
7		RE BLVD.	nggang <u>a</u>	nga ngangan ngalagan		ar of Coun		MIN		ak Hour:	1 AM		cted by: wed by:		DN RK	Date: Prolect:		6/10/201	
	No. of Phases	TE BLYD.	Affair of the	4	FIOJE	scholl 169	r: 2015 4	<del> </del>	re	an Hour:	AWI 4	Revie	wea by:	periodes (Fig. )	4	Project:	UCLAL	ot 36: SC	enario B
	posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB 0 EB 0	SB WB	0 3 0 1	NB EB		0 B- 3 /B- 0	NB EB	0	SB WB	0 3 0 2	NB EB	0	SB WB	0 3 0 2	NB EB		SB WB	
	Override Capacity	FXIST	ING COND		FXIST	ING PLUS F	ROJECT	FUTUE	E CONDITI	ON WIO PE		FITTE	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MI	IGATION
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	The state of the s	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum
NORTHBOUND	Left Left-Through Through Through-Right Right Right Left-Through-Right Left-Though	87 321 53	1 0 2 0 1	87 161 26	0	87 321 53	87 161 26	0 9 0	93 353 57	1 0 2 0 1 0	93 177 28	0 0 0	93 353 57	1 0 2 0 1	93 177 28		e to		
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right	82 120 286	1 0 1 0 2 0	82 120 0	10 0 22	92 120 308	92 120 0	16 1 21	104 130 328	1 0 1 0 2 0	104 130 0	10 0 22	114 130 350	1 0 1 0 2 0	114 130 0		•		
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right	568 2598 184	2 0 3 1 0	312 696 184	9 0 0	577 2598 184	317 696 184	76 119 0	685 2904 197	2 0 3 0 1	968 151	9 0 0	694 2904 197	2 0 3 0 1	382 968 151				And the second s
WESTBOUND	Left Left-Through Through Through-Right Right Right Left-Through-Right Left-Right	54 2082 110	1 0 3 1 0	54 548 110	0 0 4	54 2082 114	54 549 114	0 172 10	58 2404 128	1 0 3 0 1	58 801 76	0 0 4	58 2404 132	1 0 3 0 1	58 801 75				
	CRITICAL VOLUMES		th-South: ast-West: SUM:	243 860 1103		rth-South: East-West: SUM:	253 866 1119	e Negeria		h-South; ist-West: SUM:	281 1178 1459			h-South: st-West: SUM:	291 1183 1474	ald Mari	o lagana Jalapan	ai 	
V/C	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.802 0.732 C			0.814 0.744 C	· . seedi.			1,061 0,961 E				1.072 0.972 E	n egen kangiti kangi	e e general Silone est Marie e das	n ng sa sanong Kabasay	

