

QL2.5 – Encourage alternative modes of transportation.

Level of Achievement:

SUPERIOR

Summary:

Project is located within a convenient walking distance to bus transit lines operated by Metro and LADOT. The topography of the project site is flat.

Traffic and parking study was conducted during the EIR process. Based on the analysis and the Los Angeles Department of Transportation (LADOT's) criteria for significance of impact, the proposed project would not be considered to have significant impacts and no mitigation measures would be required.

The South Los Angeles Wetland Park is a community resource for pedestrians and transit users. The park includes a parking lot in the southeast corner of the site to accommodate visitors. Although the traffic and parking study estimated a demand of 170 parking stalls, 67 parking stalls were provided to encourage alternative modes of transportation. The few trips that will be generated can be limited by less parking available.

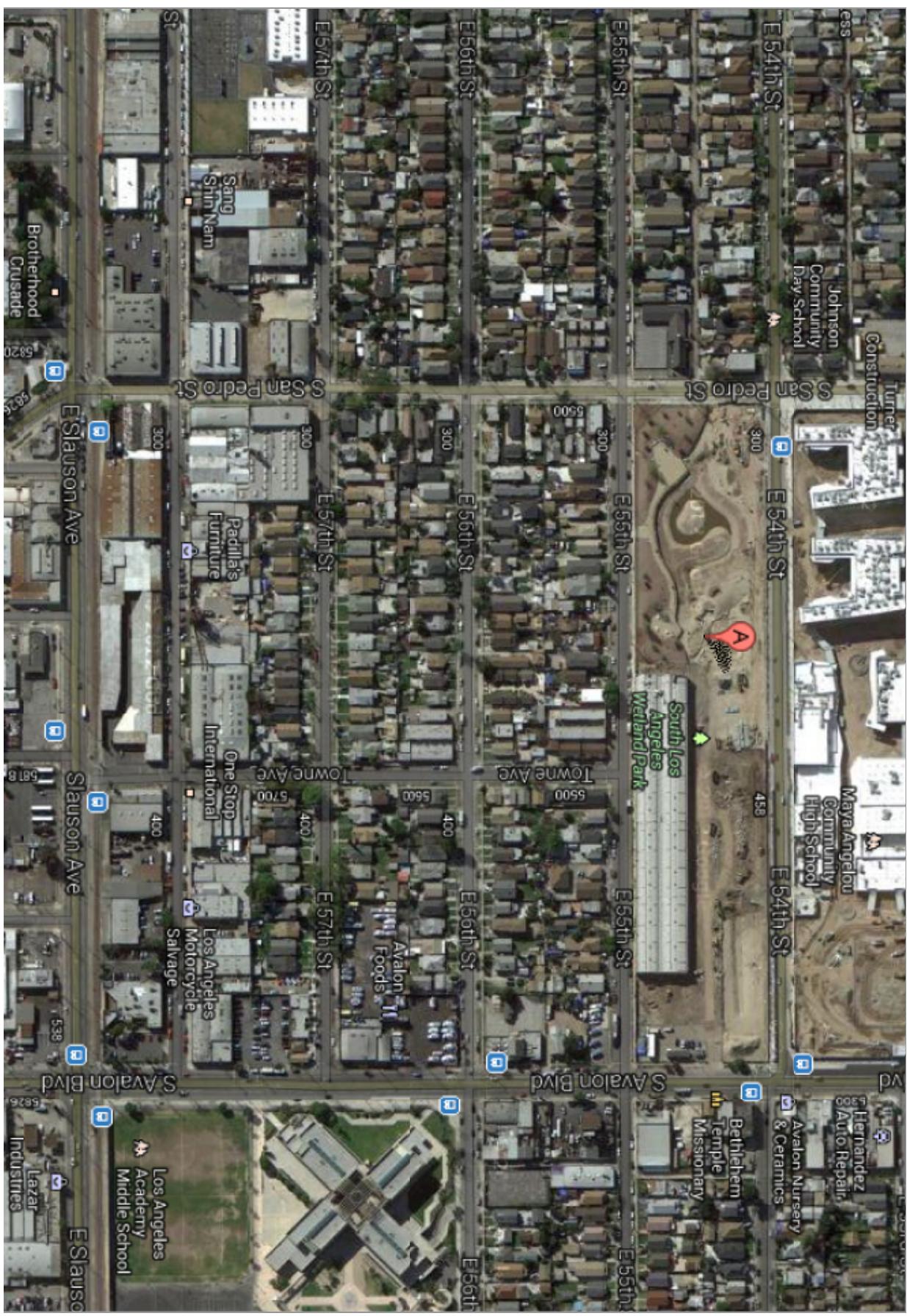
Supporting documentation:

- Map showing proximity to public transit
- Appendix G – Traffic and Parking Study from Draft EIR

Map showing proximity to public transit



To see all the details that are visible on the screen, use the "Print" link next to the map.



Appendix G – Traffic and Parking Study from Draft EIR

Appendix G

Traffic and Parking Study

TRAFFIC IMPACT ANALYSIS

**SOUTH LOS ANGELES WETLANDS PARK
LOS ANGELES, CA**

Prepared for:

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EXECUTIVE SUMMARY

This Traffic Impact Analysis presents the result of an extensive examination for any possible impacts at seven nearby intersections due to a proposed South Los Angeles Wetlands Park (Wetlands Park), which would be a constructed wetlands to provide water quality improvements as well as passive recreational opportunities in South Los Angeles. The proposed Wetlands Park is situated east of the I-110, Harbor Freeway in Los Angeles and bounded by Avalon Boulevard to the East, San Pedro Street to the West, 54th Street to the North and 55th Street to the South. The 9-acre site is presently developed as an MTA vehicle maintenance and equipment storage facility.

The Wetlands Park will include construction of a 7 acre wetlands to help reduce contaminants in stormwater and dry weather runoff, park areas and walkways for wildlife and wetland viewing, Multi-purpose Community/Learning Center, Transportation Museum/Events Center and General Office space. Vehicular access to the site will be via Avalon Boulevard.

At build out, the project is estimated to generate 129 morning peak hour vehicular trips and 129 afternoon peak hour vehicular trips utilizing ITE=s (Institute of Transportation Engineers=) Trip Generation Manual, Seventh Edition. A total of 170 peak parking demand is estimated utilizing ITE=s Parking Generation, Third Edition.

Based on this Traffic Impact Analysis, and the Los Angeles Department of Transportation (LADOT=s) criteria for significance of impact, the proposed South Los Angeles Wetlands Park would not be considered to have significant impacts on any residential roadway segments or at any of the seven study intersections; Therefore, no mitigation measures would be required.

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INTRODUCTION:

South Los Angeles Wetlands Park (Wetlands Park), which would be a constructed wetlands to provide water quality improvements as well as passive recreational opportunities, is proposed for the community of South Los Angeles. The proposed Wetlands Park will be constructed 1.1 mile east of the I-110, Harbor Freeway in Los Angeles and bounded by Avalon Boulevard to the East, San Pedro Street to the West, 54th Street to the North and 55th Street to the South. The 9-acre site is presently developed as an MTA vehicle maintenance and equipment storage facility.

The Wetlands Park will include construction of a 7 acre Wetlands Parks to help reduce contaminants in stormwater and dry weather runoff, park areas and walkways for wildlife and wetland viewing, Multi-purpose Community/Learning Center, Transportation Museum/Events Center and General Office space. In addition to open space, the proposed Wetlands Park includes the reuse of the 81,760 square-foot historic building located along the southern boundary of the site. Proposed uses of the building would include a 15,000 square-foot community multi-use facility (including 5,000 square feet of storage) that would focus on wetlands educations and is slated to open in 2011 with the open space wetlands. The remaining 66,760 square-foot area of the historic building will open in 2013 and be utilized as a 10,000 square-foot transportation museum and 10,000 square feet special events center/multi-purpose open area, and a 46,760 square-foot general office space. The transportation museum is assumed to include such features as exhibits of historical railway, transportation rail cars, and other features representative of the historic use of the site and transportation development within the City. The proposed Wetlands Park includes a parking lot in the southeast corner of the site, adjacent to the proposed

multi-use center, to accommodate visitors to the park areas, multi-use community center, transportation museum/events center, and office space. Vehicular access to the site will be via Avalon Boulevard.

This report presents the results of an analysis of existing and projected future conditions following completion of the proposed improvement project. This analysis incorporates a detailed evaluation of existing and future traffic conditions at the following seven intersections:

1. 54TH STREET AND SAN PEDRO STREET
2. 54TH STREET AND AVALON BOULEVARD
3. 55TH STREET AND SAN PEDRO STREET
4. 55TH STREET AND TOWNE AVENUE
5. 55TH STREET AND AVALON BOULEVARD
6. AVALON BOULEVARD AND SLAUSON AVENUE
7. SAN PEDRO STREET AND SLAUSON AVENUE

Information about the existing streets, traffic controls, and freeway in the vicinity of the site was obtained through field investigation by staff and from the Los Angeles Department of Transportation (LADOT). Traffic volumes at the seven study intersections were obtained from LADOT and also counted by staff in July 2007.

ENVIRONMENTAL SETTINGS:

The site of the proposed improvement project is located in the City of Los Angeles, and is situated on a site bounded by Avalon Boulevard to the East, San Pedro Street to the West, 54th Street to the North and 55th Street to the South. The development along Avalon Boulevard, in the vicinity of the project, is predominantly commercial. Johnson Opportunity High School and a swap meet lie to the north of the project. Single family residences are found on 55th Street and Towne Avenue to the south of the project and on 54th Street (east of Avalon Boulevard and West of San Pedro Street). San Pedro Street to the west is blended with retail and residential developments.

Transit Services

The study area is served by bus transit lines operated by Metro and LADOT. The proposed improvement project is served by multiple transit lines with stops located within walking distance.

Metro Line 51: This line operates as a regional bus route which provides service between the Compton Metro Station and the Wilshire/Vermont Metro Station. Buses on this line travel along Avalon Boulevard within the study area. The line runs approximately every 8 to 15 minutes during the weekday peak period.

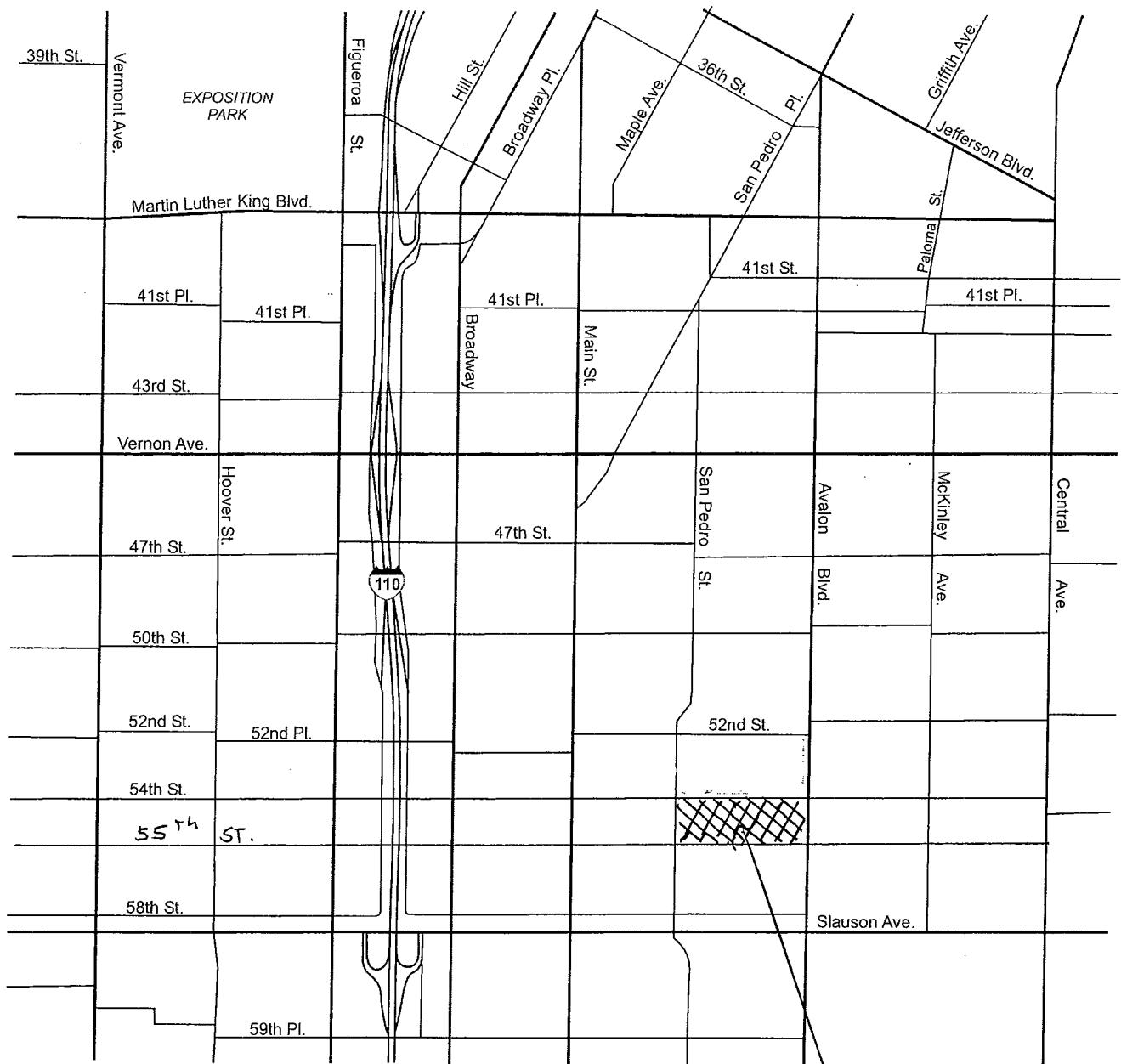
Metro Lines 52 and 352: These lines operate as regional bus routes which provide service between the Artesia Transit Center and the Wilshire/Vermont Metro Station. Buses on this line travel along Avalon Boulevard within the study area. Both bus lines run approximately every 15 minutes during the weekday peak period.

Metro Lines 108 and 358: These lines operate as regional bus routes which provide service between Marina del Rey and Pico Rivera via Slauson Avenue through the cities of Culver City, Los Angeles, Maywood, and the City of Commerce. Buses on this line travel along Slauson Avenue within the study area. Both bus lines run approximately every 15 to 20 minutes during the weekday peak period.

LADOT - DASH E: DASH E operates as a local bus route which provides service between southeast Los Angeles and Pueblo del Rio. Buses on this line travel along 54th Street within the study area. The bus line runs approximately every 20 minutes during the weekday peak period.

Freeways

The Harbor Freeway (I-110) is a North South Interstate Freeway located 1.1 miles west of the project site. The Santa Monica Freeway (I-10) is an East West Interstate Freeway located 2.7 miles north. The Glen Anderson (Century) Freeway (I-105) is an East West Interstate Freeway located 4.5 miles south of the project. The proposed improvement is not expected to have any significant traffic impacts on any of these surrounding freeways or on any Los Angeles County's Congestion Management Program (CMP) monitoring freeway or arterial.



Project Location

Figure 1
South Los Angeles Wetlands Park



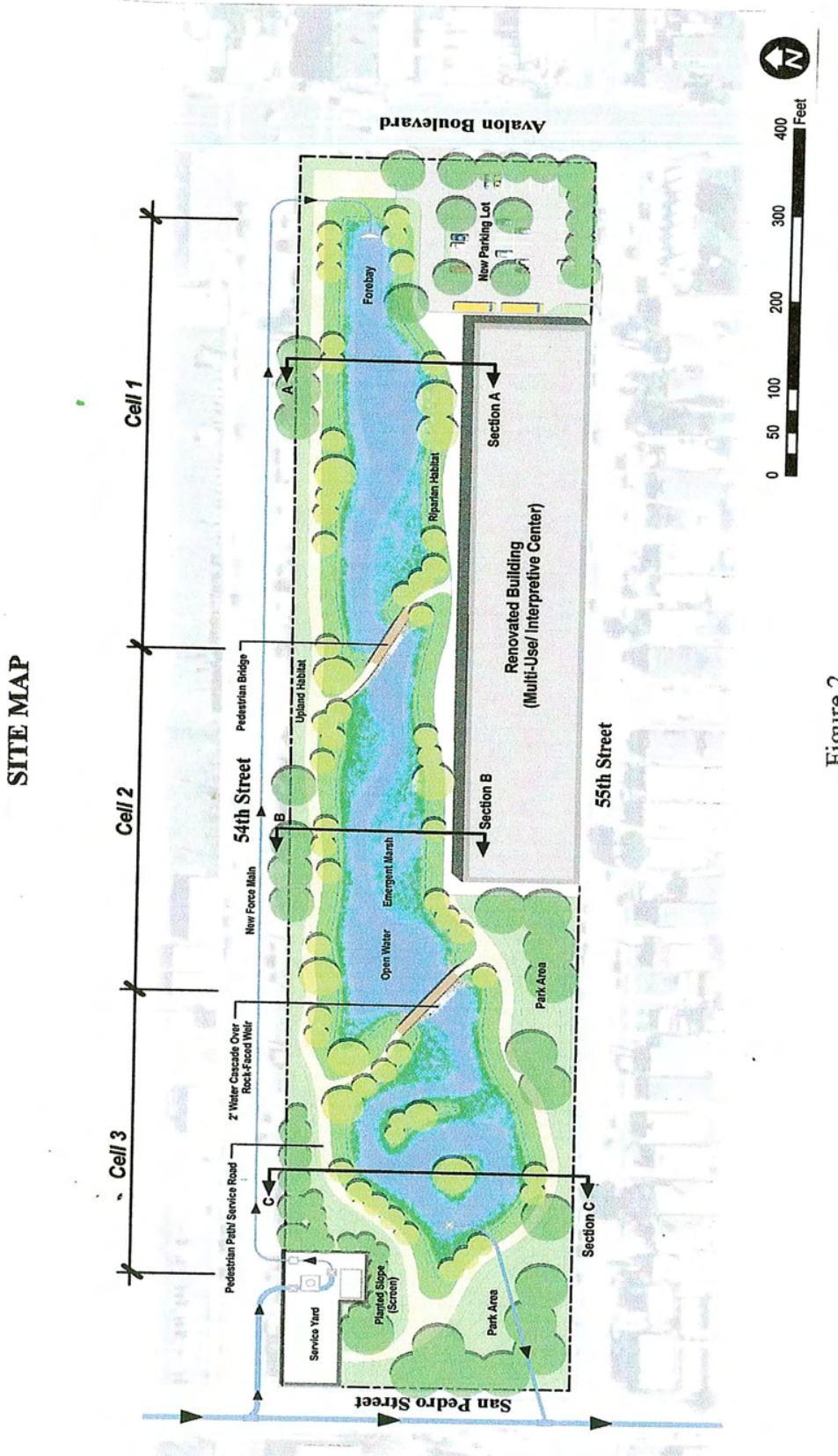


Figure 2

Study intersections:

54th Street and San Pedro Street: San Pedro Street is a north-south secondary highway providing one travel lane in each direction, with a centerline median. Left-turn pockets are not provided at several of its intersections. Parking is generally permitted except on the east side during AM peak hours (7-9) and on the west side during PM peak hours (4-6). The parking prohibitions allow two lanes of travel northbound AM and southbound PM peak hours. The Posted speed limit is 35 miles per hour (mph). 54th Street is an east-west collector street providing one travel lane in each direction. Parking is permitted along the street in both directions. The Posted speed limit is 30 miles per hour (mph). The intersection is controlled with a two-phase signal. No turn pockets are provided.

54th Street and Avalon Boulevard: Avalon Boulevard is a north-south Class II major highway providing two travel lanes in each direction with a two-way left turn (2WLTL) median. Parking is permitted, and the speed limit is 35 mph. This signalized intersection is controlled by a two-phase operation. Left turn pockets are provided for north- and southbound traffic.

55th Street and San Pedro Street: 55th Street is an east-west local street providing one travel lane in each direction. Parking is permitted along the street in both directions. The intersection is controlled by stop controls on 55th Street. A church exists on the northwest corner.

55th Street and Towne Avenue: Towne Avenue is a north-south local street providing one travel lane in each direction. Parking is permitted along the street in both directions. The “T” intersection is controlled by stop control for northbound Towne Avenue.

55th Street and Avalon Boulevard: This is an unsignalized intersection with a two-way stop control for east- and westbound traffic on 55th Street.

Avalon Boulevard and Slauson Avenue: Slauson Avenue is an east-west Class II major highway providing two travel lanes in each direction with left-turn lanes. Parking on Slauson Avenue is prohibited, and the speed limit is 35 mph. A protected railroad crossing is located along Slauson Avenue on the north leg of its intersection with Avalon Boulevard. The intersection is controlled by a two-phase signal and has available left turn pockets in each direction. The intersection is southerly of the proposed Wetlands Park.

San Pedro Street and Slauson Avenue: This intersection is also controlled by a two-phase signal and has available left turn pockets in each direction. Left turns maneuvers are prohibited for southbound traffic from 4-6 PM and for northbound traffic from 7-9AM. A protected railroad crossing is located along Slauson Avenue on the north leg of its intersection with San Pedro Street. The intersection is southerly of the proposed development project.

ANALYSIS OF EXISTING TRAFFIC CONDITIONS

An analysis of current and future traffic conditions on the streets and highways serving the project area was conducted. The traffic analysis was performed through the use of established traffic engineering techniques. New traffic counts (Figures 3 and 4) were utilized to reflect any recent changes in traffic demand patterns. Other data on intersection geometrics and signal operations were obtained through comprehensive field evaluations by staff.

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in publications by the Transportation Research Board (TRB). The publications outline procedures for determining the operating characteristics of an intersection in terms of the Level of Service (LOS) for different levels of traffic volume and other variables. Methodologies for evaluating the operations of the signalized intersections studied are contained in the TRB's "Circular 212" - Critical Movement Analysis methodology. Circular 212 describes intersection analysis through the use of the Critical Movement Analysis for signalized intersections. Procedures have been developed for grading the operational quality of an intersection in terms of the "Level of Service" (LOS) which describes different traffic flow characteristics. Levels of Service A to C operates quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which will result in possible stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the Level of Service at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection: The highest combination of conflicting movements which must be accommodated at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable Level of Service. “Capacity” represents the maximum volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection in one hour, under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 1. The Critical Movement Analysis indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The Levels of Service values are defined as a range of CMA values and shown in Table 1.

LADOT’s threshold of significant impact is triggered when a project causes, at least, an increase of:

- 0.040** in the CMA value for a resultant LOS “C” {Final V/C Ratio > 0.700 - 0.800};
- 0.020** in the CMA value for a resultant LOS “D” {Final V/C Ratio > 0.800 - 0.900};
- 0.010** in the CMA value for a resultant LOS “F” {Final V/C Ratio > 0.900}.

EXISTING TRAFFIC (AM)

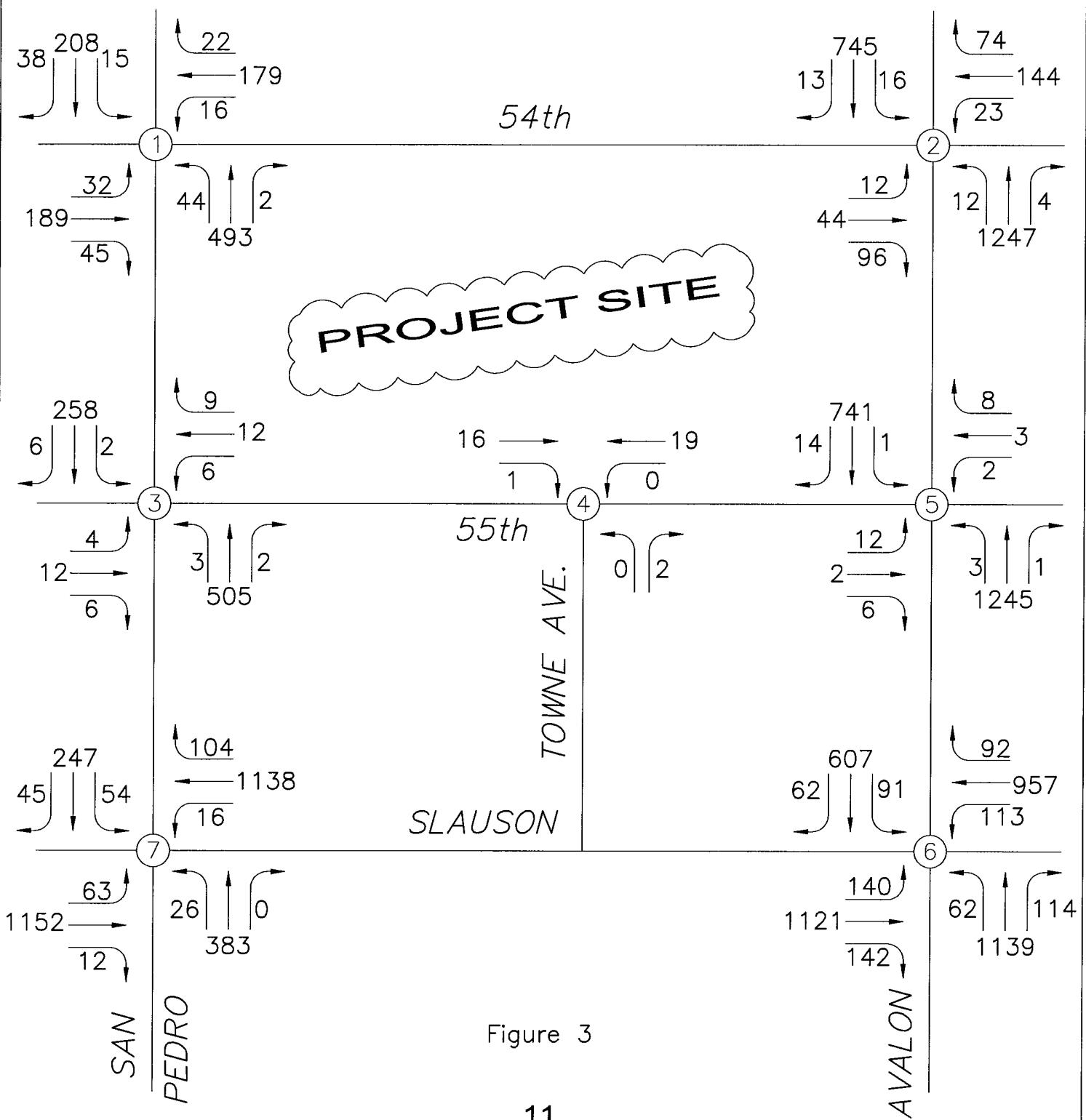


Figure 3

EXISTING TRAFFIC (PM)

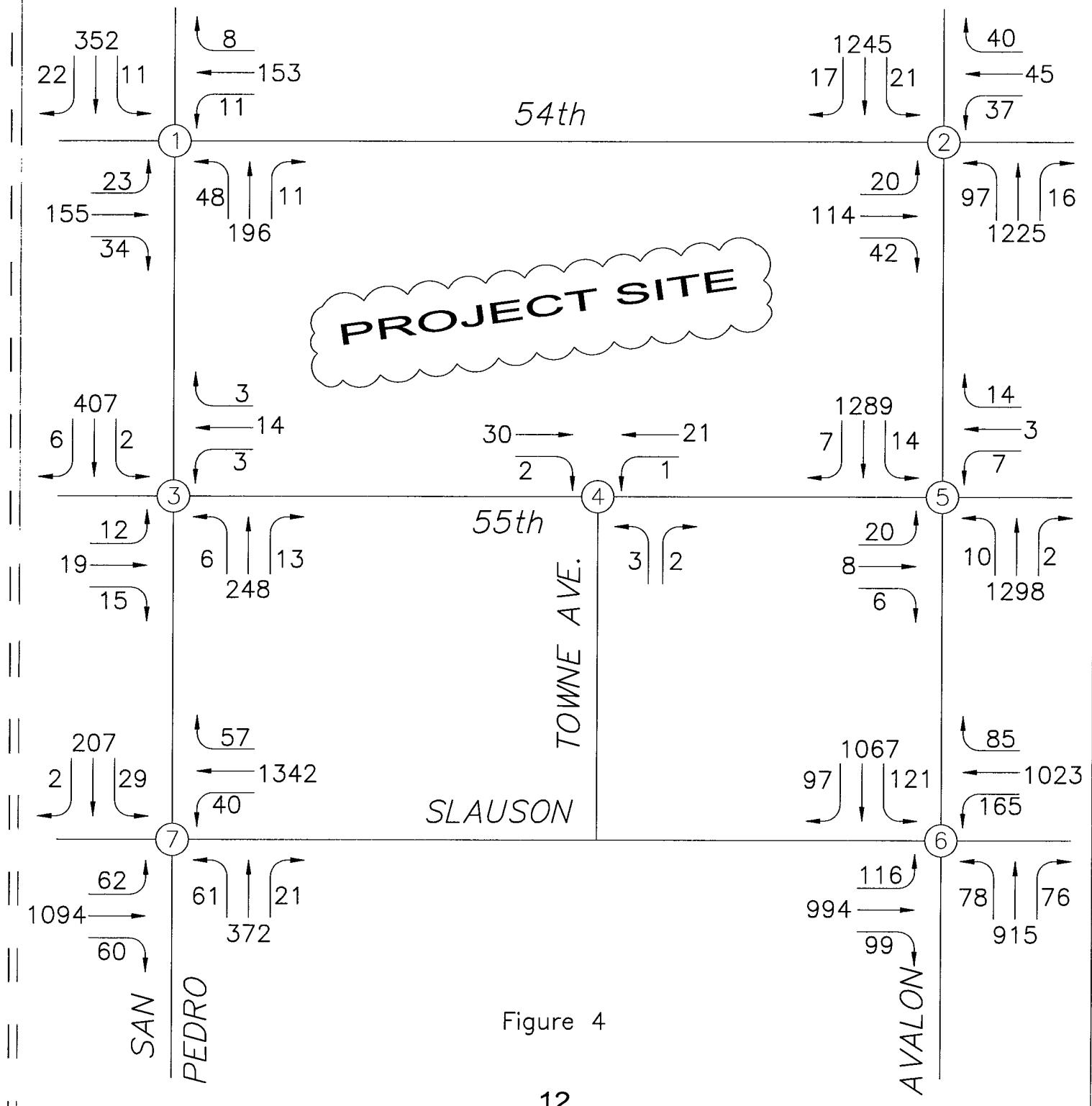


Figure 4

Table 1
Critical Movement Volume Ranges
For Determining Levels of Service

| Level of Service | Two Phase | Three Phase | Four or More Phases |
|------------------|----------------|-------------|---------------------|
| A | 900 | 855 | 825 |
| B | 1,050 | 1,000 | 965 |
| C | 1,200 | 1,140 | 1,100 |
| D | 1,350 | 1,275 | 1,225 |
| E | 1,500 | 1,425 | 1,375 |
| F | Not Applicable | | |

PROJECT TRAFFIC

To determine the trip generation due to the proposed project, the ITE's Trip Generation Manual, Seventh Edition was utilized for the AM and PM peak periods. The trip distribution and assignment of generated trips was estimated based on the manual's guidance of in and out percentages and the configuration of arterials and freeways in the vicinity of the project.

Table 2 below shows the Trip Generation Rates and Distribution for the proposed Wetlands Park project.

Table 2
A. Trip Generation Rates

| Land Use | ITE Code | AM Peak Hour | | | PM Peak Hour | | |
|----------------------------------|---------------------|---------------------|-----------|------------|---------------------|-----------|------------|
| | | Total | In | Out | Total | In | Out |
| Wetlands | 412 | 0.01 | 0.008 | 0.002 | 0.06 | 0.025 | 0.035 |
| Recreational Community Center | 495 | 1.62 | 0.99 | 0.63 | 1.64 | 0.48 | 1.16 |
| General Office | 710 | 1.55 | 1.36 | 0.19 | 1.49 | 0.25 | 1.24 |

B. Estimated Project Traffic Generation

| Proposed Land Use | AM Peak Hour | | | PM Peak Hour | | |
|------------------------------------|---------------------|-----------|------------|---------------------|-----------|------------|
| | Total | In | Out | Total | In | Out |
| Wetlands | 0 | 0 | 0 | 1 | 0 | 1 |
| Recreational Community Center | 24 | 15 | 9 | 25 | 7 | 18 |
| Driveway Traffic | 24 | 15 | 9 | 26 | 7 | 19 |
| Less existing site traffic | 27 | 27 | 0 | 27 | 0 | 27 |
| Net Trips (Phase I - 2011) | (3) | (12) | 9 | (1) | 7 | (8) |
| Recreational Community Center* | 32 | 20 | 12 | 33 | 10 | 23 |
| General Office | 73 | 64 | 9 | 70 | 12 | 58 |
| Net Trips (Buildout - 2013) | 102 | 72 | 30 | 102 | 29 | 73 |

* Museum and Event Center

The directional trip assignment is 25% North, 10% East, 25% West and 40% South. The resultant project volumes are shown in Figures 7 and 8.

Table 3
Estimated Project Parking Generation

| USE | SIZE | PARKING DEMAND RATIO | PARKING DEMAND |
|---------------------------------------|-----------|----------------------|----------------|
| Wetlands | 7 Acres | 2.6/Acre | 18 |
| Recreational Community Center ** | 35 KSF | 1.15/KSF (URBAN) | 40 |
| General Office | 46,760 SF | | 112 |
| TOTAL ESTIMATED PARKING DEMAND | | | 170 |

** (Includes Learning Center, Museum, and Event Center)

.Table 4
Level of Service / CMA Values

| Level of Service | Description of Operating Characteristics | Range of CMA values |
|-------------------------|------------------------------------------------------------------------|----------------------------|
| A | Uncongested Operations | 0.000 - 0.600 |
| B | Uncongested Operations | 0.601 - 0.7000 |
| C | Light Congestion | 0.701 - 0.800 |
| D | Congestion on Critical Approaches, but intersection functional. | 0.801 - 0.900 |
| E | Severe congestion with some long-standing lines on critical approaches | 0.901 - 1.000 |
| F | Forced flow with stoppages of long duration | > 1.000 |

When this analysis procedure is applied to the study intersections, the CMA values and the corresponding Levels of Service (LOS) for existing, future without project and future with project traffic conditions are deduced. The Summary CMA values with corresponding LOS are shown in Table 5 and the calculations are in the Appendix.

IMPACT ANALYSIS

The potential traffic impacts at the seven study intersections were evaluated for both AM and PM peak periods by analyzing the estimated traffic operations in the year 2013, without and with the proposed development. An annual 1% growth factor was factored into the existing base year (7/2007) traffic counts.

The future volumes were estimated in a two-step process, as follows:

Step 1 - The current traffic was increased at the 1% compounding rate per year for five years, up to the study year (2013), to account for ambient growth in traffic related to other projects in the vicinity that will generate traffic through the study intersections. The resultant volumes are referred to as Future Traffic Without Project (Figures 5 and 6).

Step 2 - The proposed project traffic was then added to the previous Future Without Project volumes to obtain volumes referred to as Future Traffic with Project (Figures 9 and 10).

Applying the methodologies and processes above, all intersections will operate in the Future with Project at LOS “C” or better except at Avalon Boulevard and Slauson Avenue; However, no significant impact is expected at any of the analyzed intersections.