REMARKS

/ersion: 1i Beta; 8/4/2011

DO IECT IMPACT

Change in v/c due to project: 0.011
Significant impacted? YES

Δν/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls





									Amb	lent Grow	th. 19/1.		0	cted by:	D	M .	Date:	Arterioi-	6/10/201	1
I/S #:		AYLEY AVE.	4000, 00000 5-00				r of Count		Amu		k Hour:	1 PM		wed by:	R			UCLA Lo		
7		ILSHIRE BLV	Б.			Proje	ction Year	2015		rec	ik Hour.	4	Revie	wed by.		4	1 10,000.			
Opr	No. of Pl posed Ø'ing: N/S-1, E/W-2 or Bo				0			0				0				0	1.5	o e salo. Ostantos estantos	SB	
	Turns: FREE-1, NRTOR-2 or OL	A-32 NB		SB	3	NB	0 SE		NB EB	0	SB WB	3 0	NB EB	0	SB WB	3	NB EB		WB	
****	ATSAC-1 or ATSAC+ATO	EB	0 1	WB	0	EB	0 W	s- 0	ED-	U	VVD-,	2		·		2				
	Override Cap				1169			1169				1169		<del></del>	· .	1169				NO ATION
>		I I	XISTING				ING PLUS PI			E CONDITION				RÉ CONDIT	No. of	Lane	Added	W/ PROJE	No. of	Lane
	MOVEMENT	Volu		No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
$\overline{}$	Left	100	115	1	115	. 0	115	115	0	123	0	123	0	123	1	123				
NORTHBOUND	Left-Through	1 .	184	0	92	0	184	92	4	201	2	101	0	201	2	101		•		
8	Through Through-Right		104	0		ľ			·		. 0				0					
₽ I	Right		44	1	28	0	44	28	0	47	1 0	30	0	47	1	30	1			
2	Left-Through-Right			0							U		İ		U					
147147750	Left-Right							10000151	1550455		HEEL									
0	Left	nitalitain na eomitte	159	1	159	9	, 168	168	35	205	1 0	205	9	214	1 0	214				
3	Left-Through Through		259	0	259		259	259	18	296	1	296	0	296	1	296	· .			
單	Through-Right			0		1					0			800	0	000				
SOUTHBOUND	Right		672	2	204	21	693	197	121	841	2	275	21	862	2 0	268				
တ္တ	Left-Through-Right Left-Right			U					l .			Processor Parket		upopologija povoja <b>P</b> A (PA (PA (PA	ar man camerim to		o e water	town food stary	neostarturia.	
											2		33	374	2	206				
_	Left Left-Through	1	301	2 0 ·	166	33	334	184	18	341	0	188	33	314.	Õ					
S	Through	1	940	3	510	0	1940	510	304	2384	3	795	0	2384	3	795				
EASTBOUND	Through-Right		400	1 · 0	100	0	100	100	0	107	0 1	46	0	107	1	46				
:AS	Right Left-Through-Right	1	100	0	100	ľ	100		ľ	101	ò				0		0000			
ш	Left-Right	AND THE PROPERTY OF THE PARTY O	no estado de la composição de la composição de la composição de la composição de la composição de la composição	secondario e e e e			artware petrological	Aretanasa)	resisted for	nucenalistika	nyanasteri		and the state of	THURST				474974441	ungsters	
	Left		32 l	1	l 32	0	32	32	0	34	1	34	0	34	1	34		durch Substantia. S	Jacobs Marketine	
身	Left-Through			0	Trans	1					0		۱ ,	0000	0 3 ·	770				
no l	Through	1	890	3	505	0	1890	509	302	2328	3 0	776	0	2328	0	776	7			
WESTBOUND	Through-Right Right		130	0	130	15	145	145	23	162	1	60	15	177	1	70	Ž			To a series
WE	Left-Through-Right	- 1		0				profession of the second			0				.0					
	Left-Right	<del></del> -	North-	-South:	374	N	orth-South:	374	<del> </del>	No	th-South:	419		No	th-South:		3			Day 3
	CRITICAL VOL	.UMES		t-West:	671		East-West:	693		· E	ast-West		Ď.		ast-West:		Sensitive.			Landa C
				SUM:	\$ 72.605kg-6355.6		SUM:	Action to grate	<u> </u>		SUM	Control of the School			SUM:	1.198				Takka s
	VOLUME/CAPACITY (V/C) F	1			0.894			0.913				1.183	ì			1.098				
V/	C LESS ATSACIATOS ADJUSTI				0.824			0.843 D				7.083 F				1.030 F	77			
	LEVEL OF SERVICE	(LUS):			D	1		Petant Days	1			P. 10. 1 (1)	1			•	<u> </u>			

REMARKS: Override capacity adjusted manually

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.015 Δv/c after mitigation: N/A Significant impacted? YES

Fully mitigated? N/A

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls

6/10/2013-5:18 PM





I/S #:	North-South Street: WESTW	OOD BLVD	entra pla	1,19,449	Yea	r of Coun	t: 2008	Amt	lent Grov	vth: (%):	1	Condu	cted by:	E	ON	Date:	haji salawi	6/10/201	3
8		RE BLVD.		ria (Sili	Proje	ction Year	r: 2015	- 11	Pe	ak Hour:	AM	Revie	wed by:		RK	Project:	UCLA L	t 36: Sc	enario B
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-37 t Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity	NB 0 EB 0	SB WB	4 0 3 0 1	NB EB	0 si 0 w		N8 E8	0	SB WB	4 0 3 0 2	NB EB	0	SB WB	4 0 3 0 2	NB EB		SB WB	
	-//	EXIST	NG COND		EXIST	NG PLUS P		FUTUR	E CONDITI	ON W/O PF		FUTUE	E CONDIT	ON W/ PR		FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	130 622 131	1 0 2 1 0	130 251 131	1 2 0	131 624 131	131 252 131	1 45 10	140 712 150	1 0 2 1 0	140 287 150	1 2 0	141 714 150	1 0 2 1 0	288 150				
SOUTHBOUND	Left Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right	74 289 170	1 0 2 1 1 0	74 115 0	7 5 - 0	81 294 170	81 116 0	3 11 7	82 321 189	1 0 2 1 1 0	82 128 0	7 5 0	89 326 189	1 0 2 1 1	89 129 0				
EASTBOUND	Left Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right	377 2169 157	2 0 3 1 0	207 582 157	0 7 3	377 2176 160	207 584 160	31 93 5	435 2418 173	2 0 3 0 1	239 806 103	0 7 3	435 2425 176	2 0 3 0 1	239 808 106				
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	164 1941 97	2 0 3 1 0	90 510 97	0 3 3	164 1944 100	90 511 100	10 174 17	186 2255 121	2 0 3 0 1	102 752 80	0 3 3	186 2258 124	2 0 3 0 1	102 753 80				
	CRITICAL VOLUMES		h-South: ist-West: SUM:	325 717 1042		th-South: est-West: SUM:	333 718 1051			h-South: st-West: SUM:	369 991 1360			h-South: st-West: SUM:	377 992 1369	्रेका १५८४ इ.स. १८८४	on Park	11	
V/C	VOLUME/CAPACITY (V/C) RATIO: CLESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		gunt:	0.758 0.688 B		GOIVIE	0.764 0.694 B	and the second		ouivi:	0.989 0.889			auw:	0.996 0.896 D		garana Marana Janasha a	<mark>ki salah No</mark> Kiratan dal Kiratan	