FUTURE TRAFFIC WITHOUT PROJECT (AM)

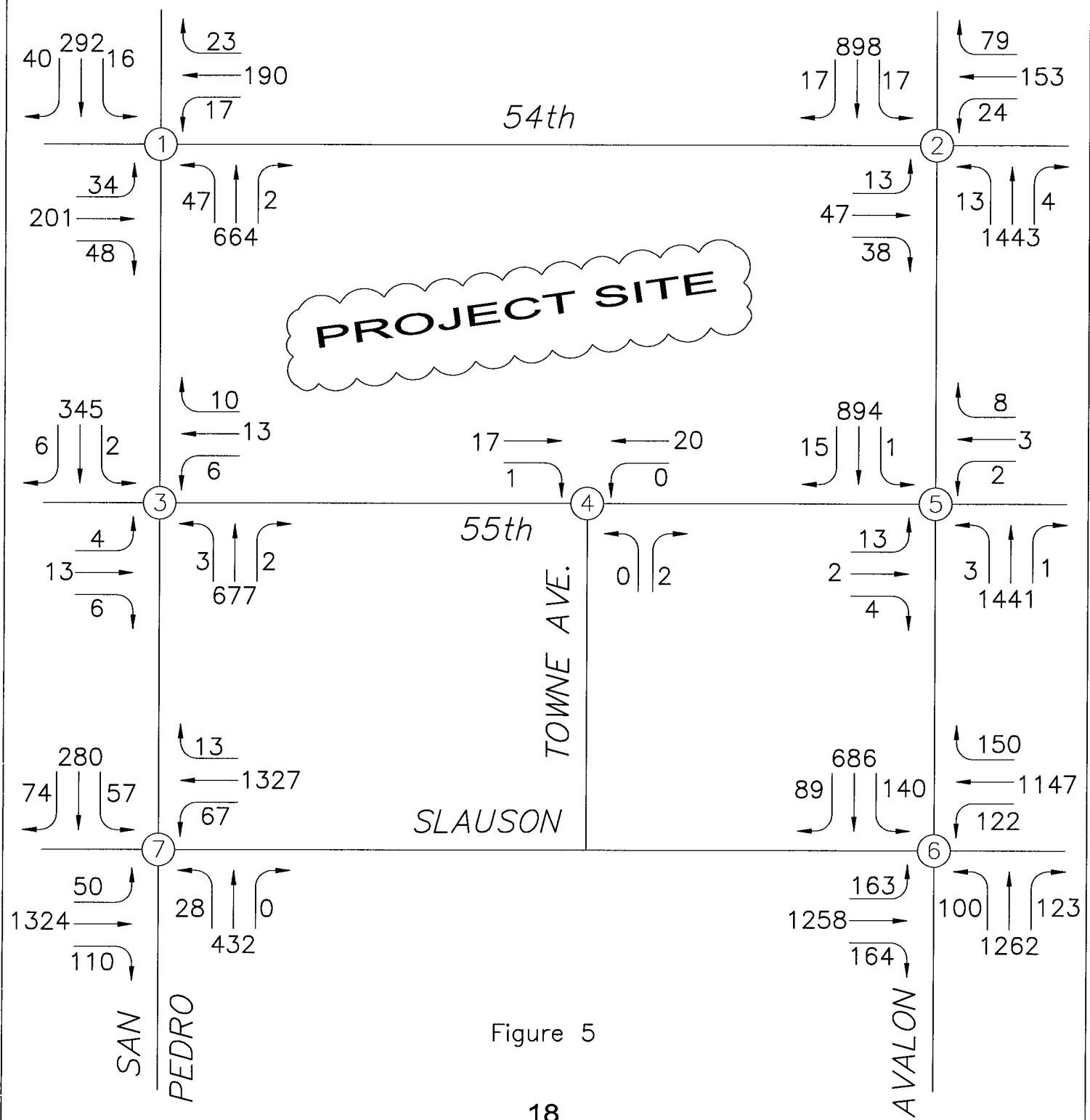


Figure 5

FUTURE TRAFFIC WITHOUT PROJECT (PM)

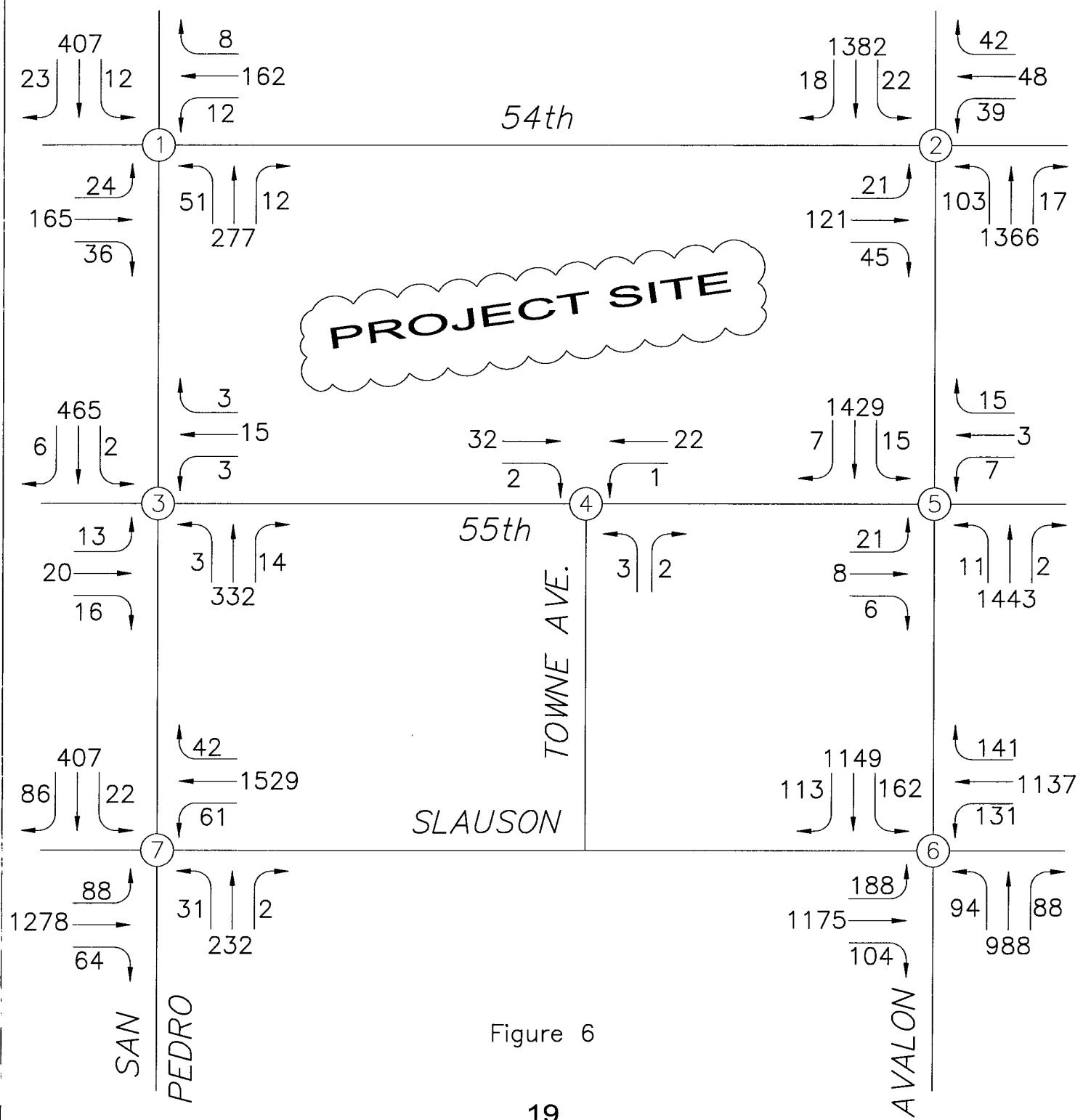


Figure 6

PROJECT TRAFFIC (AM)

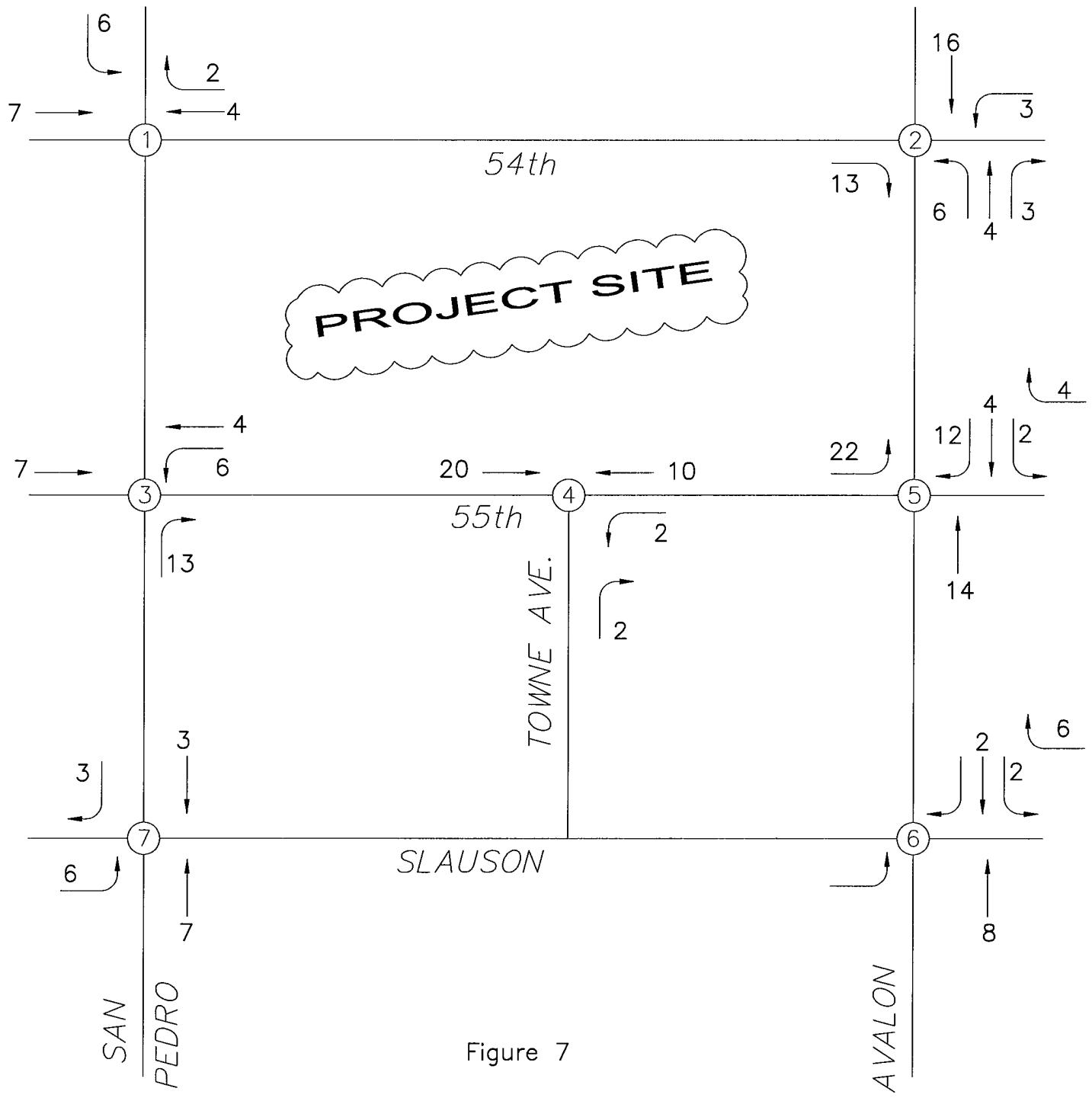


Figure 7

PROJECT TRAFFIC (PM)

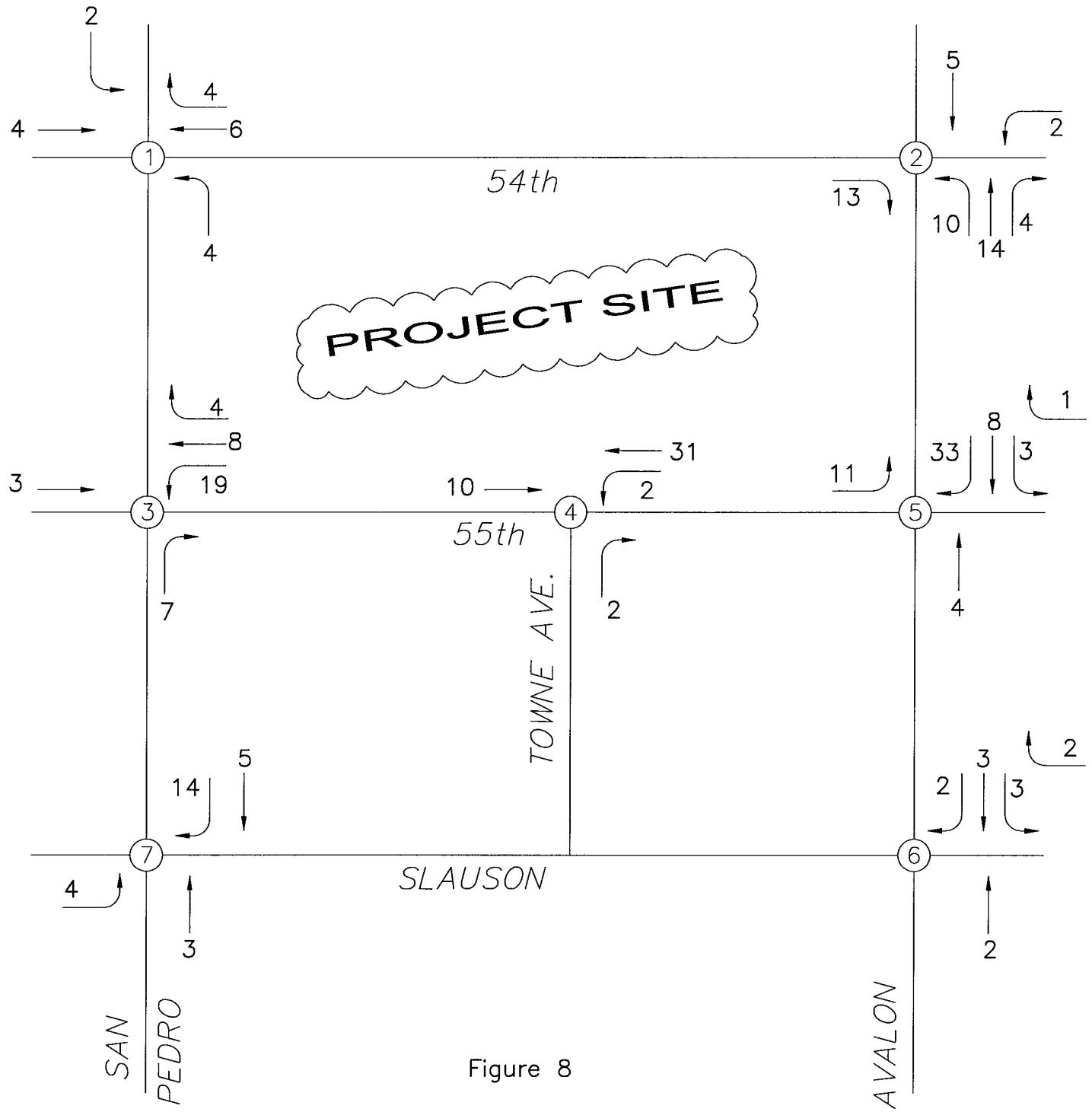


Figure 8

FUTURE TRAFFIC WITH PROJECT (AM)

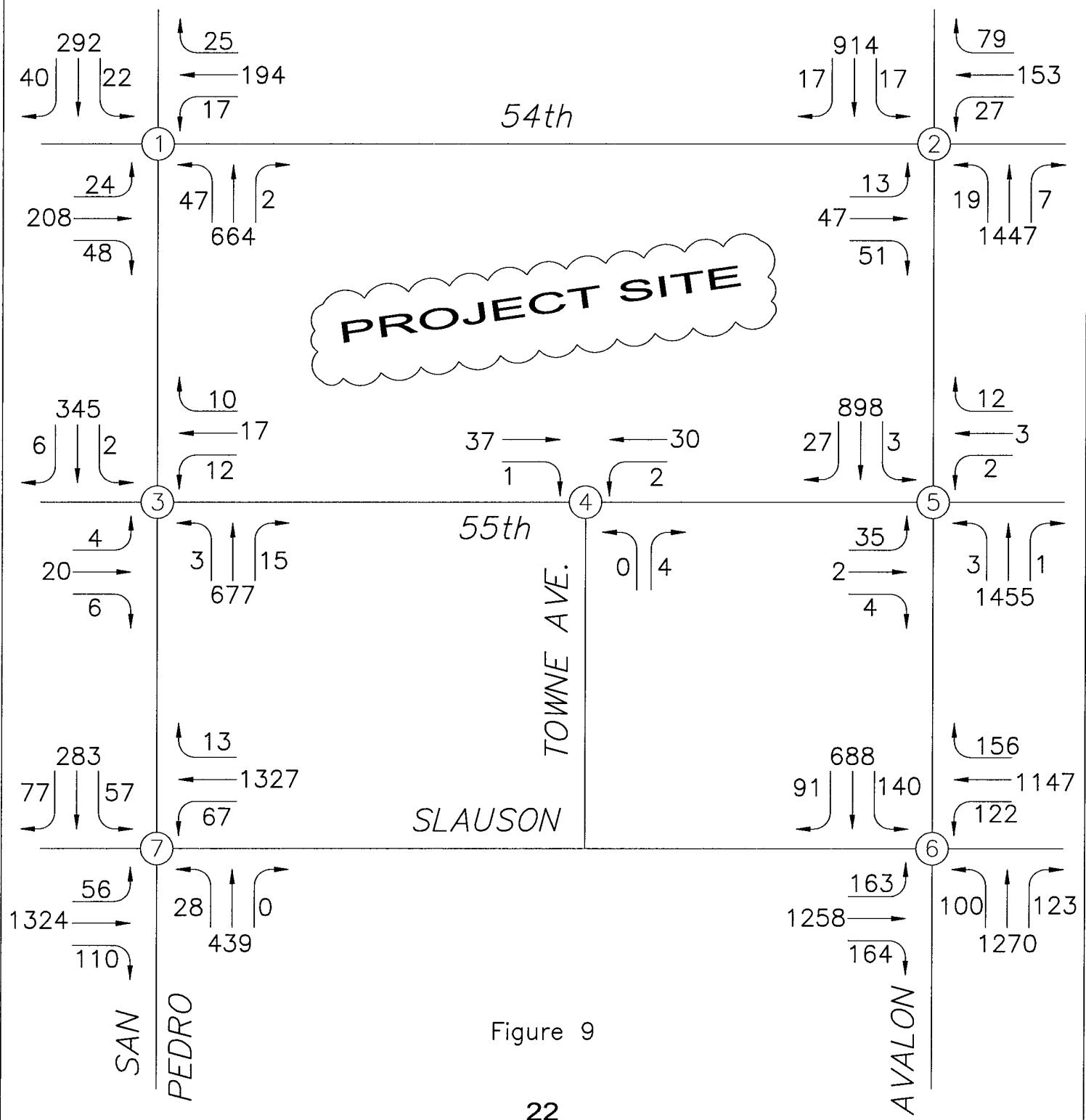


Figure 9

FUTURE TRAFFIC WITH PROJECT (PM)

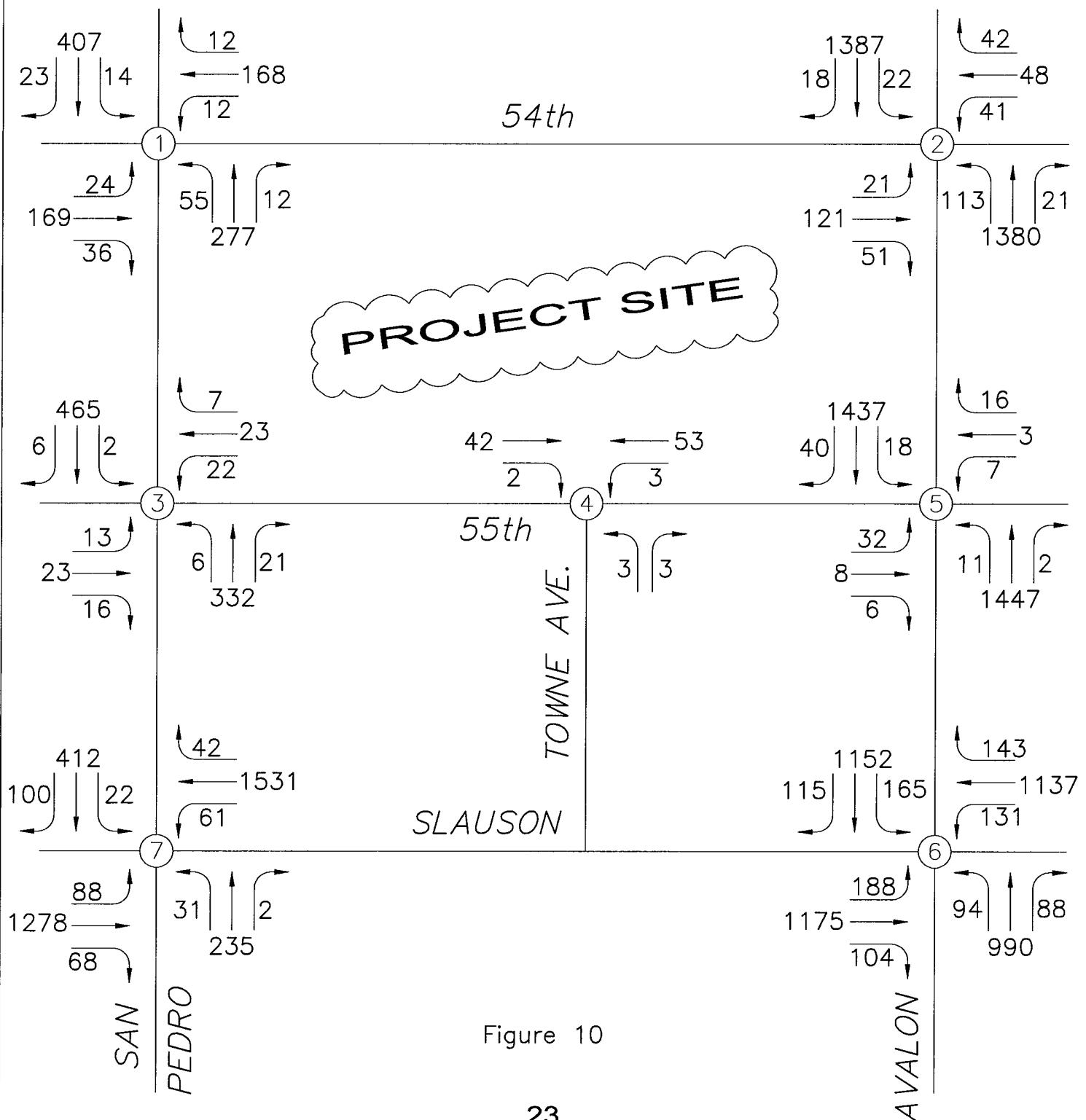


Figure 10

CMA / LOS SUMMARY SHEET

| STREET 1 | STREET 2 | IS_NO | COMMENTS | AM_PM | V_C | L_O_S | DELTA |
|--------------|--------------|-------|---------------------|-------|-------|-------|-------|
| 54TH ST | SAN PEDRO ST | 1 | EXISTING | AM | 0.391 | A | |
| 54TH ST | SAN PEDRO ST | 1 | FUTURE W/O PROJECT | AM | 0.463 | A | |
| 54TH ST | SAN PEDRO ST | 1 | FUTURE WITH PROJECT | AM | 0.472 | A | 0.009 |
| 54TH ST | SAN PEDRO ST | 1 | EXISTING | PM | 0.326 | A | |
| 54TH ST | SAN PEDRO ST | 1 | FUTURE W/O PROJECT | PM | 0.393 | A | |
| 54TH ST | SAN PEDRO ST | 1 | FUTURE WITH PROJECT | PM | 0.399 | A | 0.006 |
| 54TH ST | AVALON BL | 2 | EXISTING | AM | 0.597 | A | |
| 54TH ST | AVALON BL | 2 | FUTURE W/O PROJECT | AM | 0.673 | B | |
| 54TH ST | AVALON BL | 2 | FUTURE WITH PROJECT | AM | 0.677 | B | 0.004 |
| 54TH ST | AVALON BL | 2 | EXISTING | PM | 0.627 | B | |
| 54TH ST | AVALON BL | 2 | FUTURE W/O PROJECT | PM | 0.686 | B | |
| 54TH ST | AVALON BL | 2 | FUTURE WITH PROJECT | PM | 0.700 | B | 0.014 |
| 55TH ST | SAN PEDRO ST | 3 | EXISTING | AM | 0.200 | A | |
| 55TH ST | SAN PEDRO ST | 3 | FUTURE W/O PROJECT | AM | 0.259 | A | |
| 55TH ST | SAN PEDRO ST | 3 | FUTURE WITH PROJECT | AM | 0.266 | A | 0.007 |
| 55TH ST | SAN PEDRO ST | 3 | EXISTING | PM | 0.212 | A | |
| 55TH ST | SAN PEDRO ST | 3 | FUTURE W/O PROJECT | PM | 0.271 | A | |
| 55TH ST | SAN PEDRO ST | 3 | FUTURE WITH PROJECT | PM | 0.291 | A | 0.020 |
| 55TH ST | TOWNE AVE | 4 | EXISTING | AM | 0.014 | A | |
| 55TH ST | TOWNE AVE | 4 | FUTURE W/O PROJECT | AM | 0.015 | A | |
| 55TH ST | TOWNE AVE | 4 | FUTURE WITH PROJECT | AM | 0.029 | A | 0.014 |
| 55TH ST | TOWNE AVE | 4 | EXISTING | PM | 0.025 | A | |
| 55TH ST | TOWNE AVE | 4 | FUTURE W/O PROJECT | PM | 0.027 | A | |
| 55TH ST | TOWNE AVE | 4 | FUTURE WITH PROJECT | PM | 0.041 | A | 0.014 |
| 55TH ST | AVALON BL | 5 | EXISTING | AM | 0.437 | A | |
| 55TH ST | AVALON BL | 5 | FUTURE W/O PROJECT | AM | 0.503 | A | |
| 55TH ST | AVALON BL | 5 | FUTURE WITH PROJECT | AM | 0.523 | A | 0.020 |
| 55TH ST | AVALON BL | 5 | EXISTING | PM | 0.496 | A | |
| 55TH ST | AVALON BL | 5 | FUTURE W/O PROJECT | PM | 0.547 | A | |
| 55TH ST | AVALON BL | 5 | FUTURE WITH PROJECT | PM | 0.574 | A | 0.027 |
| AVALON BL | SLAUSON AVE | 6 | EXISTING | AM | 0.975 | E | |
| AVALON BL | SLAUSON AVE | 6 | FUTURE W/O PROJECT | AM | 1.111 | F | |
| AVALON BL | SLAUSON AVE | 6 | FUTURE WITH PROJECT | AM | 1.113 | F | 0.002 |
| AVALON BL | SLAUSON AVE | 6 | EXISTING | PM | 0.915 | E | |
| AVALON BL | SLAUSON AVE | 6 | FUTURE W/O PROJECT | PM | 1.035 | F | |
| AVALON BL | SLAUSON AVE | 6 | FUTURE WITH PROJECT | PM | 1.037 | F | 0.002 |
| SAN PEDRO ST | SLAUSON AVE | 7 | EXISTING | AM | 0.629 | B | |
| SAN PEDRO ST | SLAUSON AVE | 7 | FUTURE W/O PROJECT | AM | 0.723 | C | |
| SAN PEDRO ST | SLAUSON AVE | 7 | FUTURE WITH PROJECT | AM | 0.725 | C | 0.002 |
| SAN PEDRO ST | SLAUSON AVE | 7 | EXISTING | PM | 0.673 | B | |
| SAN PEDRO ST | SLAUSON AVE | 7 | FUTURE W/O PROJECT | PM | 0.775 | C | |
| SAN PEDRO ST | SLAUSON AVE | 7 | FUTURE WITH PROJECT | PM | 0.782 | C | 0.007 |

CONCLUSION

This study has examined potential impacts on the intersections in the vicinity of the proposed South Los Angeles Wetlands Park improvement project. Based on the analysis methodology and LADOT's threshold of significant impacts, none of the seven study intersections will experience significant traffic impacts as a result of the proposed site improvement. This is despite the fact that no discount for pass-by traffic was factored into any of the analyses. The proposed improvement causes no significant changes to the LOS and negligible changes to the CMA values.

The traffic volumes at the project driveways will be relatively low and no circulation or other problems are anticipated.

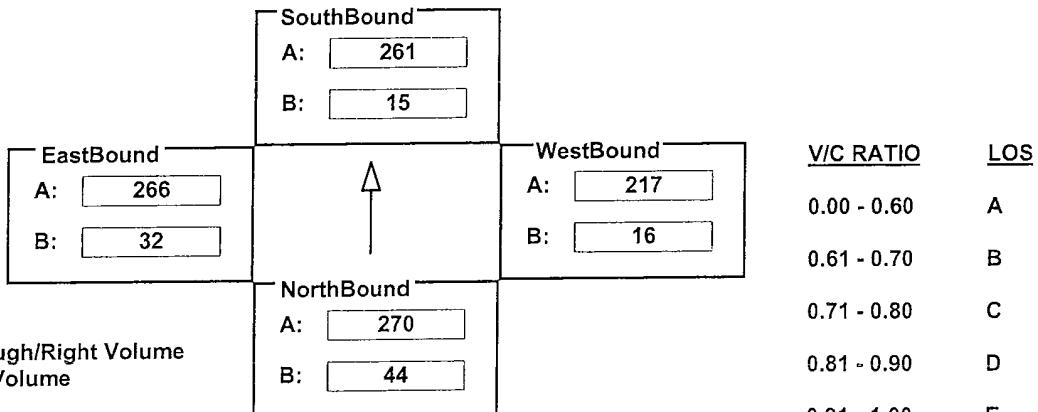
APPENDIX

INTERSECTION DATA SUMMARY SHEET

| | | |
|-------------------|--------------------|----------------|
| N/S: SAN PEDRO ST | W/E: 54TH ST | I/S No: 1 |
| AM/PM: AM | Comments: EXISTING | |
| COUNT DATE: | STUDY DATE: | GROWTH FACTOR: |

Volume/Lane/Signal Configurations

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{44 + 261 + 16 + 266}{1500} = 0.391 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 54TH ST I/S No: 1

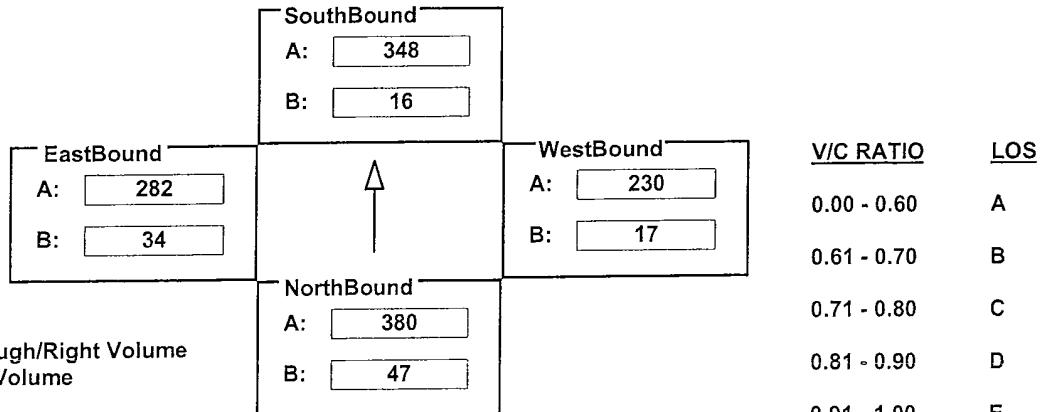
AM/PM: AM Comments: FUTURE WITHOUT PROJECT

COUNT DATE: 7/31/2007 STUDY DATE: 7/31/2013 GROWTH FACTOR: 1.00%

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|-----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 44 | 493 | 2 | 15 | 208 | 38 | 16 | 179 | 22 | 32 | 189 | 45 |
| AMBIENT | 3 | 30 | 0 | 1 | 13 | 2 | 1 | 11 | 1 | 2 | 12 | 3 |
| RELATED | | 141 | | | 71 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 47 | 664 | 2 | 16 | 292 | 40 | 17 | 190 | 23 | 34 | 201 | 48 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | | 1 | | | 1 | | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{380 + 16 + 17 + 282}{1500} = 0.463 \quad LOS = A$$

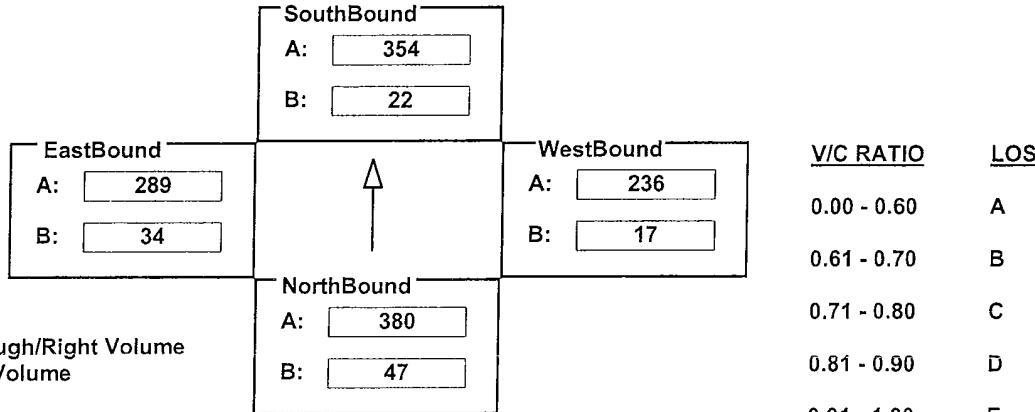
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 54TH ST I/S No: 1
 AM/PM: AM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|-----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 44 | 493 | 2 | 15 | 208 | 38 | 16 | 179 | 22 | 32 | 189 | 45 |
| AMBIENT | 3 | 30 | 0 | 1 | 13 | 2 | 1 | 11 | 1 | 2 | 12 | 3 |
| RELATED | | 141 | | | 71 | | | | | | | |
| PROJECT | | | | 6 | | | | 4 | 2 | | 7 | |
| TOTAL | 47 | 664 | 2 | 22 | 292 | 40 | 17 | 194 | 25 | 34 | 208 | 48 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | | 1 | | | 1 | | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{380 + 22 + 17 + 289}{1500} = 0.472 \quad LOS = A$$

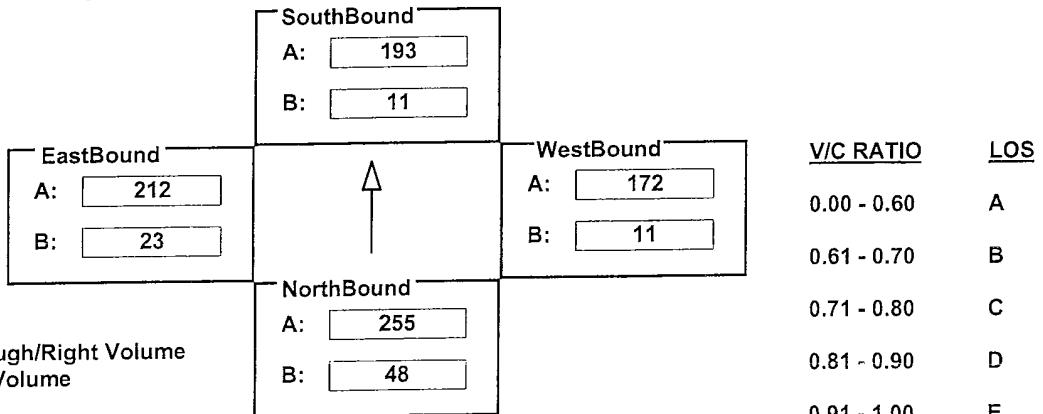
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 54TH ST I/S No: 1
 AM/PM: PM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| | LT | TH | RT |
| EXISTING | 48 | 196 | 11 | 11 | 352 | 22 | 11 | 153 | 8 | 23 | 155 | 34 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 48 | 196 | 11 | 11 | 352 | 22 | 11 | 153 | 8 | 23 | 155 | 34 |
| LANE | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↗ ↘ |
| SIGNAL | Phasing Perm | RTOR Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{255 + 11 + 11 + 212}{1500} = 0.326 \quad LOS = A$$

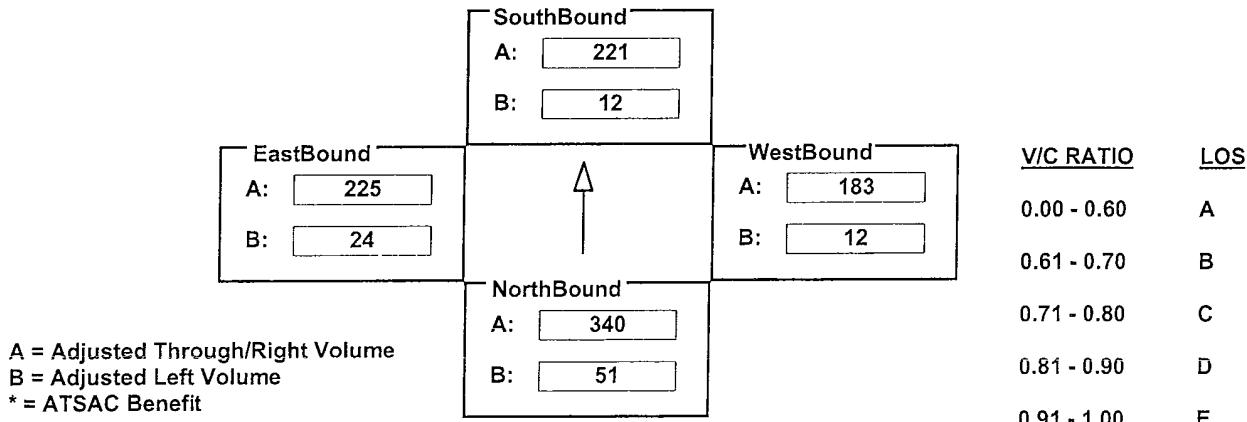
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 54TH ST I/S No: 1
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 48 | 196 | 11 | 11 | 352 | 22 | 11 | 153 | 8 | 23 | 155 | 34 |
| AMBIENT | 3 | 12 | 1 | 1 | 22 | 1 | 1 | 9 | 0 | 1 | 10 | 2 |
| RELATED | | 69 | | | 33 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 51 | 277 | 12 | 12 | 407 | 23 | 12 | 162 | 8 | 24 | 165 | 36 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{340 + 12 + 12 + 225}{1500} = 0.393 \quad LOS = A$$