REMARKS

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0,007
Significant impacted? NO

Δv/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls





																		•		
1/S #:	North-South Street:	WESTWO	OOD BLVD.	na agra ann	Note: Manager	Yea	r of Coun	: 2008	Amb	ient Grov	vth: (%):	1	Condu	cted by:	D	N	Date:	spikasts)	6/10/2013	Barbara d
8	East-West Street:	WILSHIR	E BLVD.				ction Year			Pe	ak Hour:	PM	Revie	wed by:	R	K	Project:	UCLA Lo	t 36: Sce	nario B2
Орг		of Phases r Both-3? r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	4 0 3 0 1 1031	NB EB	0 St		NB EB	0	SB WB	4 0 3 0 2 1031	NB EB	0 0	\$8 W8	4 0 3 0 2 1031	NB EB		SB WB	
	Override	Сараску	EXISTI	NG CONDI		EXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT		W/ PROJE		IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		157 439 167	1 0 2 1 0	157 202 167	5 8 0	162 447 167	162 205 167	23	176 494 188	1 0 2 1 0 0	176 227 188	5 8 0	181 502 188	1 0 2 1 0	230 188				
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right		123 528 310	1 0 2 1 1 0	123 210 0	6 . 5 0	129 533 310	129 211 0	28 64 61	160 630 393	1 0 2 1 1 0	160 256 0	6 5 0	166 635 393	1 0 2 1 1 0	166 257 0				
EASTBOUND	Left Left-Through Through Through-Right Right Left-Right Left-Right		223 1718 209	2 0 3 1 0	123 482 209	0 6 3	223 1724 212	123 484 212	23 288 25	262 2130 249	2 0 3 0 1	144 710 161	6 3	262 2136 252	2 0 3 0 1	144 712 162				
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		225 1598 88	2 0 3 1 0 0	124 422 88	0 10 10	225 1608 98	124 427 98	12 249 5	253 1962 99	2 0 3 0 1	139 654 19	0 10 10	253 1972 109	2 0 3 0 1	139 657 26				
	CRITICAL	OLUMES .		rth-South: East-West SUM:	606		orth-South: East-West SUM	608			rth-South East-West SUM	849			rth-South East-West SUM	: 851 : 1289				
V/C	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVI	ISTMENT:			0.944 0.874 D			0.952 0.882 D	-			1.242 1.142 F		23335000.3		1.250 1.150 F				Head-string

REMARKS: Override capacity adjusted manually

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.008
Significant impacted? NO

Δv/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls

6/10/2013-5:18 PM



### **Level of Service Workheet**



(Circular 212 Method)

I/S #:	North-South Street: GLEND	ON AVE.	es Seguentes es es	1,541,16	Yea	r of Coun	t: 2008	Ami	olent Gro	wth: (%):	1	Condu	cted by:		)N	Date:	e established Services	6/10/201	3
10	East-West Street: LINDBR	OOK DR.	ngman.	a de para	Proje	ction Yea	r: 2015		Pe	ak Hour:	AM	Revie	ewed by:	ganga. F	₹K	Project:	UCLA L	ot 36: Sc	enario B
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB 0 EB 0	SB WB	2 0 0 2 1	N8 E8	0 s 0 w	2 0 8 0 8 2 1	NB EB	0	SB WB	2 0 0 2 2 2	NB EB	0	SB WB	2 0 0 2 2	NB EB		SB WB	
	Override Capacity	EXIST	ING CONDI		EXIST	ING PLUS P		FUTUE	E CONDITI	ON W/O PF		FUTU	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	IGATION
1.45	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
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	52 315 266	1 0 1 0 1	315 266	0 0	52 315 266	52 315 170	31 3	56 369 288	1 0 1 0 1 0	369 183	0 0	56 369 288	1 0 1 0 1 0	369 183	n entre en			
SOUTHBOUND	Left Left Left-Through Through-Right Right Left-Through-Right Left-Right	40 62 37	1 0 1 0 1 0	40 62 37	0 0 0	40 62 37	40 62 37	0 4 0	43 70 40	1 0 1 0 1 0	43 70 40	0 0 0	43 70 40	1 0 1 0 1 0	43 70 40				Transition of the Contract of
EASTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right	80 259 35	0 1 0 0 1	80 339 9	0 22 0	80 281 35	80 361 9	0 -8 0	86 270 38	0 1 0 0 1	86 356 10	0 22 0	86 292 38	0 1 0 0 1	, 86 378 10		1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1		The second secon
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	193 194 70	0 1 0 1 0	193 229 229	0 51 0	193 245 70	193 315 0	3 6 0	210 214 75	0 1 0 1 0 0	210 289 0	0 51 0	210 265 75	0 1 0 1 0 0	210 340 0		794 1944 1944		
	CRITICAL VOLUMES		th-South: ast-West: SUM:	355 532 887		rth-South: East-West: SUM:	355 554 909			h-South: st-West: SUM:	412 566 978			h-South: st-West: SUM:	412 588 1000	a Hariba Santala	je symme Samona	in .	
v/c	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): REMARKS:		te egyet	0.591 0.521 A			0.606 0.536 A	2 - 2 - 2 - 2 - 2	. \$5.000 - 1.000 - 1.000 - 1.000 - 1.000		0.652 0.552 A				0.667 0.567 A		eriginali Vinganili Vinganili		