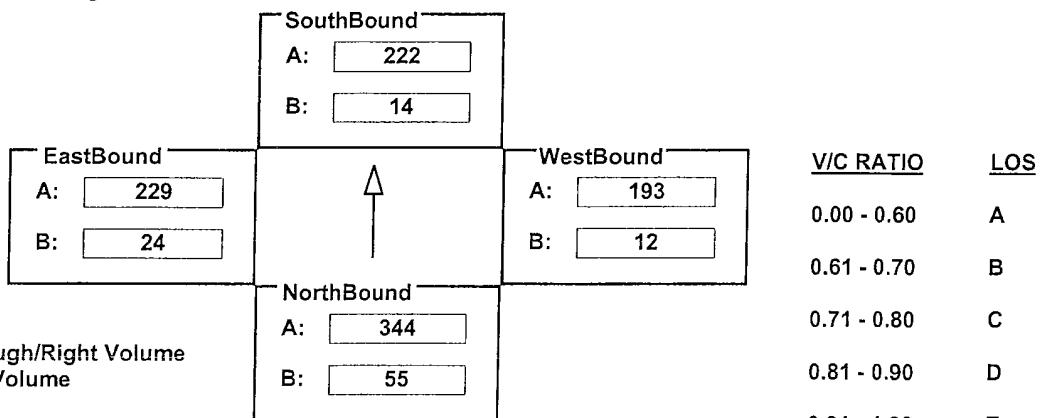
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 54TH ST I/S No: 1
 AM/PM: PM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 48 | 196 | 11 | 11 | 352 | 22 | 11 | 153 | 8 | 23 | 155 | 34 |
| AMBIENT | 3 | 12 | 1 | 1 | 22 | 1 | 1 | 9 | 0 | 1 | 10 | 2 |
| RELATED | | 69 | | | 33 | | | | | | | |
| PROJECT | 4 | | | 2 | | | | 6 | 4 | | | 4 |
| TOTAL | 55 | 277 | 12 | 14 | 407 | 23 | 12 | 168 | 12 | 24 | 169 | 36 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{344 + 14 + 12 + 229}{1500} = 0.399 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2

AM/PM: AM

Comments: EXISTING

COUNT DATE:

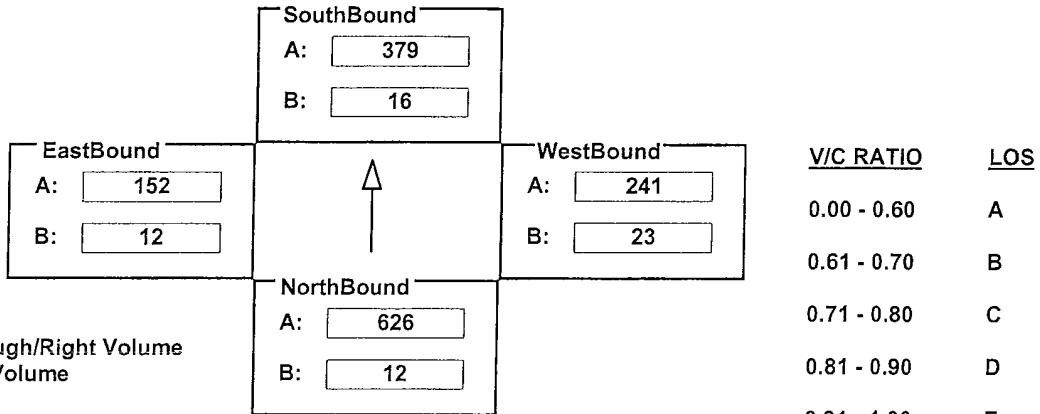
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|---------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 12 | 1247 | 4 | 16 | 745 | 13 | 23 | 144 | 74 | 12 | 44 | 96 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 12 | 1247 | 4 | 16 | 745 | 13 | 23 | 144 | 74 | 12 | 44 | 96 |
| LANE | ↳ | ↑ | ↑ | ↳ | ↑ | ↑ | ↳ | ↑ | ↑ | ↳ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto |

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{626 + 16 + 241 + 12}{1500} = 0.597 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2

AM/PM: AM

Comments: FUTURE WITHOUT PROJECT

COUNT DATE:

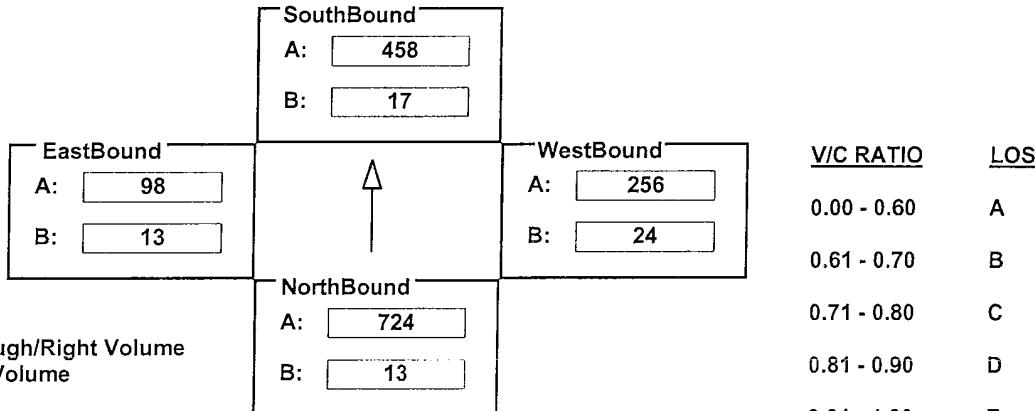
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|---------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 12 | 1247 | 4 | 16 | 745 | 16 | 23 | 144 | 74 | 12 | 44 | 36 |
| AMBIENT | 1 | 77 | 0 | 1 | 46 | 1 | 1 | 9 | 5 | 1 | 3 | 2 |
| RELATED | | 119 | | | 107 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 13 | 1443 | 4 | 17 | 898 | 17 | 24 | 153 | 79 | 13 | 47 | 38 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{724 + 17 + 256 + 13}{1500} = 0.673 \quad LOS = B$$

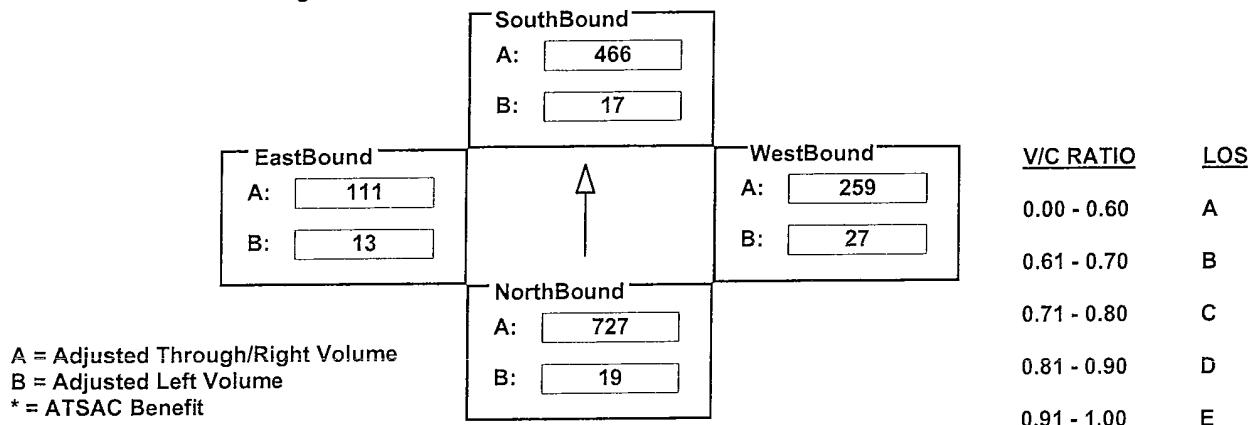
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2
 AM/PM: AM Comments: FUTURE WITH PROJECT
 COUNT DATE: 7/31/2007 STUDY DATE: 7/31/2013 GROWTH FACTOR: 1.00%

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 12 | 1247 | 4 | 16 | 745 | 16 | 23 | 144 | 74 | 12 | 44 | 36 |
| AMBIENT | 1 | 77 | 0 | 1 | 46 | 1 | 1 | 9 | 5 | 1 | 3 | 2 |
| RELATED | | 119 | | | 107 | | | | | | | |
| PROJECT | 6 | 4 | 3 | | 16 | | 3 | | | | | 13 |
| TOTAL | 19 | 1447 | 7 | 17 | 914 | 17 | 27 | 153 | 79 | 13 | 47 | 51 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{727 + 17 + 259 + 13}{1500} = 0.677 \quad LOS = B$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2

AM/PM: PM

Comments: EXISTING

COUNT DATE:

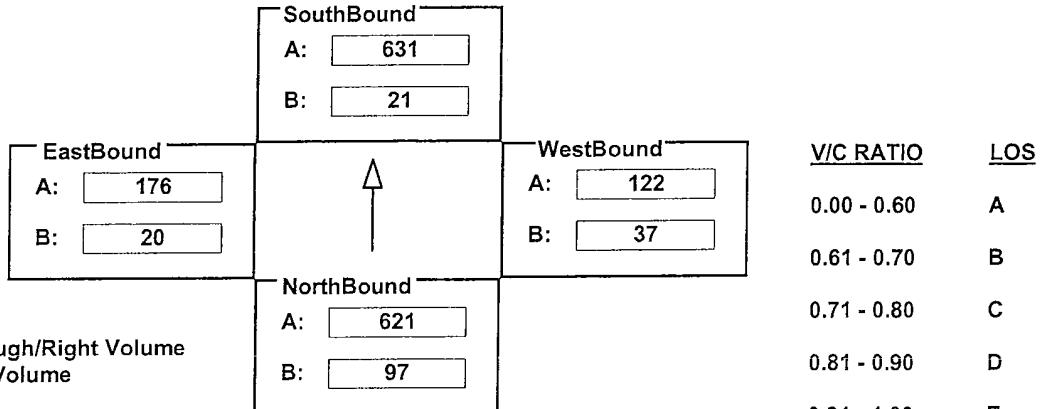
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|---------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 97 | 1225 | 16 | 21 | 1245 | 17 | 37 | 45 | 40 | 20 | 114 | 42 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 97 | 1225 | 16 | 21 | 1245 | 17 | 37 | 45 | 40 | 20 | 114 | 42 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{97 + 631 + 37 + 176}{1500} = 0.627 \quad LOS = B$$

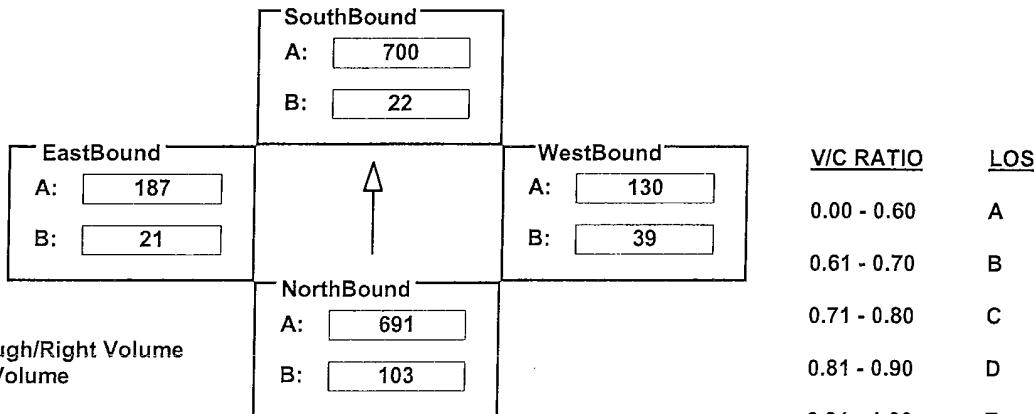
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: 7/31/2007 STUDY DATE: 7/31/2013 GROWTH FACTOR: 1.00%

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|-----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 97 | 1225 | 16 | 21 | 1245 | 17 | 37 | 45 | 40 | 20 | 114 | 42 |
| AMBIENT | 6 | 76 | 1 | 1 | 77 | 1 | 2 | 3 | 2 | 1 | 7 | 3 |
| RELATED | | 65 | | | 60 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 103 | 1366 | 17 | 22 | 1382 | 18 | 39 | 48 | 42 | 21 | 121 | 45 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{103 + 700 + 39 + 187}{1500} = 0.686$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 54TH ST I/S No: 2

AM/PM: PM

Comments: FUTURE WITH PROJECT

COUNT DATE:

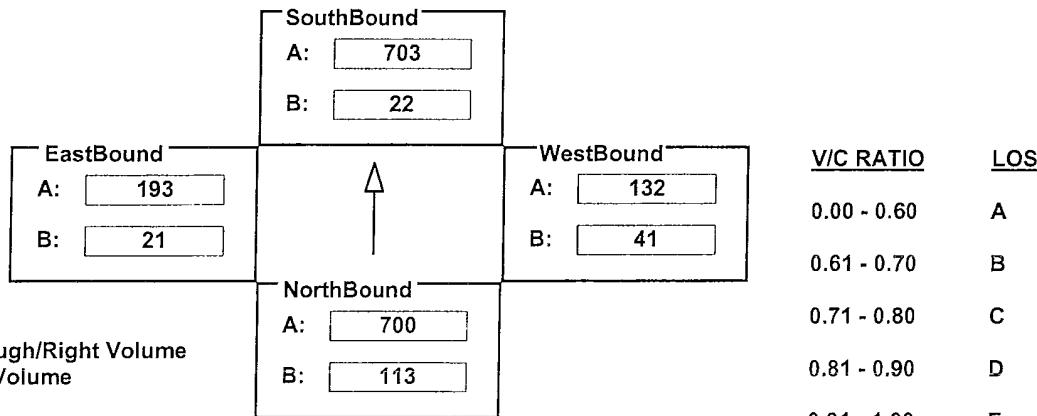
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| | LT | TH | RT |
| EXISTING | 97 | 1225 | 16 | 21 | 1245 | 17 | 37 | 45 | 40 | 20 | 114 | 42 |
| AMBIENT | 6 | 76 | 1 | 1 | 77 | 1 | 2 | 3 | 2 | 1 | 7 | 3 |
| RELATED | | 65 | | | 60 | | | | | | | |
| PROJECT | 10 | 14 | 4 | | 5 | | 2 | | | | | 6 |
| TOTAL | 113 | 1380 | 21 | 22 | 1387 | 18 | 41 | 48 | 42 | 21 | 121 | 51 |
| LANE | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ | ↖ ↗ ↗ ↘ ↗ ↘ ↖ ↗ ↗ ↘ ↗ ↘ ↖ |
| SIGNAL | Phasing | RTOR |
| | Perm | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{113 + 703 + 41 + 193}{1500} = 0.700$$

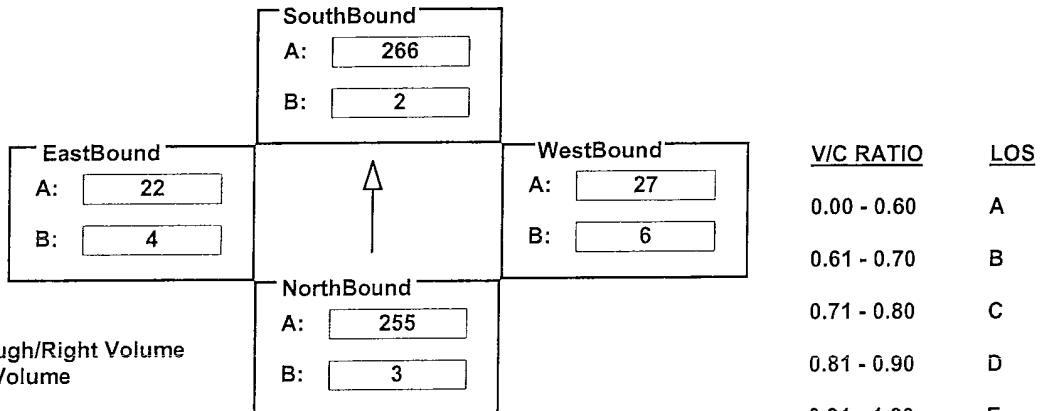
LOS = B

INTERSECTION DATA SUMMARY SHEET

| | | |
|-------------------|--------------------|----------------|
| N/S: SAN PEDRO ST | W/E: 55TH ST | I/S No: 3 |
| AM/PM: AM | Comments: EXISTING | |
| COUNT DATE: | STUDY DATE: | GROWTH FACTOR: |

Volume/Lane/Signal Configurations

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{3 + 266 + 27 + 4}{1500} = 0.200 \quad \text{LOS} = \text{A}$$

INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 55TH ST I/S No: 3

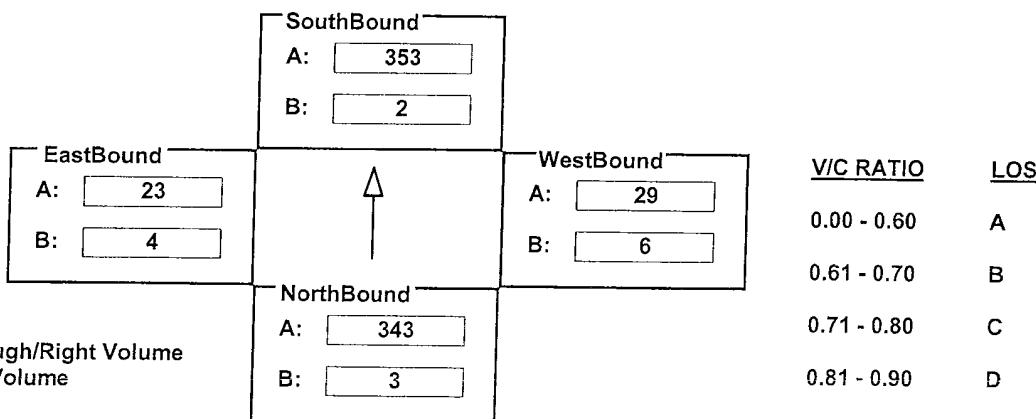
AM/PM: **AM** Comments: FUTURE WITHOUT PROJECT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | 505 | 2 | 2 | 258 | 6 | 6 | 12 | 9 | 4 | 12 | 6 |
| AMBIENT | 0 | 31 | 0 | 0 | 16 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| RELATED | | 141 | | | 71 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 3 | 677 | 2 | 2 | 345 | 6 | 6 | 13 | 10 | 4 | 13 | 6 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{3 + 353 + 29 + 4}{1500} = 0.259$$

LOS = A

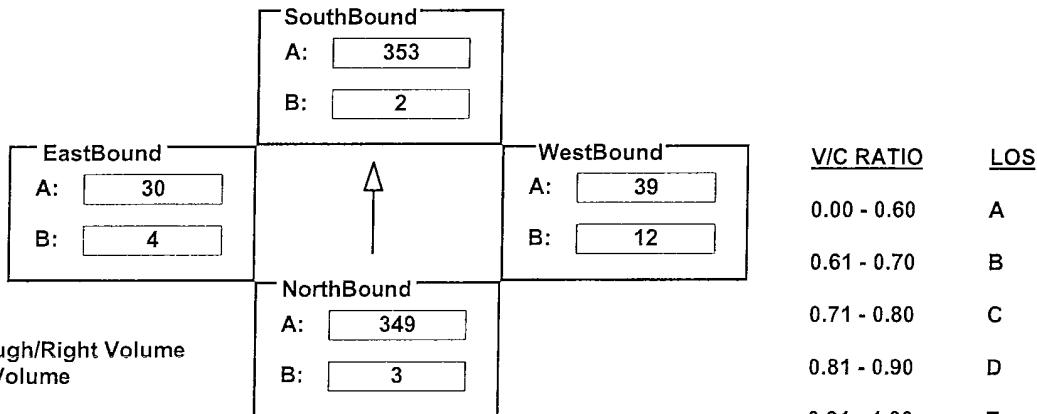
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 55TH ST I/S No: 3
 AM/PM: AM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | 505 | 2 | 2 | 258 | 6 | 6 | 12 | 9 | 4 | 12 | 6 |
| AMBIENT | 0 | 31 | 0 | 0 | 16 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| RELATED | | 141 | | | 71 | | | | | | | |
| PROJECT | | | 13 | | | | 6 | 4 | | | 7 | |
| TOTAL | 3 | 677 | 15 | 2 | 345 | 6 | 12 | 17 | 10 | 4 | 20 | 6 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | RTOR | Perm | RTOR | Perm | RTOR | Perm | RTOR | Perm | RTOR | Perm | RTOR |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{3 + 353 + 39 + 4}{1500} = 0.266 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 55TH ST I/S No: 3

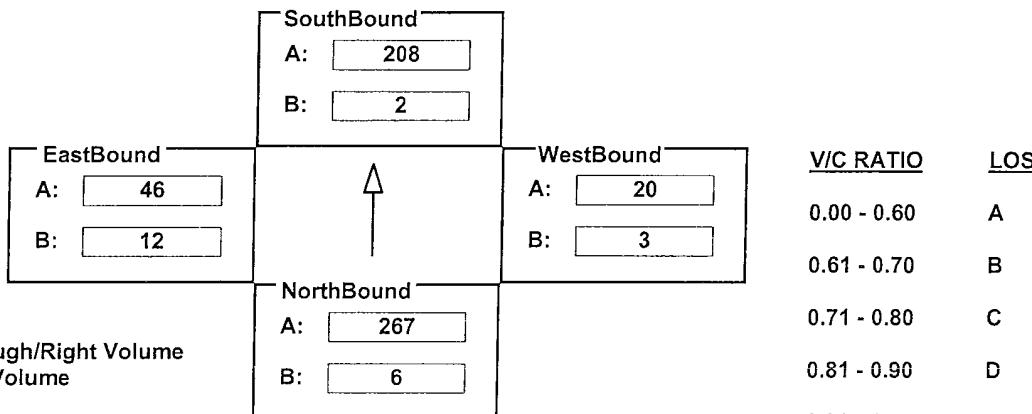
AM/PM: PM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 6 | 248 | 13 | 2 | 407 | 6 | 3 | 14 | 3 | 12 | 19 | 15 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 6 | 248 | 13 | 2 | 407 | 6 | 3 | 14 | 3 | 12 | 19 | 15 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{267 + 2 + 3 + 46}{1500} = 0.212 \quad LOS = A$$

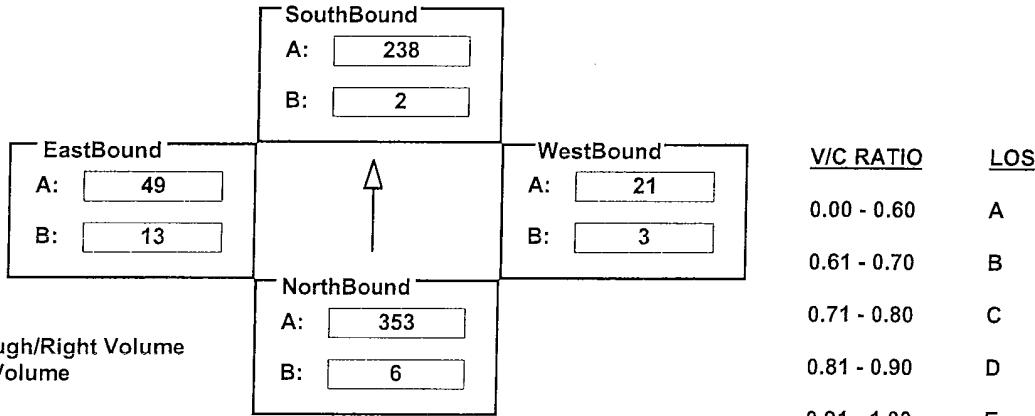
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 55TH ST I/S No: 3
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 6 | 248 | 13 | 2 | 407 | 6 | 3 | 14 | 3 | 12 | 19 | 15 |
| AMBIENT | 0 | 15 | 1 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| RELATED | | 69 | | | 33 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 6 | 332 | 14 | 2 | 465 | 6 | 3 | 15 | 3 | 13 | 20 | 16 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↖ | ↖ | ↑ | ↖ | ↖ | ↑ | ↖ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \text{A(N/B)} + \text{B(S/B)}$$

$$\text{West/East Critical Movements} = \text{B(W/B)} + \text{A(E/B)}$$

$$\text{V/C} = \frac{353 + 2 + 3 + 49}{1500} = 0.271 \quad \text{LOS} = \text{A}$$

INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: 55TH ST I/S No: 3

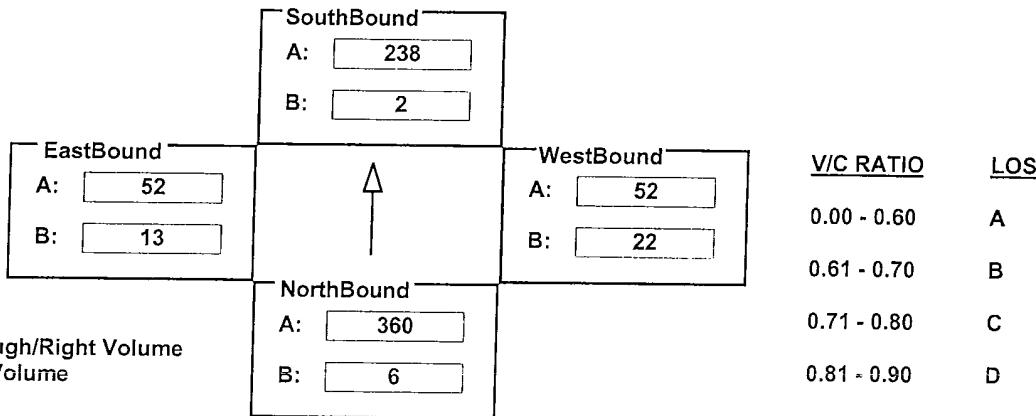
AM/PM: PM Comments: FUTURE WITH PROJECT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 6 | 248 | 13 | 2 | 407 | 6 | 3 | 14 | 3 | 12 | 19 | 15 |
| AMBIENT | 0 | 15 | 1 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| RELATED | 69 | | | 33 | | | | | | | | |
| PROJECT | | 7 | | | | | 19 | 8 | 4 | | 3 | |
| TOTAL | 6 | 332 | 21 | 2 | 465 | 6 | 22 | 23 | 7 | 13 | 23 | 16 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Perm | RTOR |
| | Auto | Perm | Auto | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{360 + 2 + 22 + 52}{1500} = 0.291$$

LOS = A

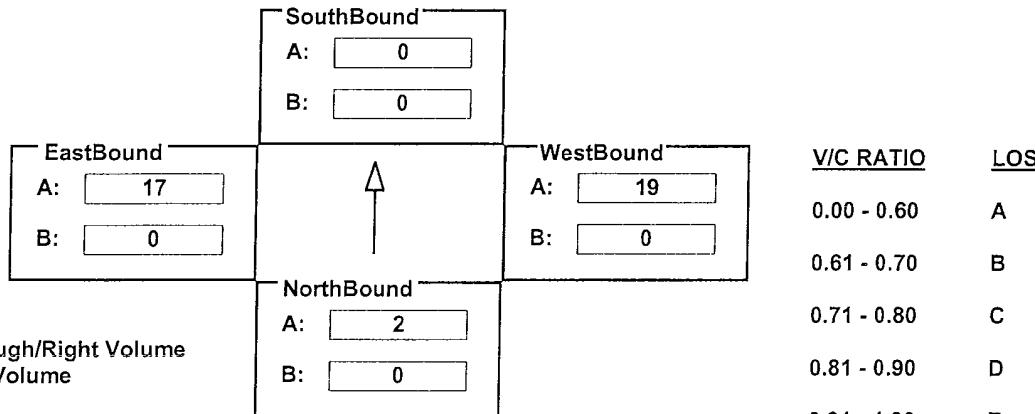
INTERSECTION DATA SUMMARY SHEET

N/S: TOWNE AVE W/E: 55TH ST I/S No: 4
 AM/PM: AM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 0 | | 2 | | | | 0 | 19 | | | 16 | 1 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 0 | 0 | 2 | | | | 0 | 19 | 0 | 0 | 16 | 1 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | RTOR | Phasing | RTOR | Phasing | RTOR | Perm | RTOR | Phasing | RTOR | Perm | RTOR |
| | Auto | | | | | | Auto | | | | | |

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{2 + 0 + 19 + 0}{1500} = 0.014 \quad LOS = A$$

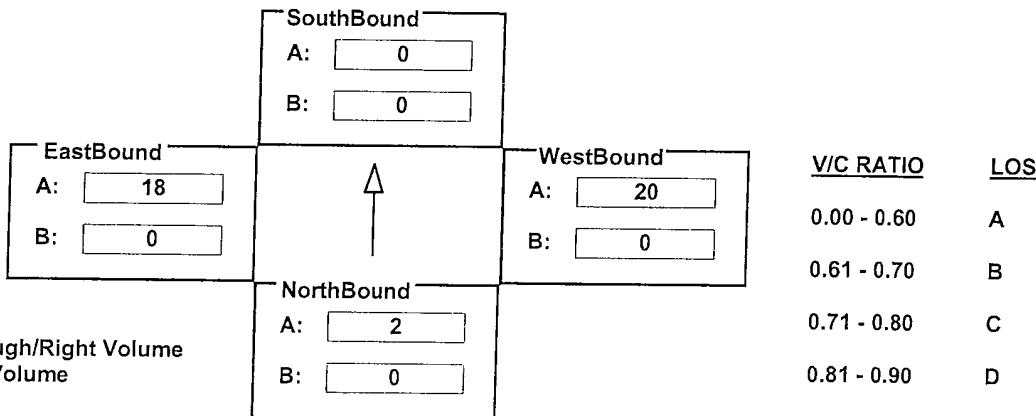
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: AM Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|----|------------|----|----|-----------|------|----|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 0 | | 2 | | | | 0 | 19 | | | 16 | 1 |
| AMBIENT | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 17 | 1 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↓ | ↗ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | | | | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{2 + 0 + 20 + 0}{1500} = 0.015 \quad \text{LOS} = \text{A}$$

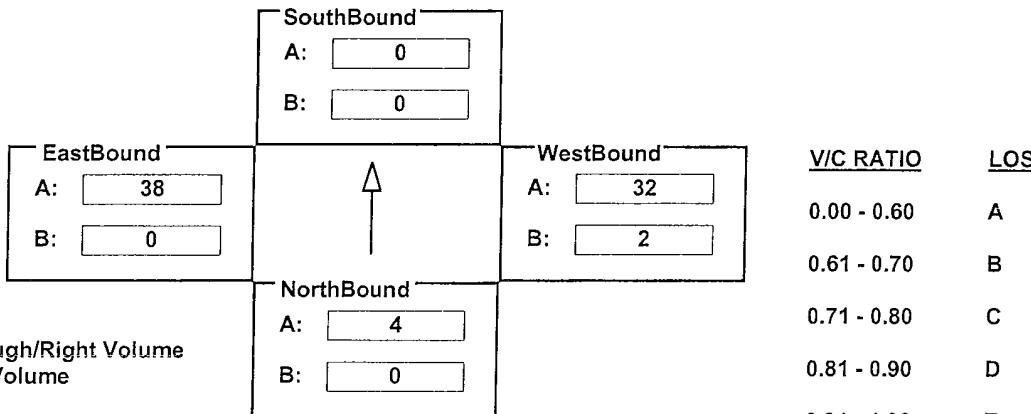
INTERSECTION DATA SUMMARY SHEET

N/S: TOWNE AVE W/E: 55TH ST I/S No: 4
 AM/PM: **AM** Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|----|------------|----|----|-----------|------|----|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 0 | | 2 | | | | 0 | 19 | | | 16 | 1 |
| AMBIENT | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | 2 | | | | 2 | 10 | | | 20 | |
| TOTAL | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 30 | 0 | 0 | 37 | 1 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | | | | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{4 + 0 + 2 + 38}{1500} = 0.029 \quad \text{LOS} = \text{A}$$

INTERSECTION DATA SUMMARY SHEET

N/S: **TOWNE AVE** W/E: **55TH ST** I/S No: **4**

AM/PM: **PM**Comments: **EXISTING**

COUNT DATE:

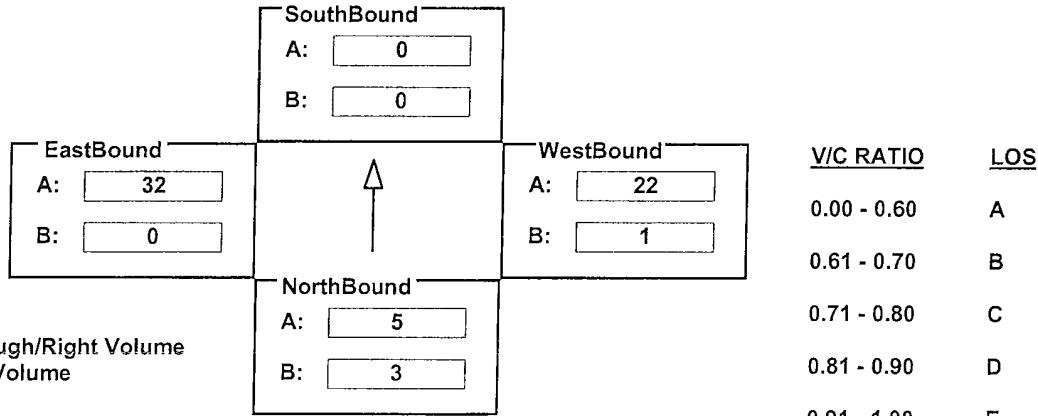
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|-----------------|-------------------|------|----|-------------------|----|----|------------------|------|----|------------------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | | 2 | | | | 1 | 21 | | | 30 | 2 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 3 | 0 | 2 | | | | 1 | 21 | 0 | 0 | 30 | 2 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↖ | ↖ | ↑ | ↖ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | | | | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{5 + 0 + 1 + 32}{1500} = 0.025 \quad LOS = A$$

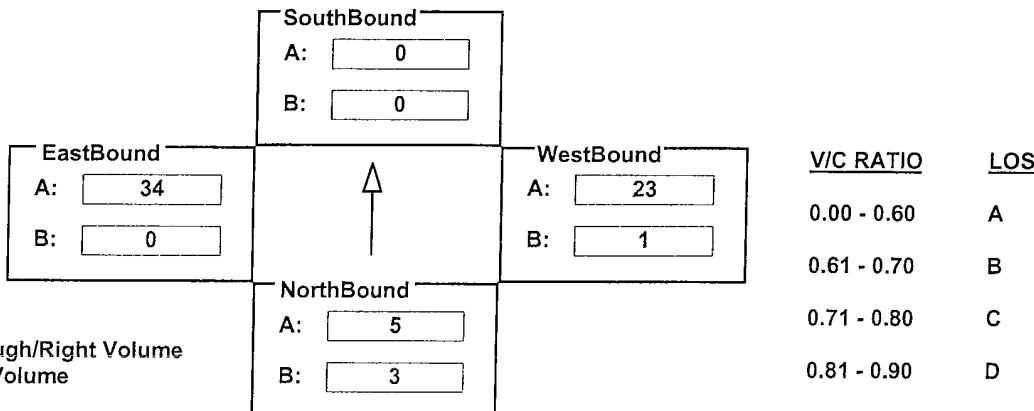
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: PM Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|----|------------|----|----|-----------|------|----|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | | 2 | | | | 1 | 21 | | | 30 | 2 |
| AMBIENT | 0 | | 0 | | | | 0 | 1 | | | 2 | 0 |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 32 | 2 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↑ | ↗ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | | | | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{5 + 0 + 1 + 34}{1500} = 0.027 \quad \text{LOS} = \text{A}$$

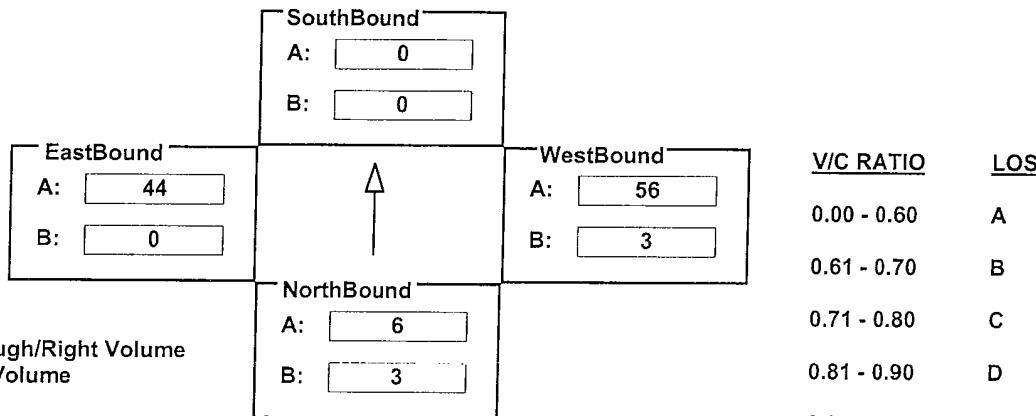
INTERSECTION DATA SUMMARY SHEET

| | | | | | |
|-------------|-----------|-------------------------------|---------|----------------|---|
| N/S: | TOWNE AVE | W/E: | 55TH ST | I/S No: | 4 |
| AM/PM: | PM | Comments: FUTURE WITH PROJECT | | | |
| COUNT DATE: | | STUDY DATE: | | GROWTH FACTOR: | |

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|----|------------|----|----|-----------|------|----|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | | 2 | | | | 1 | 21 | | | 30 | 2 |
| AMBIENT | 0 | | 0 | | | | 0 | 1 | | | 2 | 0 |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | 1 | | | | 2 | 31 | | | 10 | |
| TOTAL | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 53 | 0 | 0 | 42 | 2 |
| LANE | ↖ | ↑ | ↑ | ↑ | ↖ | ↑ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | Perm | Auto | | | | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{6 + 0 + 56 + 0}{1500} = 0.041 \quad LOS = A$$