REMARKS

/ersion: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.015

Δv/c after mitigation: N/A Fully mitigated? N/A

6/10/2013-5:18 PM

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xis





1/5 #: Notal-South Street: CEERSON AVE. 1621 Of South. 2000	cted by:		Date:		2013
10 East-West Street: LINDBROOK DR. Projection Year: 2015 Peak Hour: PM Review	wed by:	DN RK		UCLA Lot 36	
10   East-West Street:   LINDBROOK DR.   Projection Year:   2015   Peak Hour:   PW   Review		2	1	l	.,
Opposed Ø'ing: N/S-1, E/N-2 or Both-37 0 0		SB 0			B
Right Turns: FREE-1, NRTOR-2 or OLA-3?		SB 0 WB 2	NB EB		р В
ATSAC-1 or ATSAC+ATCS-2?   EB 0 WB 2   EB-		2			
Override Capacity 0 0 0		0	ļ		
EXISTING CONDITION EXISTING FEB TRESECT TO SEE THE SECONDITION	RE CONDITION			E W/ PROJECT V	
MOVEMENT No. of Lane Project Total Lane Added Total No. of Lane Added Volume Vo	Volume La	No. of Lane Lanes Volume	Added Volume		nes Volume
Left 58 1 58 0 58 58 0 62 1 62 0	62	1 62			
	246	0 246			1
	2.40	o T			
토 Right . 200 1 15 0 200 15 13 227 1 22 0	227	1 22			
Column   C		0			
	110	1 110			
	110	0	8		
	269	1 269			L. L. Carlotte
## Through-Right 0 51 0 65 1 65 0	C.F.	0 1 65	8		2012 REPLAN 2012 REPLAN 2014 REPLAN
E   Right   61   1   61   0   01   0   0   0   0   0   0   0	65	0			
O   Left-Through-Right   O   U   Left-Right   O   U   C   C   C   C   C   C   C   C   C		F 157575		and the second section of the section of the s	
Left 59 0 59 0 59 0 63 0 63 0 63 0 63 0	63	0 63 1	1		
C   C   C   C   C   C   C   C   C   C	360	0 423	8		
m Through-Right 0 0		0			le trade
E   Right   51   1   22   0   51   22   0   55   1   24   0	55	1 24 0			Milita
			a de la composição de l		
Left-Right Left-Right			y zyme		
Left 370 0 370 0 370 14 411 0 411 0	411	0 411			
Carlo   Carl	412	0 477			(884)
m Through-Right 1 1		1			
Right . 61 0 0 0 61 0 0 65 0 0 0	65	0 0			N. J. State
Left-Through-Right 0		1	3		110.00
Left-Right North-South: 321 North-South: 321 North-South: 356		-South: 356			12069
CRITICAL VOLUMES East-West: 683 East-West: 760 East-West: 757	East	st-West: 834 SUM: 1190			
SUM: 1004 SUM: 1081 SUM: 1113 .		No consiste on or	30		1000100
VOLUME/CAPACITY (V/C) RATIO: 0.669 0.721 0.742		0.793	99		
WC LESS ATSACIATCS ADJUSTMENT: 0.599 0.651 0.642		. 0.693 B			
LEVEL OF SERVICE (LOS): A B B		pos B	<u> </u>		Backsonen

REMARKS

Version: 1l Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.051 Significant impacted? NO

Δν/c after mitigation: N/A Fully mitigated? N/A

Results\_AnalysisB2 (without ELU credit)(with BRT lanes)-r2.xls

6/10/2013-5:18 PM