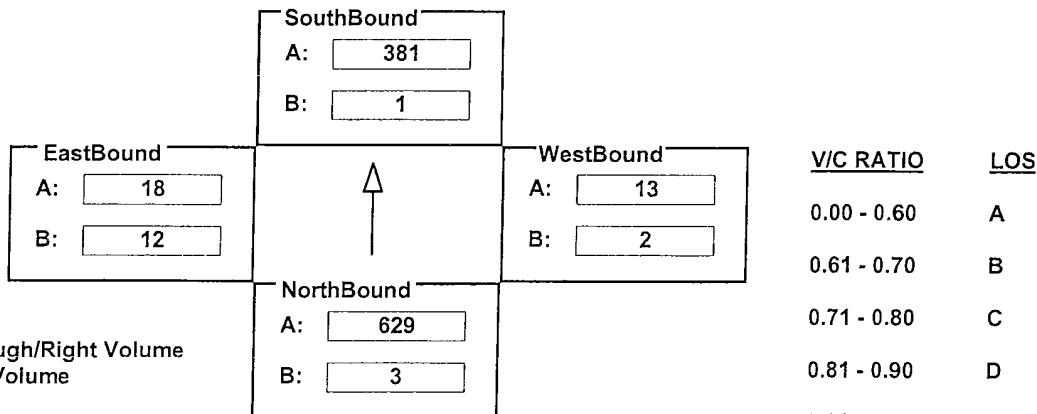
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 55TH ST I/S No: 5
 AM/PM: AM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|---------|------|------------|------|---------|-----------|---------|------|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | 1245 | 1 | 1 | 741 | 14 | 2 | 3 | 8 | 12 | 2 | 4 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 3 | 1245 | 1 | 1 | 741 | 14 | 2 | 3 | 8 | 12 | 2 | 4 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↖ | ↖ | ↑ | ↑ | ↖ | ↑ | ↑ |
| SIGNAL | 1 | | 1 | | 1 | | | 1 | | | 1 | |
| Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | |
| Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{629 + 1 + 13 + 12}{1500} = 0.437 \quad LOS = A$$

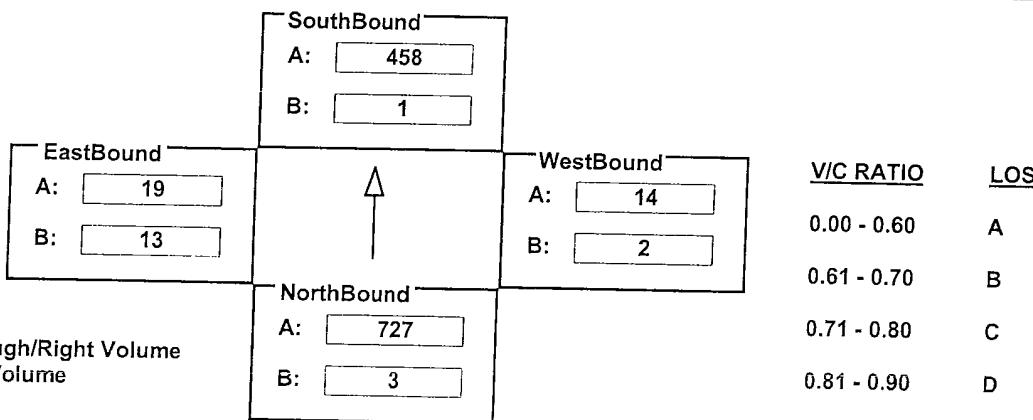
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 55TH ST I/S No: 5
 AM/PM: AM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|----|------------|------|----|-----------|------|----|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | 1245 | 1 | 1 | 741 | 14 | 2 | 3 | 8 | 12 | 2 | 4 |
| AMBIENT | 0 | 77 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| RELATED | | 119 | | | 107 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 3 | 1441 | 1 | 1 | 894 | 15 | 2 | 3 | 8 | 13 | 2 | 4 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | 1 | 1 | | | 1 | | | 1 | |
| | Phasing | RTOR | | Phasing | RTOR | | Phasing | RTOR | | Phasing | RTOR | |
| | Perm | Auto | | Perm | Auto | | Perm | Auto | | Perm | Auto | |

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = AT SAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{727 + 1 + 14 + 13}{1500} = 0.503 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

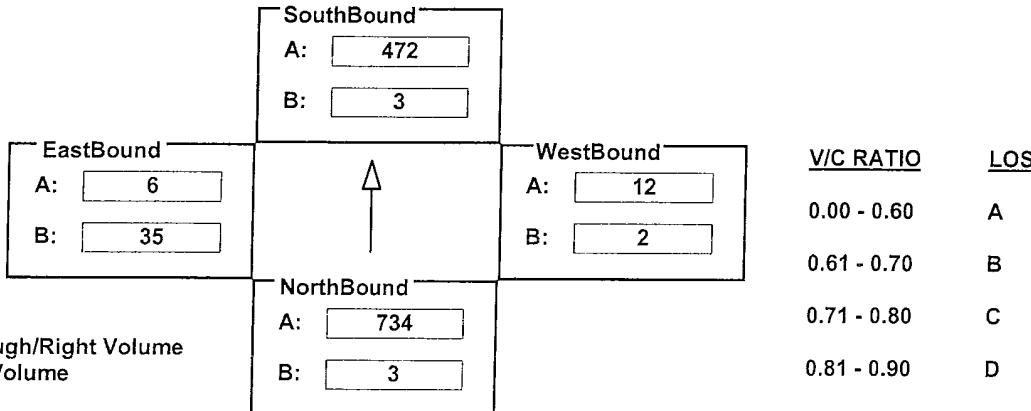
N/S: W/E: I/S No:

AM/PM: AMComments: COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 3 | 1245 | 1 | 1 | 741 | 14 | 2 | 3 | 8 | 12 | 2 | 4 |
| AMBIENT | 0 | 77 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| RELATED | | 119 | | | 107 | | | | | | | |
| PROJECT | | 14 | | 2 | 4 | 12 | | | 4 | 22 | | |
| TOTAL | 3 | 1455 | 1 | 3 | 898 | 27 | 2 | 3 | 12 | 35 | 2 | 4 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{734 + 3 + 12 + 35}{1500} = 0.523 \quad LOS = A$$

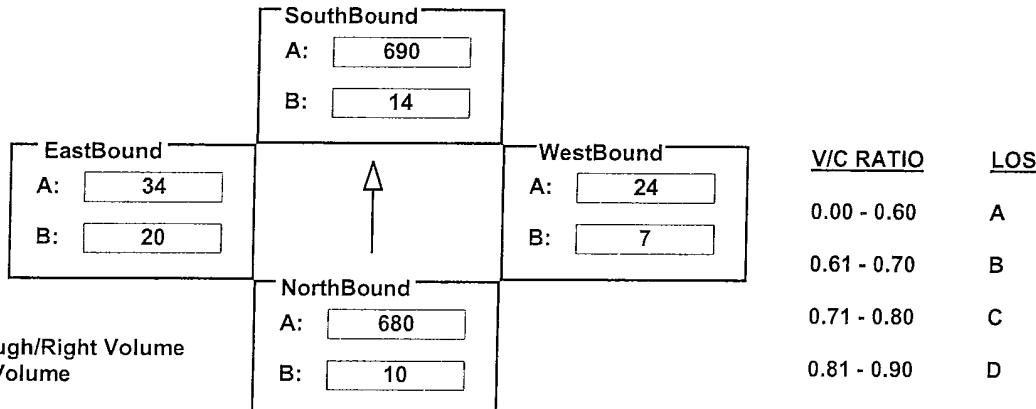
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 55TH ST I/S No: 5
 AM/PM: PM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 10 | 1298 | 2 | 14 | 1289 | 7 | 7 | 3 | 14 | 20 | 8 | 6 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 10 | 1298 | 2 | 14 | 1289 | 7 | 7 | 3 | 14 | 20 | 8 | 6 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{10 + 690 + 24 + 20}{1500} = 0.496 \quad \text{LOS} = \text{A}$$

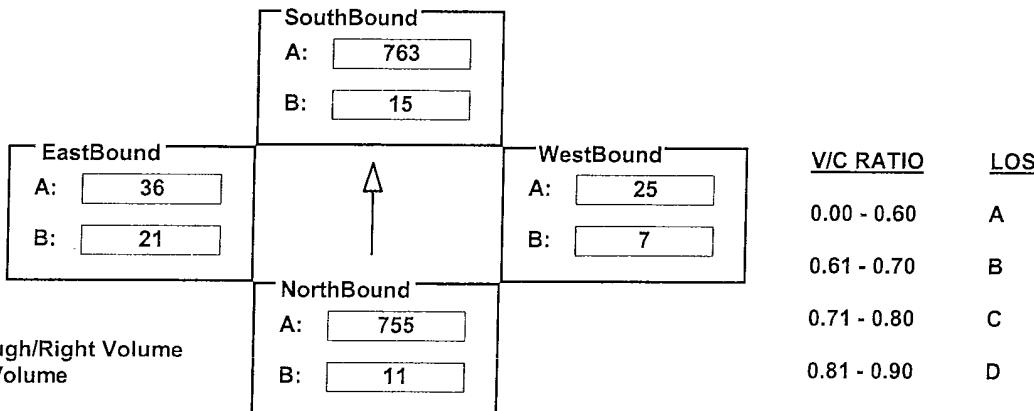
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 55TH ST I/S No: 5
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|---------|------|------------|------|---------|-----------|---------|------|-----------|------|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 10 | 1298 | 2 | 14 | 1289 | 7 | 7 | 3 | 14 | 20 | 8 | 6 |
| AMBIENT | 1 | 80 | 0 | 1 | 80 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| RELATED | | 65 | | | 60 | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 11 | 1443 | 2 | 15 | 1429 | 7 | 7 | 3 | 15 | 21 | 8 | 6 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | 1 | 1 | | | 1 | | | 1 | |
| Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | |
| Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | |

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{11 + 763 + 25 + 21}{1500} = 0.547 \quad \text{LOS} = \text{A}$$

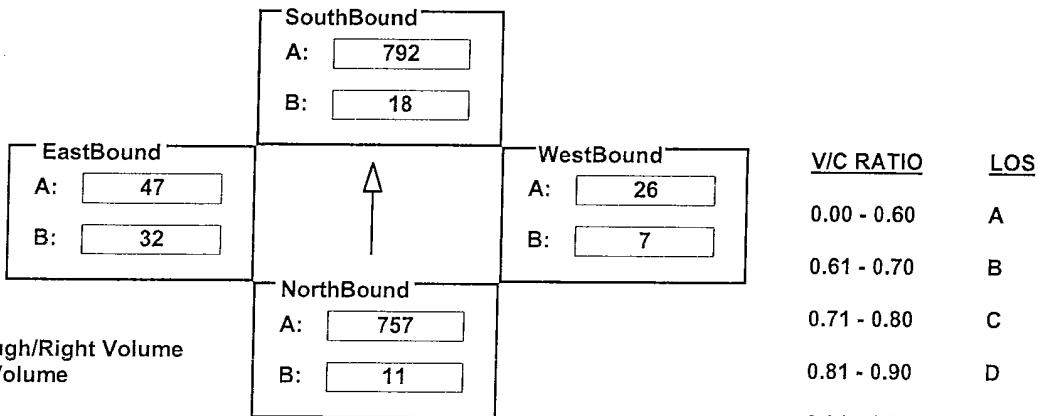
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: 55TH ST I/S No: 5
 AM/PM: PM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 10 | 1298 | 2 | 14 | 1289 | 7 | 7 | 3 | 14 | 20 | 8 | 6 |
| AMBIENT | 1 | 80 | 0 | 1 | 80 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| RELATED | | 65 | | | 60 | | | | | | | |
| PROJECT | | 4 | | 3 | 8 | 33 | | | 1 | 11 | | |
| TOTAL | 11 | 1447 | 2 | 18 | 1437 | 40 | 7 | 3 | 16 | 32 | 8 | 6 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{11 + 792 + 26 + 32}{1500} = 0.574 \quad LOS = A$$

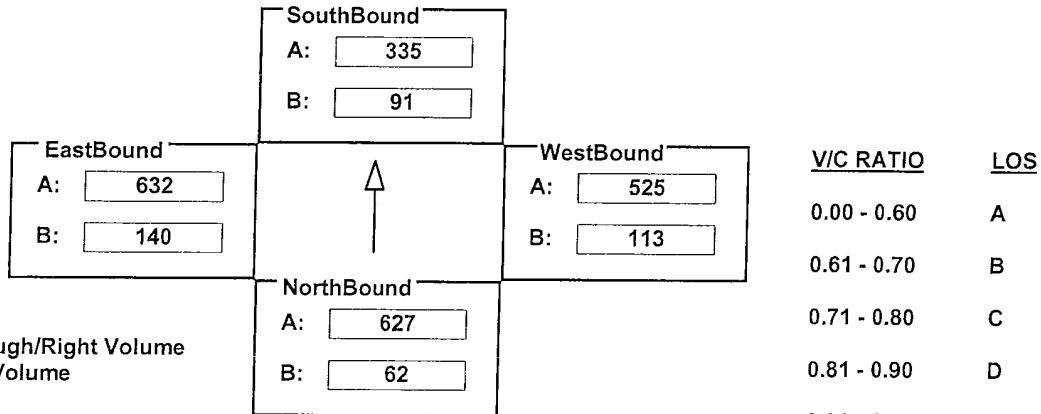
INTERSECTION DATA SUMMARY SHEET

| | | | | | |
|-------------|-------------|-------------|-------------|----------------|---|
| N/S: | AVALON BLVD | W/E: | SLAUSON AVE | I/S No: | 6 |
| AM/PM: | AM | Comments: | EXISTING | | |
| COUNT DATE: | | STUDY DATE: | | GROWTH FACTOR: | |

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|----|-----------|------|-----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 62 | 1139 | 114 | 91 | 607 | 62 | 113 | 957 | 92 | 140 | 1121 | 142 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 62 | 1139 | 114 | 91 | 607 | 62 | 113 | 957 | 92 | 140 | 1121 | 142 |
| LANE | ↖ | ↑ | ↑ | ↖ | ↑ | ↖ | ↖ | ↑ | ↖ | ↖ | ↑ | ↖ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | | | |

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{627 + 91 + 113 + 632}{1500} = 0.975 \quad LOS = E$$

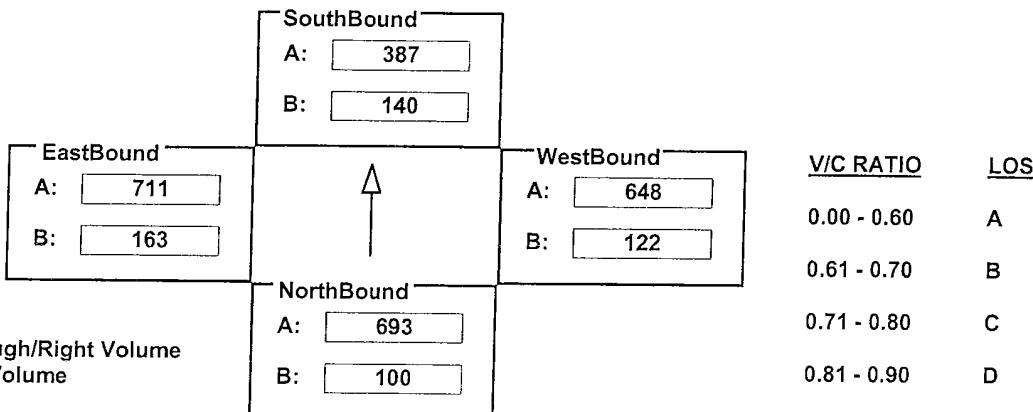
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: SLAUSON AVE I/S No: 6
 AM/PM: **AM** Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|---------|------|------------|------|---------|-----------|---------|------|-----------|------|---------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 62 | 1139 | 114 | 91 | 607 | 62 | 113 | 957 | 92 | 140 | 1121 | 142 |
| AMBIENT | 4 | 70 | 7 | 6 | 38 | 4 | 7 | 59 | 6 | 9 | 69 | 9 |
| RELATED | 34 | 53 | 2 | 43 | 41 | 23 | 2 | 131 | 52 | 14 | 68 | 13 |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 100 | 1262 | 123 | 140 | 686 | 89 | 122 | 1147 | 150 | 163 | 1258 | 164 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing |
| Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{693 + 140 + 122 + 711}{1500} = 1.111 \quad \text{LOS} = F$$

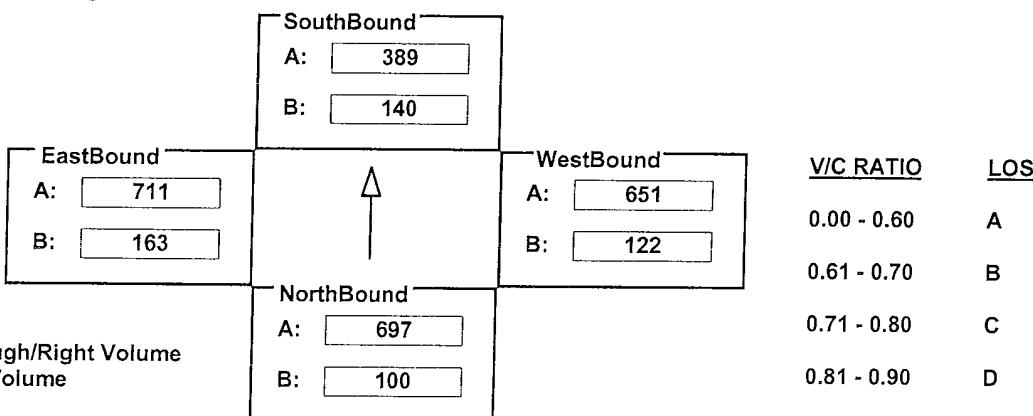
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: SLAUSON AVE I/S No: 6
 AM/PM: AM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|---------|------|------------|------|---------|-----------|---------|------|-----------|------|-----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 62 | 1139 | 114 | 91 | 607 | 62 | 113 | 957 | 92 | 140 | 1121 | 142 |
| AMBIENT | 4 | 70 | 7 | 6 | 38 | 4 | 7 | 59 | 6 | 9 | 69 | 9 |
| RELATED | 34 | 53 | 2 | 43 | 41 | 23 | 2 | 131 | 52 | 14 | 68 | 13 |
| PROJECT | | 8 | | | 2 | 2 | | | 6 | | | |
| TOTAL | 100 | 1270 | 123 | 140 | 688 | 91 | 122 | 1147 | 156 | 163 | 1258 | 164 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | |
| Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | |

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = AT SAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{697 + 140 + 122 + 711}{1500} = 1.113 \quad \text{LOS} = F$$

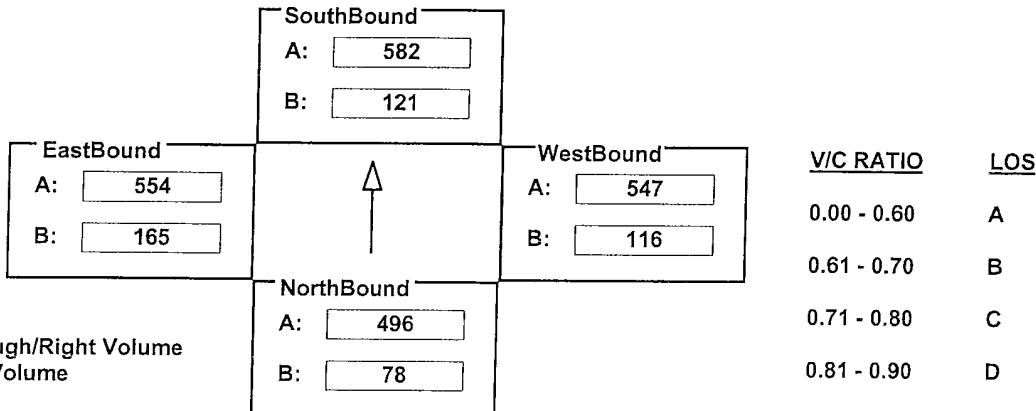
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: SLAUSON AVE I/S No: 6
 AM/PM: PM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 78 | 915 | 76 | 121 | 1067 | 97 | 116 | 994 | 99 | 165 | 1023 | 85 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 78 | 915 | 76 | 121 | 1067 | 97 | 116 | 994 | 99 | 165 | 1023 | 85 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | Perm | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | Perm | RTOR | Perm |
| | | | | | | | | | | | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{78 + 582 + 547 + 165}{1500} = 0.915 \quad \text{LOS} = E$$

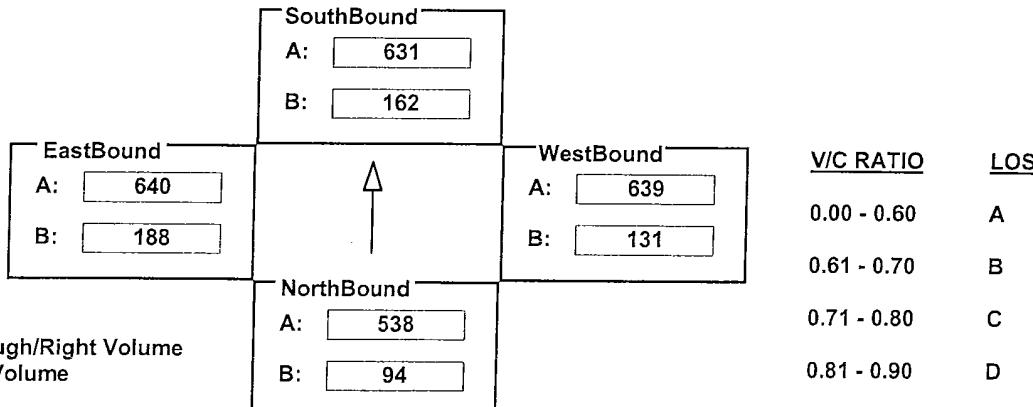
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: SLAUSON AVE I/S No: 6
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|-----|-----------|------|-----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 78 | 915 | 76 | 121 | 1067 | 97 | 116 | 994 | 99 | 165 | 1023 | 85 |
| AMBIENT | 5 | 57 | 5 | 7 | 66 | 6 | 7 | 61 | 6 | 10 | 63 | 5 |
| RELATED | 11 | 16 | 7 | 34 | 16 | 10 | 8 | 82 | 36 | 13 | 89 | 14 |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 94 | 988 | 88 | 162 | 1149 | 113 | 131 | 1137 | 141 | 188 | 1175 | 104 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | | | |

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{94 + 631 + 639 + 188}{1500} = 1.035 \quad \text{LOS} = F$$

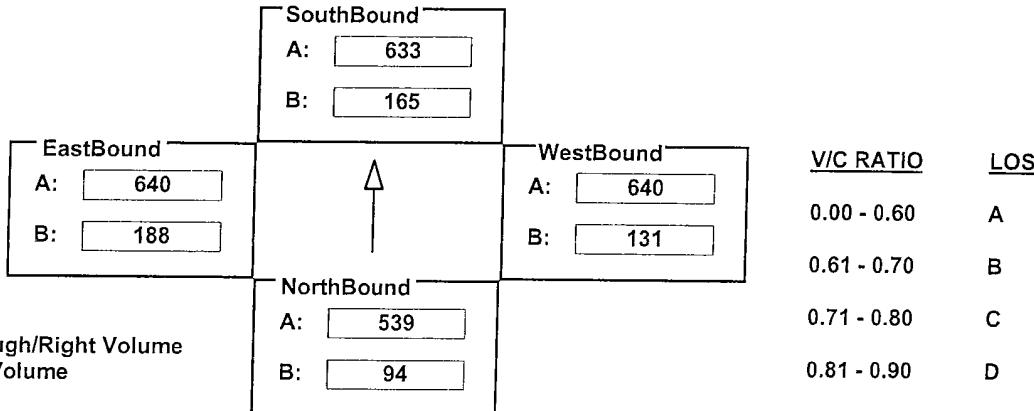
INTERSECTION DATA SUMMARY SHEET

N/S: AVALON BLVD W/E: SLAUSON AVE I/S No: 6
 AM/PM: PM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|-----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 78 | 915 | 76 | 121 | 1067 | 97 | 116 | 994 | 99 | 165 | 1023 | 85 |
| AMBIENT | 5 | 57 | 5 | 7 | 66 | 6 | 7 | 61 | 6 | 10 | 63 | 5 |
| RELATED | 11 | 16 | 7 | 34 | 16 | 10 | 8 | 82 | 36 | 13 | 89 | 14 |
| PROJECT | | 2 | | 3 | 3 | 2 | | | 2 | | | |
| TOTAL | 94 | 990 | 88 | 165 | 1152 | 115 | 131 | 1137 | 143 | 188 | 1175 | 104 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | | |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{94 + 633 + 640 + 188}{1500} = 1.037 \quad \text{LOS} = F$$

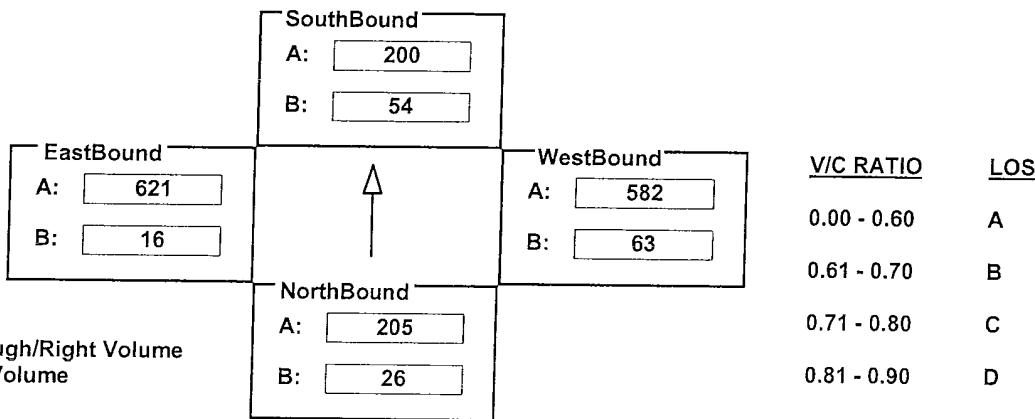
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: **AM** Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 26 | 383 | 0 | 54 | 247 | 45 | 63 | 1152 | 12 | 16 | 1138 | 104 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 26 | 383 | 0 | 54 | 247 | 45 | 63 | 1152 | 12 | 16 | 1138 | 104 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | Perm | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | Perm | RTOR | Perm |
| | | | | | | | | | | | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{205 + 54 + 63 + 621}{1500} = 0.629 \quad \text{LOS} = \text{B}$$

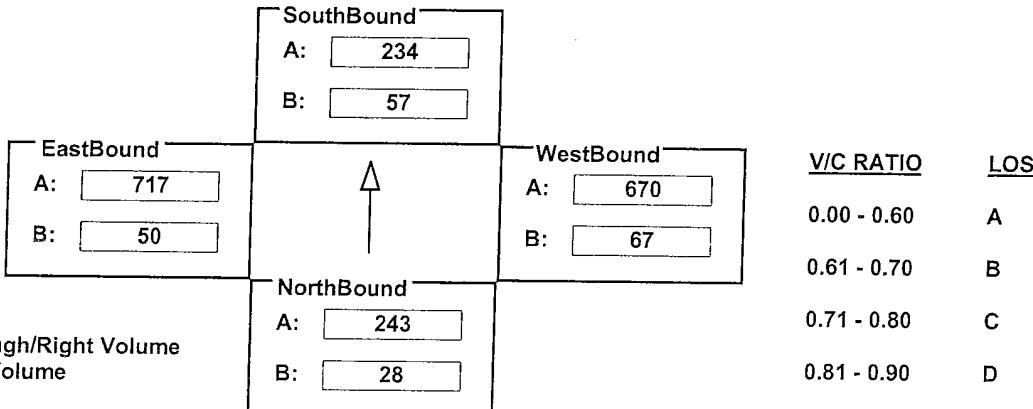
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: **AM** Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|---------|------|------------|------|---------|-----------|---------|------|-----------|------|-----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 26 | 383 | 0 | 54 | 247 | 45 | 63 | 1152 | 12 | 16 | 1138 | 104 |
| AMBIENT | 2 | 24 | 0 | 3 | 15 | 3 | 4 | 71 | 1 | 1 | 70 | 6 |
| RELATED | | 25 | | | 18 | 26 | | 104 | | 33 | 116 | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 28 | 432 | 0 | 57 | 280 | 74 | 67 | 1327 | 13 | 50 | 1324 | 110 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | |
| Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{243 + 57 + 67 + 717}{1500} = 0.723 \quad \text{LOS} = \text{C}$$

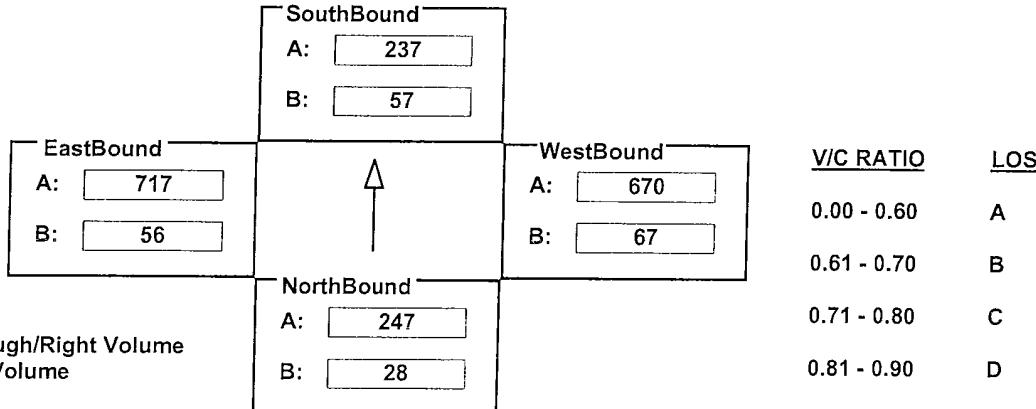
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: **AM** Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 26 | 383 | 0 | 54 | 247 | 45 | 63 | 1152 | 12 | 16 | 1138 | 104 |
| AMBIENT | 2 | 24 | 0 | 3 | 15 | 3 | 4 | 71 | 1 | 1 | 70 | 6 |
| RELATED | | 25 | | | 18 | 26 | | 104 | | 33 | 116 | |
| PROJECT | | 7 | | | 3 | 3 | | | | 6 | | |
| TOTAL | 28 | 439 | 0 | 57 | 283 | 77 | 67 | 1327 | 13 | 56 | 1324 | 110 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$\text{V/C} = \frac{247 + 57 + 67 + 717}{1500} = 0.725 \quad \text{LOS} = \text{C}$$

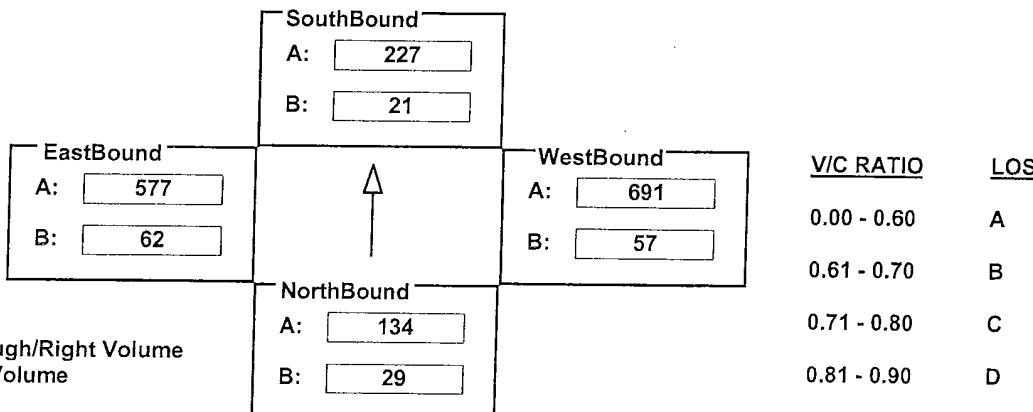
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: PM Comments: EXISTING
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|------|------------|------|------|-----------|------|------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 29 | 207 | 2 | 21 | 372 | 61 | 57 | 1342 | 40 | 62 | 1094 | 60 |
| AMBIENT | | | | | | | | | | | | |
| RELATED | | | | | | | | | | | | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 29 | 207 | 2 | 21 | 372 | 61 | 57 | 1342 | 40 | 62 | 1094 | 60 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Perm | Auto | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{29 + 227 + 691 + 62}{1500} = 0.673 \quad \text{LOS} = \text{B}$$

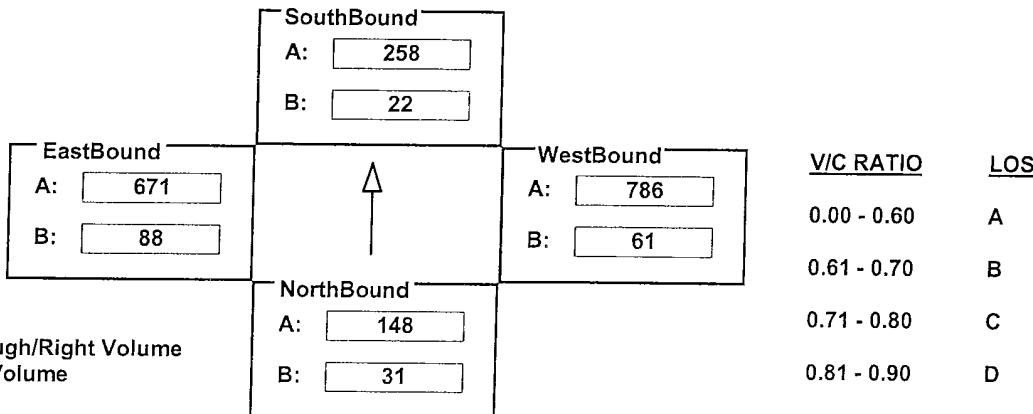
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: PM Comments: FUTURE WITHOUT PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 29 | 207 | 2 | 21 | 372 | 61 | 57 | 1342 | 40 | 62 | 1094 | 60 |
| AMBIENT | 2 | 13 | 0 | 1 | 23 | 4 | 4 | 83 | 2 | 4 | 68 | 4 |
| RELATED | | 12 | | | 12 | 21 | | 104 | | 22 | 116 | |
| PROJECT | | | | | | | | | | | | |
| TOTAL | 31 | 232 | 2 | 22 | 407 | 86 | 61 | 1529 | 42 | 88 | 1278 | 64 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | 1 | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 |
| Phasing | Perm | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | Perm | RTOR | Perm |
| | | | | | | | | | | | | |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{31 + 258 + 786 + 88}{1500} = 0.775 \quad \text{LOS} = C$$

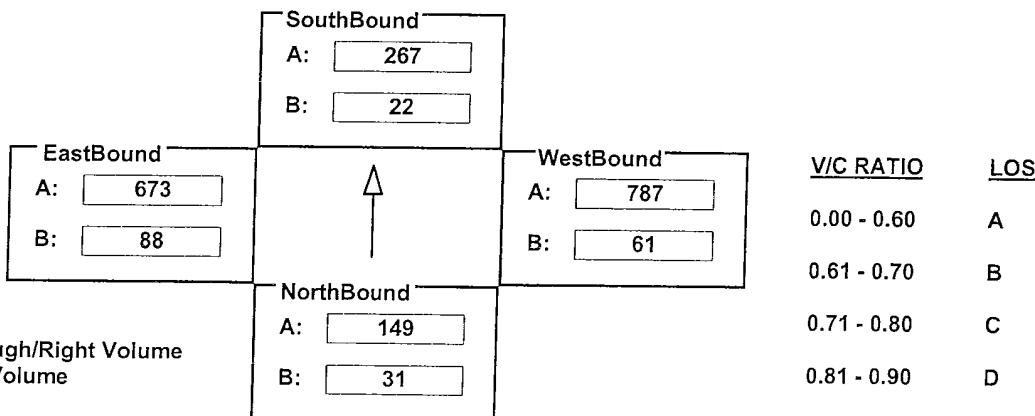
INTERSECTION DATA SUMMARY SHEET

N/S: SAN PEDRO ST W/E: SLAUSON AVE I/S No: 7
 AM/PM: PM Comments: FUTURE WITH PROJECT
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

| | NORTHBOUND | | | SOUTHBOUND | | | WESTBOUND | | | EASTBOUND | | |
|----------|------------|------|---------|------------|---------|------|-----------|------|---------|-----------|---------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| EXISTING | 29 | 207 | 2 | 21 | 372 | 61 | 57 | 1342 | 40 | 62 | 1094 | 60 |
| AMBIENT | 2 | 13 | 0 | 1 | 23 | 4 | 4 | 83 | 2 | 4 | 68 | 4 |
| RELATED | 0 | 12 | | | 12 | 21 | | 104 | | 22 | 116 | |
| PROJECT | | 3 | | | 5 | 14 | | 2 | | | | 4 |
| TOTAL | 31 | 235 | 2 | 22 | 412 | 100 | 61 | 1531 | 42 | 88 | 1278 | 68 |
| LANE | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| SIGNAL | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR | Phasing | RTOR |
| | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto | Perm | Auto |

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$\text{V/C} = \frac{31 + 267 + 787 + 88}{1500} = 0.782 \quad \text{LOS} = \text{C}$$